



Transportation Improvement Program 2023-2027



Improving OUR COMMUNITIES

Amendment #1 February 21, 2023
Amendment #2 March 21, 2023
Amendment #3 May 16, 2023
Amendment #4 July 18, 2023
Amendment #5 August 9, 2023

**Endorsed
May 17, 2022**

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Adjustment #4 July 18, 2023
Adjustment #5 August 9, 2023

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2023-2027
TRANSPORTATION IMPROVEMENT PROGRAM

For the
SOUTHEASTERN MASSACHUSETTS
METROPOLITAN PLANNING ORGANIZATION

SOUTHEASTERN REGIONAL PLANNING AND
ECONOMIC DEVELOPMENT DISTRICT

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Title VI Coordinator

SRPEDD

88 Broadway, Taunton, MA 02780

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Email: lcabral@srpedd.org

The MassDOT Title VI Specialist

MassDOT Office of Diversity and Civil Rights

10 Park Plaza, Suite 3800, Boston, MA 02116

Phone: 857-368-8580 or dial 7-1-1 for Relay Service.

Email: MassDOT.CivilRights@state.ma.us

The MassDOT Office of Diversity and Civil Rights –Investigations Unit

Assistant Secretary of Diversity & Civil Rights, MassDOT

10 Park Plaza, Suite 3800, Boston, MA 02116

Email: odcrcomplaints@dot.state.ma.us

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The SMMPO is equally committed to implementing 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 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 and projects.

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

Portuguese: Caso esta informação seja necessária em outra idioma, favor contar o coordenador em Título VI do SRPEDD pelo telephone (508) 824-1367.

Spanish: Si necesita esta información en otro idioma, por favor contacte al coordinador de SRPEDD del Título VI al (508) 824-1367.

Haitian Creole: Si yo bezwen enfòmasyon sa a nan yon lòt lang, tanpri kontakte Koòdonatè Tit VI SRPEDD a pa telefòn nan (508) 824-1367.

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METROPOLITAN PLANNING ORGANIZATION
(SMMPO)**

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Jonathan Gulliver, Administrator, MassDOT Highway Division

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Erik Rousseau, Administrator of the Southeastern
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Frank Gay, Acting Administrator of the Greater Attleboro-Taunton
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Ex-officio, non-voting members

Jeff McEwen, FHWA Division Administrator

Peter Butler, FTA Acting Regional Administrator

Lee Azinheira, Joint Transportation Planning Group Chairman

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JOINT TRANSPORTATION PLANNING GROUP
(JTPG)**

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Vice-Chairman, Bristol County GATRA Area

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Frank Gay, GATRA
Derek Shooster, MassDOT Planning
Pamela Haznar, MassDOT District 5
Barbara LaChance, MassDOT District 5
Andrew Reovan, FHWA

**Southeastern Massachusetts Metropolitan Planning Organization
Endorsement of the FFY 2023-2027 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 2023-2027 Transportation Improvement Program (TIP) for the region. Furthermore, the SMMPO certifies that the FFY 2023-2027 TIP conforms with the existing FFY 2020 Regional Transportation Plan for the region. The SMMPO hereby endorses the FFY 2023-2027 Transportation Improvement Program.

The endorsement of this document was administered on May 17, 2022 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 2023-2027 Transportation Improvement Program.



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

5/17/22

Date

Certification of the SMMPO Transportation Planning Process

The Southeastern Massachusetts Metropolitan Planning Organization certifies that its conduct of the metropolitan transportation planning process complies with all applicable requirements, which are listed below, and that this process includes activities to support the development and implementation of the Regional Long-Range Transportation Plan and Air Quality Conformity Determination, the Transportation Improvement Program and Air Quality Conformity Determination, and the Unified Planning Work Program.

1. 23 USC 134, 49 USC 5303, and this subpart.
2. Sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 USC 7504, 7506 (c) and (d) and 40 CFR part 93 and for applicable State Implementation Plan projects.
3. Title VI of the Civil Rights Act of 1964, as amended (42 USC 2000d-1) and 49 CFR Part 21.
4. 49 USC 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity.
5. Section 1101 (b) of the Fast Act (Pub. L. 114-357) and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in U.S. DOT-funded projects.
6. 23 CFR part 230, regarding implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts.
7. The provisions of the US DOT and of the Americans with Disabilities Act of 1990 (42 USC 12101 et seq.) and 49 CFR Parts 27, 37, and 38.
8. The Older Americans Act, as amended (42 USC 6101), prohibiting discrimination on the basis of age in programs or activities receiving federal financial assistance.
9. Section 324 of Title 23 USC regarding the prohibition of discrimination based on gender.
10. Section 504 of the Rehabilitation Act of 1973 (29 USC 794) and 49 CFR Part 27 regarding discrimination against individuals with disabilities.
11. Anti-lobbying restrictions found in 49 USC Part 20. No appropriated funds may be expended by a recipient to influence or attempt to influence an officer or employee of any agency, or a member of Congress, in connection with the awarding of any federal contract.



Jamey L. Tesler, Secretary and Chief Executive Officer
Massachusetts Department of Transportation
Chair, SMMPO

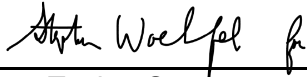
5/17/22

Date

310 CMR 60.05: Global Warming Solutions Act Requirements for Transportation

This will certify that the Transportation Improvement Program and Air Quality Conformity Determination for the Southeastern Massachusetts Metropolitan Planning Organization Long Range Transportation Plan is in compliance with all applicable requirements in the State Regulation 310 CMR 60.05: Global Warming Solutions Act Requirements for Transportation. The regulation requires the MPO to:

1. 310 CMR 60.05(5)(a)1.: Evaluate and report the aggregate transportation GHG emissions impacts of RTPs and TIPs;
2. 310 CMR 60.05(5)(a)2.: In consultation with MassDOT, develop and utilize procedures to prioritize and select projects in RTPs and TIPs based on factors that include aggregate transportation GHG emissions impacts;
3. 310 CMR 60.05(5)(a)3.: Quantify net transportation GHG emissions impacts resulting from the projects in RTPs and TIPs and certify in a statement included with RTPs and TIPs pursuant to 23 CFR Part 450 that the MPO has made efforts to minimize aggregate transportation GHG emissions impacts;
4. 310 CMR 60.05(5)(a)4.: Determine in consultation with the RPA that the appropriate planning assumptions used for transportation 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(8)(a)2.a.: Develop RTPs and TIPs;
6. 310 CMR 60.05(8)(a)2.b.: Ensure that RPAs are using appropriate planning assumptions;
7. 310 CMR 60.05(8)(a)2.c.: Perform regional aggregate transportation GHG emissions impact analysis of RTPs and TIPs;
8. 310 CMR 60.05(8)(a)2.d.: Calculate aggregate transportation GHG emissions impacts for RTPs and TIPs;
9. 310 CMR 60.05(8)(a)2.e.: Develop public consultation procedures for aggregate transportation GHG emissions impact reporting and related GWSA requirements consistent with current and approved regional public participation plans;
10. 310 CMR 60.05(8)(c): Prior to making final endorsements on the RTPs, TIPs, STIPs, and projects included in these plans, MassDOT and the MPOs shall include the aggregate transportation GHG emission impact assessment in RTPs, TIPs, and STIPs and provide an opportunity for public review and comment on the RTPs, TIPs, and STIPs; and
11. 310 CMR 60.05(8)(a)1.c.: After a final GHG assessment has been made by MassDOT and the MPOs, MassDOT and the MPOs shall submit MPO-endorsed RTPs, TIPs, STIPs or projects within 30 days of endorsement to the Department for review of the GHG assessment.



Jamey Tesler, Secretary and CEO
Massachusetts Department of Transportation (MassDOT);
Chair, Southeastern Massachusetts Metropolitan Planning Organization (SMMPO)

5/17/22

Date

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- Attachment 2 – Greenhouse Gas Monitoring, Evaluation Process & Summaries
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- Attachment 3 – Greenhouse Gas Monitoring, Evaluation Process & Summaries
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- Attachment 4 – Federal Transit Project Listing GATRA FFY2023-2027
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- Attachment 6 – Federal Target Reports
- Attachment 7 – Supplemental Project List
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- 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 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 amendments and adjustments 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 **2023 (October 1, 2022 to September 30, 2023)**. 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 **2024 (October 1, 2023 to September 30, 2024)**. 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 **2025 (October 1, 2024 to September 30, 2025)**.

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

FIFTH YEAR ELEMENT - Transportation projects proposed for construction/implementation during federal fiscal year **2027 (October 1, 2026 to September 30, 2027)**.

SUPPLEMENTAL PROJECT LIST - A listing of long-term projects that are not expected to be ready for construction or implementation within five years. These projects are typically in the early stages of development.

BIPARTISAN INFRASTRUCTURE BILL

With the recent passing of the Bipartisan Infrastructure Bill (BIL), Massachusetts received a five-year apportionment that includes \$5.4 billion in highway formula funds, \$2.8 billion in transit formula funding, over \$110 billion in discretionary program funds.

For FY22, now that an appropriations bill has been passed, the Southeastern Massachusetts MPO's regional target will increase by \$4,076,468. MassDOT Planning will coordinate with the MassDOT Highway Division and other planning partners to identify projects for this new funding.

Based upon an assumed obligation authority of 90% (five-year rolling average), for FY23-FY26 the statewide increase in STIP funding is \$442.2 million; the increase in overall regional target funding is \$150.7 million; and the increase in Southeastern Mass MPO target funding is \$17.7 million. The fifth year of the TIP, FY27, will be based on an assumed amount consistent with BIL's annual amounts.

Funds are appropriated in categories as follows:

Contract Authority is used for programs funded from the Highway Trust Fund. It is established by a reauthorization act and is not subject to annual appropriation. However, Congress annually imposes an overall obligation limitation that constrains the maximum amount of contract authority. Approximately 83% of the transportation funding in BIL is contract authority.

Supplemental Appropriations are appropriations made in a reauthorization act instead of the annual appropriations bill. They are self-effectuating and not subject to the annual obligation ceiling. Approximately 13% of the transportation funding in BIL is supplemental appropriations.

Authorizations Subject to Appropriation are program amounts that are included in a reauthorization act but require a subsequent appropriation to effectuate. Approximately 4% of the transportation funding in BIL is subject to future appropriation.

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.

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 2023-2027 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 improves safety, PM2 maintains 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 is 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 through CY 2021. CY2022 targets were adopted by the SMMPO on January 18, 2022. 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. Per Federal Highway Administration (FHWA) guidance, the CY2022 target setting process began with a trend line projection based on the most recent available data. Due to reduced vehicle miles traveled (VMT) related to the pandemic, actual 2020 fatalities did not follow this trend, so CY21 projections were based on trends from CY19 with CY20 data disregarded given the unique circumstances surrounding data from that year.

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 has adopted PM1 targets for CY2018 through CY2022 in January of each respectively calendar year.

The safety measures MassDOT has established for 2022, that the SMMPO has adopted, are described on the following pages.

Fatalities – Total Fatalities and Fatality Rate

Per Federal Highway Administration (FHWA) guidance, the CY22 target setting process began with a trend line projection based on the most recent available data. Due to reduced vehicle miles traveled (VMT) related to the pandemic, actual 2020 fatalities did not follow this trend, so CY21 projections were based on trends from CY19 with CY20 data disregarded given the unique circumstances surrounding data from that year. CY22 projections are based on a 2.5% reduction in fatalities from CY21 resulting in a five-year average fatalities projection of 340. It is projected that fatalities will decrease based on MassDOT efforts in the areas of speed management and safe systems, among other safety strategies. As always, MassDOT's overarching goal is zero deaths and this goal will be pursued by implementing Strategic Highway Safety Plan (SHSP) strategies. The SMMPO total fatalities five-year averages have remained steady over the last 3 time periods and show a decrease from historical numbers.

The fatality rate represents five-year average fatalities divided by five-year average VMTs. The COVID-19 pandemic greatly impacted VMT, causing fatality rates to spike in 2020 with significantly lower VMT and slightly higher fatalities. The 2022 projection is now 0.56 fatalities per 100 million vehicle miles traveled for 2022 (five-year average of 2018-2022). The long-term goal is towards zero deaths, so the long-term fatality rate target is 0 fatalities per 100 million VMTs. The SMMPO fatality rate is higher than the statewide fatality rate. Previous reporting showed a decline in fatality rates, but the most recent reporting period for the region (2016-2020) shows a slight increase from 0.84 to 0.86.

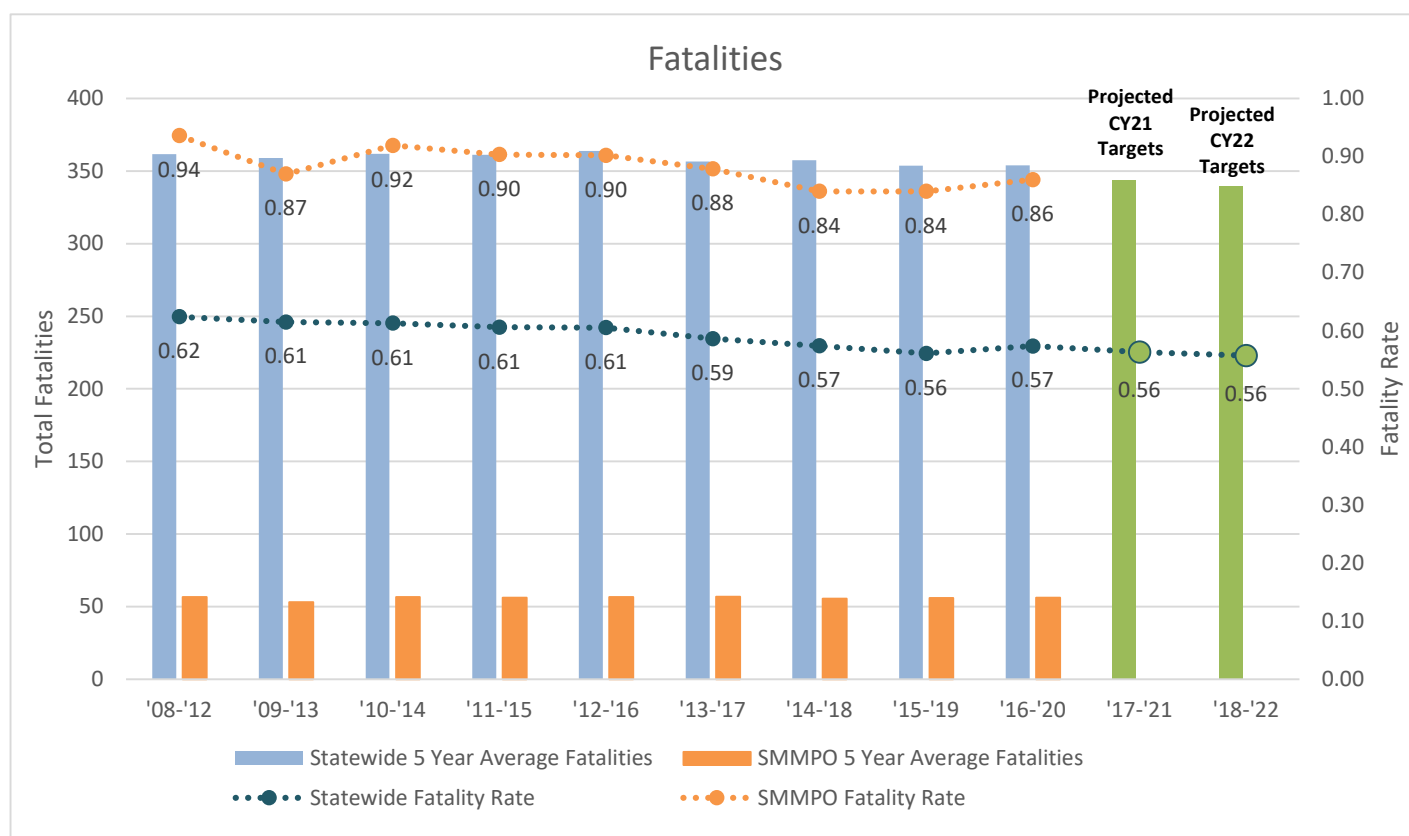


Figure 1 - SMMPO vs. Statewide 5 Year Total Fatalities Averages, Fatality Rates and Statewide CY 2022 Targets

Serious Injuries – Total Serious Injuries and Serious Injury Rates

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 SHSP. MassDOT projections in this category have used CY19 as a base to reflect changes in VMT due to the pandemic, and the CY22 target of 2,504 was set to reflect this trend. Due to unpredictable fluctuations between 2019 and 2020 data and an overall decreasing trendline, a 3% reduction in annual serious injuries from 2018 to 2021, and a 4% annual reduction from 2021 to 2022, were assumed to calculate the CY22 target.

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 4.28 per 100 million VMT between 2017–2021 to 4.11 between 2018–2022. Five-year VMT data were used between 2018 – 2022 to calculate this rate.

The SMMPO Total Serious Injuries Rate per 100 million VMT is higher than the statewide rate based on 5-year averages. Previous reporting periods showed a downward trend but the 2016-2020 reporting period showed an uptick both regionally and statewide. See Figure 2 for the SMMPO vs. statewide comparison of the trend for this performance measure.

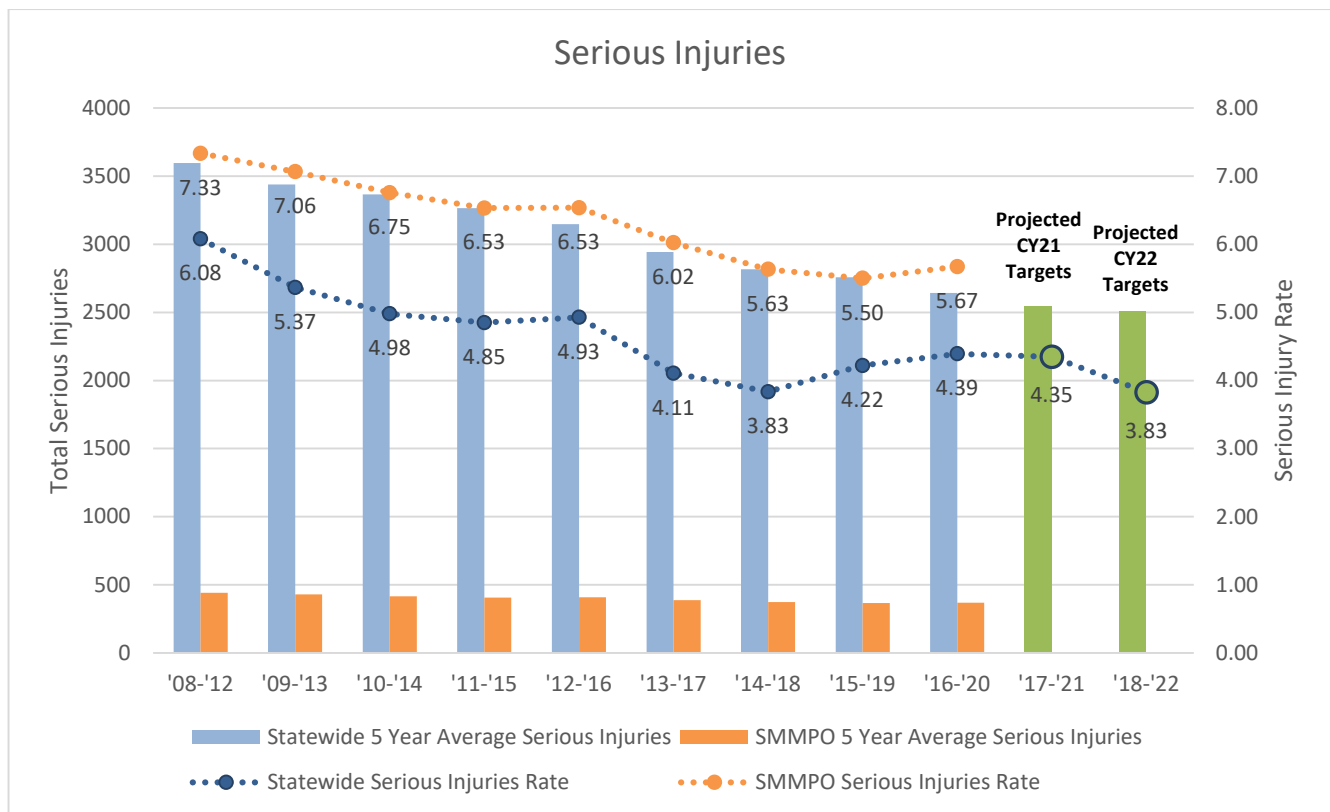


Figure 2 - SMMPO vs. Statewide 5-Year Total Serious Injuries Averages, Serious Injury Rates, and Statewide CY2022 Targets

Total Number of Non-Motorized Fatalities and Serious Injuries

In 2020, during the COVID-19 pandemic, Massachusetts experienced a steep decline in both non-motorized fatalities and serious injuries. Because of the high fluctuations in the data, to establish MassDOT's CY22 target, CY21 non-motorist fatalities and suspected serious injuries were set to be equal to the average of CY17, CY18 and CY19 data. To project the non-motorist fatality and serious injuries for CY22, a 2% reduction was estimated. Overall, this translated to a CY22 5-year average of 471 fatalities and serious injuries combined for non-motorists.

It is important to note that the inclusion criteria have changed for non-motorists. This year, the non-motorist type “not reported” was removed because, based on manual inspection, it appears that many of the persons in this category were not actually pedestrians or bicyclists but were bystanders (e.g. people who were in buildings when the building was struck by a vehicle). However, due to data quality and the ability, need and resources to manually review crashes, this field may continue to evolve.

The SMMPO regional trends have remained fairly level over the last four reporting periods.

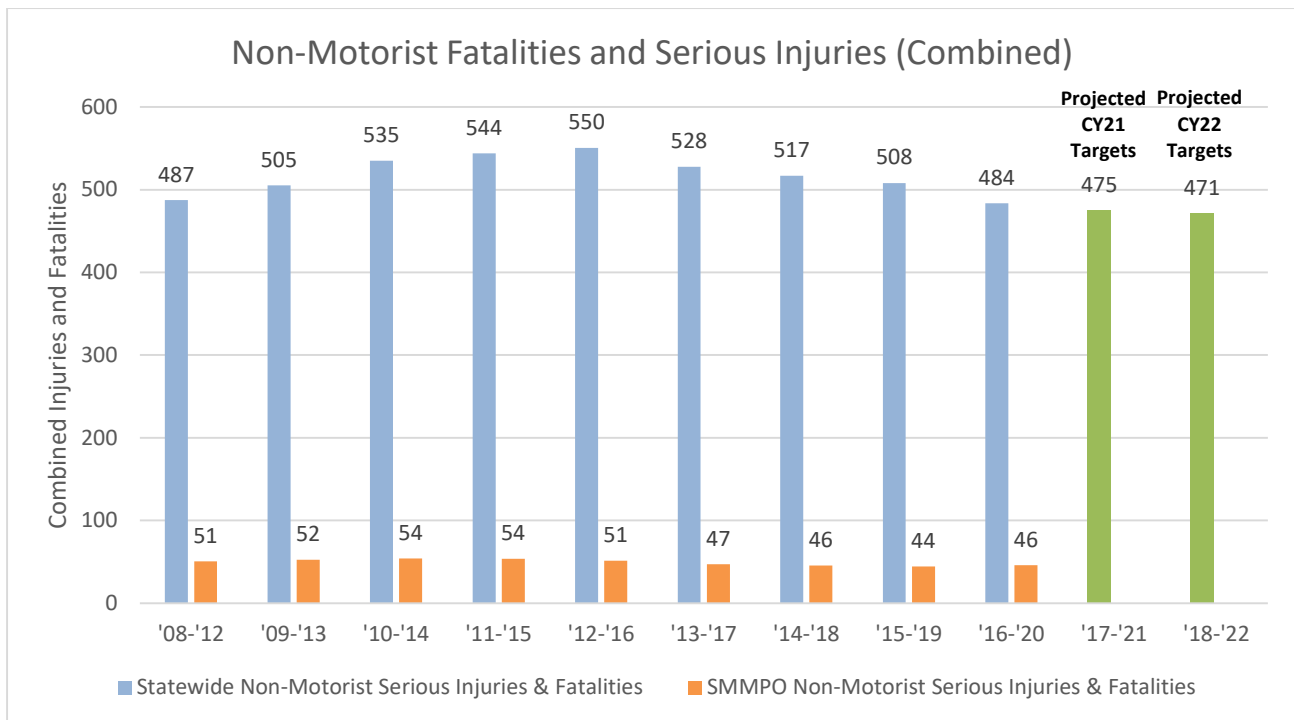


Figure 3 - SMMPO vs. Statewide Combined Cyclist and Pedestrian Fatalities and Serious Injuries 5-Year Averages and Statewide CY2021 and CY2022 Targets

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 20th, 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

Performance Measure	Baseline	2-year target (2020)	4-year target (2022)
Percentage of NHS Bridges Classified as in Good Condition	15.1%	15%	16%
Percentage of NHS Bridges Classified as in Poor Condition	13.1%	13%	12%
Percentage of Pavements of the Interstate System in Good Condition	75.6%	70%	70%
Percentage of Pavements of the Interstate System in Poor Condition	0.1%	4%	4%
Percentage of Pavements of the Non-Interstate NHS in Good Condition	32.9%	30%	30%
Percentage of Pavements of the Non-Interstate NHS in Poor Condition	31.4%	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 20th, 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 50th percentile travel time and the 80th percentile travel time, and the proportion of reliable segments is reported. For TTTR, the ratio between the 50th percentile travel time and the 90th 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	2-year (2020)	4-year (2022)
Non-Interstate LOTTR	80%	80%	80%
Interstate LOTTR	70%	68%	68%
Truck Travel Time Reliability (TTTR) Index	1.84	1.85	1.85
PHED (Boston UZA)	18.31	18.31	18.31
% non-SOV (Boston UZA)	33.6%	35.4%	36.2%
Emissions Reductions	Baseline (FFY 14–17)	1,622 CO	TBD CO (Springfield)
		497.9 Ozone	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 important factors 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 October 2022.

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 in Table 3.

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 October 2022.

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 2023-2027.

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, 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. Prior to construction MassDOT will notify, via email, the proponent, as well as forward a copy of a municipal agreement. This agreement must be signed 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 February 9, 2022, March 9, 2022 & April 13, 2022 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 19, 2022 via Zoom Virtual Meeting during the COVID-19 pandemic. The final draft TIP had an advertised minimum 21-day public comment period from April 19, 2021 to May 17, 2022. 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, 2022 via Zoom Virtual Meeting during the COVID-19 pandemic. The SMMPO met on May 17, 2022 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 FFY2023-2027 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 – FFY2023-2027 TIP Development Public Comments

Date	Meeting (If Applicable)	Comment Type	Commenter	Comment	Response
3/9/2022	Joint Transportation Planning Group Meeting	Verbal	Alan Slavin, Wareham Representative	Alan Slavin had a question regarding the status of the bike path at the Weweantic Bridge, since the state is re-doing the bridge and putting lanes on both sides and possibly considering expanding those to meet up with Swift’s Beach Road and dropping the County Road concept entirely and to basically go onto Route 6, which would fit in with the long-term Route 6 project of bringing four lanes to three, hopefully.	Ms. Jones replied that there are 4 projects, 2 on the TIP and 2 are on the supplemental list for these. There's only one small gap in that section that's not covered by a project and it's from Point Road to the Weweantic Bridge.
3/9/2022	Joint Transportation Planning Group Meeting	Verbal	Alan Slavin, Wareham Representative	Alan Slavin asked a question about the Route 6 project, going from four lanes to three lanes, and the third lane being a turning lane, which MassDOT was interested in, and do we have any idea where that’s going to be, you know, as far as what year it might be in the TIP, if it actually comes forward.	Ms. Estrela-Pedro responded that it would be a state-initiated project, and right now, the TIP is being proposed through federal fiscal year 2027 and it would probably be programmed beyond that point, or being state initiated it may be funded with statewide funding, but there are occasions where we also pick up projects with regional target funding.
3/9/2022	Joint Transportation Planning Group Meeting	Verbal	Shayne Trimbell, SRTA	Shayne Trimbell asked if the MPO chose to flex funds to the RTAs, would it be able to be used for rolling stock or restricted to physical assets?	Ms. Estrela-Pedro responded that they are waiting for specifics from MassDOT.
3/15/2022	SMMPO	Verbal	Pamela Haznar, MassDOT District 5	Ms. Pam Haznar pointed out that there seem to be some projects in the southeast Mass region that aren't showing up here.	Ms. Estrela-Pedro explained that those projects not mentioned are MassDOT initiated projects and these are community-initiated projects. The MassDOT projects will be considered for funding if there is extra money, but staff gave priority to the regionally initiated projects.
3/23/2022	SRPEDD Commission Meeting	Verbal	Lloyd Mendes, Somerset SRPEDD Commissioner	Ms. Mendes asked if the Somerset project mentioned is in the TIP.	Ms. Estrela-Pedro replied that the Somerset Route 6 at Lees River Ave is programmed in the TIP with statewide funds.
3/23/2022	SRPEDD Commission Meeting	Verbal	Jeff Carvalho, Dighton SRPEDD Commissioner	Questioned if the \$11 million is available in FFY2023	Ms. Estrela-Pedro replied that any project seeking funding in FFY2023 should be at 75% design, pretty close to being ready, and it has to have gone through the MassDOT process.
3/23/2022	SRPEDD Commission Meeting	Verbal	James Whitin, Westport SRPEDD Commissioner	The Robert/Tickle St/Rte 177 intersection is that being considered with a roundabout or is another design being considered.	Ms. Estrela-Pedro replied that to the best of her knowledge it was still the roundabout that was being considered.
3/24/2022		e-Mail	John P. Hansen, Jr., Swansea Town Planner & Swansea SRPEDD Commissioner	In reviewing the TIP project list sent out by Stacy, I noticed that the Swansea TIP projects are scheduled for 2025. I thought I remember when coming on board here a few years back that these were programmed for 2024. Did they get moved down? Certainly, for the three intersections on Rt. 6 project, which includes Rt. 136, it would be disappointing to wait three more years considering this intersection has been given the distinguished honor of being the most dangerous in the region.	The Gardners Neck Road project is currently programmed in 2024 in the FFY2022-2026 TIP with regional target funding and is being proposed to be funded with Statewide funding in 2025 for the FFY2023-2027 TIP. The three Intersections project, that includes Route 6 at Route 136 intersection, is currently programmed in 2025 in the FFY2022-2026 TIP. It was previously programmed in FFY2024 of the FFY2021-2025 TIP. FFY 2024 concludes on September 30 th and FFY2025 starts on October 1 st , so a shift in any project estimated to be advertised in the last quarter of FFY2024 is not really affected as it will likely be programmed in the first quarter of FFY2025. Sometimes projects are pushed out due to readiness and other times it’s based on funding availability. As projects progress through the design and review stages sometimes there are opportunities for projects to move up.
4/11/2022		e-Mail	Sandra Medeiros, South Coast Bikeway	<p>Is there a way to ask that this accessible ramp project (NEW BEDFORD- BICYCLE AND PEDESTRIAN RAMP CONSTRUCTION, ROUTE 6 (WB) TO MACARTHUR DRIVE) be moved up on the TIP? 2027 is several years past the 2023 completion date of the South Coast Rail. I was under the understanding that the project was fully funded and construction would begin soon.</p> <p>The lack of a ramp on the north side of route 6 is the only impediment to cyclists accessing the train station from Fairhaven and points east. I am aware that cyclists could travel on the south side of route 6 on the bumpy red "brick" path and circle back towards the station but that would add additional minutes to their commute. Perhaps we should send a letter from the South Coast Bikeway Alliance to our state and local representatives as well as submit comments to the South Coast Rail, MassDOT and Route 18 project sites. Please advise.</p>	Ms. Jones replied, I agree that it would be helpful to have the project coincide with the start of South Coast Rail as it will provide a very important connection. The project is currently programmed for funding in fiscal year 2027 (October 2026-September 2027) in the statewide portion of the TIP. I can’t speak to the exact reason of why it is placed in that year as we have little input on statewide programming (we are responsible for the regional portion); however, it generally takes 5-7 years to get a project through the TIP design and programming process. We will include your comments on the timing as part of our public comment section of the TIP document, which is reviewed by MassDOT and FHWA. A letter alerting state and local representatives of this issue is also a good idea.
4/13/2022	Joint Transportation Planning Group Meeting	Verbal	Pamela Haznar, MassDOT District 5	Pam Haznar informed the group she had a recommendation for federal fiscal year 2023 of the draft TIP, that instead of flexing the funds to transit as is proposed. There are a number of highway projects that could be ready in 2023 that she asked the body to consider. Most importantly, for MassDOT for the district is 612104, which is Middleboro interstate maintenance and related work on 495. The amount is \$10.3 million. The roadway is failing and it is a highway project and there are highway funds available she wanted the body to consider that as an alternative.	<p>Discussion Ensued with Shayne Trimbell and Angie Constantino advocating for any funding that is available for the RTA's since they are already struggling with operation costs and this will allow the RTA's to continue without any cuts to service. Ms. Estrela-Pedro reiterated that one of the reasons that staff considered the flexing is that it will help the RTA's who are having a hard time meeting some of their goals as far as bus replacement.</p> <p>Stephanie Crampton pointed out that the New Bedford project slated at \$11.8, but the 75% design estimates are now coming in at \$12.9 and with prices increasing every day, it's most likely to increase even higher. So we're already over what's slated in the TIP right now, so let's keep that in mind.</p>
5/2/2022		e-Mail	Andrew Reovan, Community Planner Federal Highway Administration	I'm having trouble finding the link to the draft TIP on the website. The link shared via meeting agenda 4/19 does not seem to work, and the meeting materials page for SMMPO does not have the draft TIP. Will the file be made available via website?	We had some issues with the link. A new link will be distributed with the Agenda for the May 17th meeting on May 3rd. All of our TIP documents can always be found on our website's transportation page https://srpedd.org/transportation/regional-transportation-planning/transportation-improvement-program-tip/ .
5/2/2022		e-Mail	Andrew Reovan, Community Planner Federal Highway Administration	<p>Table 8: Appreclate the level of detail in this table to document comments and response. Thanks!</p> <p>Table 10 is very helpful, appreciate the detailed analysis. One note: for projects that are not identified in the LRTP, consider noting the projects are "consistent with LRTP goals" or similar instead of/in addition to "no". See 23 CFR 450.326 (l): "Each project or project phase included in the TIP shall be consistent with the approved metropolitan transportation plan."</p> <p>Thank you for providing the underlined comment on communities' difficulty with the length of the TIP process. Noted.</p> <p>Table 15: Thank you for providing this information on other funding sources and grants.</p> <p>Tables 16-22: I know there was some discussion of transit funding being pending at the April MPO meeting. And the description lists them as estimates. Are updated numbers anticipated before publication?</p> <p>Tables 24-25: As above, will these updated transit financial plan numbers be available for public review?</p> <p>Projects listed as "Flex to FTA": Please confirm with FTA that flex projects are not already programmed for other grant funding (5307, etc.). Grants cannot be previously awarded for flex projects.</p>	<p>Thank you for the Excellent suggestion. We have updated the table.</p> <p>Draft Transit Listings have been updated in the Draft FFY2023-2027 TIP accessible via the link distributed on May 10th.</p> <p>Updated Transit Financials have been updated in the Draft FFY2023-2027 TIP accessible via the link distributed on May 10th and will be available for public review.</p> <p>Noted.</p>

Table 8 – FFY2023-2027 TIP Development Public Comments

Date	Meeting (If Applicable)	Comment Type	Commenter	Comment	Response
5/5/2022		e-Mail	Derek Shooster, MassDOT STIP Coordinator/Regional Planning Coordinator, MPO Activities	<p>1) Is Plan Works Decision Guide on page A-1 a link? If so, it is not working. 2) There are hyperlinks in the descriptions of terms in Appendix C that are not obvious. If they are intended to be included, they should be clearly visible to the reader, if not, they should be removed. (National Highway System, BIL). 3) Check for hidden hyperlinks in the Introduction and remove them if unnecessary (paragraph 2 "consideration").</p> <p>1) Update Table 8 once comments are received. 2) Figure 20 is missing 3) Update Table 24 and Table 25 when transit project lists are final. Please include alternative text for figure 23, figure 24.</p> <p>Appendix C: Please update description of MassDOT in Appendix C. Jamey Tesler is the current Transportation Secretary and CEO of MassDOT, not Stephanie Pollack.</p> <p>Dates should reflect current TIP. Reference to figure 12 on page 58 should be changed to 2023 – 2027 TIP Project Locations.</p> <p>Please mention in the narrative that the analysis results are available in attachment 2 and 3 (Page 113). The document can be made more reader friendly by being consistent on the way figures and tables are referenced in the narrative.</p> <p>Please include Carbon Reduction Program, the new program under BIL, in the section that discussed funding programs.</p> <p>1) Please update Figure 2 to match updated targets and trend. 2) Please ensure the Performance Measures reflect the most recent revision. Baseline values in Table 1 and values in Table 2 need to be updated.</p> <p>Please verify that all cost and TIP financials are up to date after May 6th.</p> <p>When exporting the STIP Investment Reports please check Add'l Information check box.</p> <p>Please export STIP Investment Report for Transit from eSTIP for updated Transit TIP list, and include Additional Information.</p> <p>Please verify that all cost and TIP financials are up to date after May 6th.</p> <p>Please export STIP Investment Report for Transit from eSTIP for updated Transit TIP list, and include Additional Information.</p> <p>1) Please ensure every project has a GHG Analysis Type (Project 610927). 2) Please ensure that for every project the GHG Analysis Type and GHG Impact Description are consistent with each other. For example, qualitative analysis type should be matched with a qualitative description. 3) Total GHG impact is inconsistent with direction of impact of individual projects</p> <p>Please provide transit GHG analysis.</p>	<p>Updates made.</p> <p>Updates made.</p> <p>Update made.</p> <p>Update made.</p> <p>Update made.</p> <p>Update made.</p> <p>Information verified.</p> <p>Completed.</p> <p>Completed.</p> <p>Completed.</p> <p>Updates made.</p> <p>Completed.</p> <p>Completed.</p>
5/17/2022		letter	Bicycle Committee, Town of Fairhaven	<p>This letter from the Fairhaven Bikeway Committee is written to comment formally on the Draft 2023-2027 Transportation Improvement Plan(TIP). At their meeting held on April 26th, the Committee voted unanimously to send you this email with comments to the 2023-2027 TIP.</p> <p>The committee agrees with comments made by Sandra Medeiros that are contained on page #38 of the existing draft, which advocate for advancing the timing of the construction of the ramp on the north side of route 6 to more closely align with the completion of the South Coast rail project.</p> <p>In the Introduction section of the document, the plan calls for a “comprehensive performance-based regional multimodal transportation planning process ... while minimizing transportation-related fuel consumption and air pollution.”</p> <p>The Fairhaven Bikeway Committee believes it would be best if the ramp that is already programmed to be built in 2026-2027 on the north side of the Fairhaven-New Bedford Bridge, were moved up in the funding cycle to more closely coincide with completion of the New Bedford South Coast Rail Station in 2023. The ramp will make it far easier for people commuting to the New Bedford rail station via bicycle from Fairhaven and points east, to ride down off the bridge and into the Train Station.</p> <p>Jim Anderson, member of the Fairhaven Bikeway Committee actually commented during the meeting that he can see himself doing just that when the rail station is open. Jim is an avid cyclist who said he moved to Fairhaven when he retired, in part, to be near the Phoenix Bike Trail. He frequently runs errands on his bike for groceries, to the pharmacy, etc and he said he most certainly would ride from Fairhaven over to New Bedford on his bike to meet the train for day trips to Boston. Jim is one example of what we believe will be a significant number of people from Fairhaven and points east who will do the same and we believe that the ramp on the north side of the bridge will be a huge asset to people commuting over to the Train station on bicycle, completing that multi-modal trip that the TIP envisions.</p>	<p>This letter was read into the record at the May 17, 2022 SMMPO Meeting. Pamela Haznar from MassDOT District 5 provided information on the current design status for the project and talked about the desing process and its relationship to TIP project placement.</p>
5/17/2022		letter	South Coast Bikeway Alliance	<p>As you are aware, the South Coast Bikeway Alliance is a non-profit organization made up of community representatives and groups that work with local leaders and organizations to advocate for and build the networks of bikeways throughout the South Coast region. Our overall goal is to promote active transportation and recreation. The South Coast Bikeway, once realized, will be a 50-mile continuous system of bike paths (or multi-use paths) and bike lanes that will connect Rhode Island to Cape Cod. Cities and towns included in this plan are Swansea, Somerset, Fall River, Westport, Dartmouth, New Bedford, Fairhaven, Mattapoisett, Marion and Wareham.</p> <p>The SCBA very much appreciates mention of the South Coast Bikeway in the TIP document, including the mention on page 118 that states... “Several projects are underway that include South Coast Bikeway Routing by MassDOT including projects in Marion and Wareham on Route 6 and the New Bedford Bicycle and Pedestrian Ramp Construction from Route 6 to MacArthur Drive project” At their meeting held on May 10th, the South Coast Bikeway Alliance (SCBA) voted unanimously to send you this email with comments to the 2023-2027 TIP. The committee agrees with comments made by Sandra Medeiros, on page #38 of the existing draft. Ms. Medeiros is a current member of the SCBA but the SCBA would like to take her comments one step further and to endorse her comments as representing the view of the SCBA on the whole. We are advocating for advancing the timing of the construction of the ramp on the north side of route 6 to more closely align with the completion of the South Coast rail project.</p> <p>The South Coast Bikeway Alliance believes it would be best if the ramp that is already programmed to be built in 2026-2027 on the north side of the Fairhaven-New Bedford Bridge, were moved up in the funding cycle to more closely coincide with completion of the New Bedford South Coast Rail Station in 2023. The ramp will make it far easier for people commuting to the New Bedford rail station via bicycle from Fairhaven and points east, to ride down off the bridge and into the Train Station.</p> <p>In the longer view, we envision the construction projects on the Weweantic Bridge in Wareham and the Cape Cod Canal Bridges, providing easier safer crossings of those waterways, and bringing an increase in tourism whereby people from Boston will choose intermodal transportation to ride down from Boston on South Coast Rail, then bike from New Bedford through our beautiful coastal communities to experience the Phoenix and Mattapoisett Rail trail and the magnificent new project connecting to Mattapoisett before riding down through Marion, Wareham and over the bridges to Cape Cod and over to the Islands. The ramp on the north side down to the train station will be a tremendous asset to people traveling back and forth between New Bedford and points east.</p> <p>In conclusion, we are very grateful for the emphasis the TIP places on intermodal transportation and we hope that you will consider moving the construction of the ramp on the north side of the route 6 up to coincide with the completion of the South Coast Rail station</p>	<p>This letter was read into the record at the May 17, 2022 SMMPO Meeting. Pamela Haznar from MassDOT District 5 provided information on the current design status for the project and talked about the desing process and its relationship to TIP project placement.</p>

COORDINATION

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

SRPEDD staff works closely with local community Highway / Public Works officials and staff, community Select Boards, 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. SRPEDD also coordinates with 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, South Coast Bikeway Alliance (includes members from: Swansea, Somerset, Fall River, Westport, Dartmouth, New Bedford, Fairhaven, Mattapoissett, Marion & Wareham), Taunton River Trail (includes: Taunton Pathways, Dighton Pathways, and Somerset), Taunton River Stewardship Council, and East Coast Greenway on Bicycle/Trail Planning.

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 are 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 scope 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. The Evaluation Criteria process is presented to, and discussed with, the JTPG and SMMPO on an annual basis.

Although the past few years have 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 once conditions have stabilized.

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 17 projects programmed in FFY'S 2023-2027; three have been identified as high crash locations; two as congested corridors as well as containing high crash locations; two as congested corridors; two as congested intersections; two advance the routing of the Southcoast Bikeway (one segment and one intersection); one as a high crash bicycle corridor; one as both a congested and high crash intersection; and two are pavement preservation projects that will include multimodal facilities. 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.

Current FY for 2023- 2027 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)
23	608535	NB	NEW BEDFORD - CORRIDOR IMPROVEMENTS AND RELATED WORK ON COUNTY STREET FROM NELSON STREET TO UNION STREET	11	10	18	10	12	4	65
23	608230	RE	REHOBOTH - INTERSECTION IMPROVEMENTS & RELATED WORK AT WINTHROP STREET (ROUTE 44) & ANAWAN STREET (ROUTE 118)	5	11	19	3	8	7	53
24	607871	DA	CORRIDOR IMPROVEMENTS ON ROUTE 6, FROM FAUNCE CORNER ROAD TO HATHAWAY ROAD (Formerly Tucker Road Relocation)	9	6	20	8	13	7	63
24	608944	MN	MANSFIELD - RECONSTRUCTION ON CHAUNCY STREET (ROUTE 106)	6	13	18	12	10	1	60
24	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
24	610647	WA	WAREHAM - CORRIDOR IMPROVEMENTS ON ROUTE 6 AT SWIFTS BEACH ROAD	9	6	15	7	10	0	47
25	606715	LK	LAKEVILLE- RECONSTRUCTION AND RELATED WORK ON RHODE ISLAND ROAD (ROUTE 79), FROM THE TAUNTON CITY LINE TO CLEAR POND ROAD	6	10	20	10	9	6	61
25	607825	WA	WAREHAM- SHARED USE PATH CONSTRUCTION ADJACENT TO NARROWS ROAD AND MINOT AVENUE	11	7	6	5	9	6	44
25	609255	MN	MANSFIELD - CORRIDOR IMPROVEMENTS AND RELATED WORK ON SCHOOL STREET, FROM SPRING STREET TO WEST STREET	0	12	6	9	6	5	38
26	607440	MT	MATTAPOISETT - CORRIDOR IMPROVEMENTS AND RELATED WORK ON MAIN STREET, WATER STREET, BEACON STREET, AND MARION ROAD	7	13	9	5	4	10	48
26	608750	PL	PLAINVILLE - RECONSTRUCTION OF SOUTH STREET (ROUTE 1A), FROM SHARLENE LANE TO EVERETT STREET AND RELATED WORK	8	13	18	11	12	6	68

Current FY for 2023- 2027 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)
26	610798	NB	NEW BEDFORD - INTERSECTION IMPROVEMENTS AT MOUNT PLEASANT AND NASH ROAD	11	7	9	11	13	2	53
27	609193	NO	NORTON - INTERSECTION IMPROVEMENTS AT WEST MAIN STREET (ROUTE 123), NORTH WORCESTER STREET AND SOUTH WORCESTER STREET	6	13	11	8	10	3	51
27	608586	DA	DARTMOUTH - CORRIDOR IMPROVEMENTS ON DARTMOUTH STREET AND PROSPECT STREET	2	8	8	6	10	0	34
27	612268	MN	MANSFIELD- CHAUNCY STREET (ROUTE 106) IMPROVEMENTS (PHASE 2)	9	12	12	12	10	6	61
27	610927	WT	WESTPORT - INTERSECTION IMPROVEMENTS AT ROUTE 177 AND ROBERTS ROAD/TICKLE ROAD	3	13	5	3	8	2	34
27	608530	MB	MIDDLEBOROUGH - RECONSTRUCTION AND RELATED WORK ON WAREHAM STREET AND WOOD STREET	10	13	17	7	11	3	61
NP	607820	DA	DARTMOUTH - RECONSTRUCTION AND RELATED WORK OF FAUNCE CORNER ROAD, FROM OLD FALL RIVER ROAD SOUTHERLY TO THE MASSDOT OWNED RAILROAD CROSSING	2	6	6	11	10	0	35
NP	610669	DA	DARTMOUTH - CROSS ROAD CORRIDOR IMPROVEMENTS	6	11	9	6	12	2	46
NP	610929	FR	FALL RIVER - BEDFORD STREET CORRIDOR IMPROVEMENTS	12	8	19	8	12	0	59

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
		<i>Long Range Transportation Plan</i>	<i>Regional or State Modal Plan</i>	<i>Corridor Study</i>	<i>MPO Technical Assistance</i>	<i>Other (Please Specify)</i>	
2023	REHOBOTH- INTERSECTION IMPROVEMENTS & RELATED WORK AT WINTHROP STREET (ROUTE 44) AND ANAWAN STREET (ROUTE 118)	Yes , Identified as Top 100 Most Dangerous Location Winthrop St and Anawan/Bay St (#38) 2014-2016				RSA (April 25, 2018) for Route 44 at Route 118 (Prepared by CHA Consulting for MassDOT)	SMMPO Performance Measures <ul style="list-style-type: none">• Safety: Ensure public safety with all modes of transportation & Achieve a significant reduction in traffic fatalities and serious injuries on all public roads Safety Performance Measures (PM1) <ul style="list-style-type: none">• Listed as dangerous crash location intersection, improvements would relate to all vision zero goals
2023	NEW BEDFORD- CORRIDOR IMPROVEMENTS AND RELATED WORK ON COUNTY STREET FROM NELSON STREET TO UNION STREET	Yes , Identified as Bicycle Crash Corridors	Identified in Regional Bicycle Plan with Bicycle Crash Corridors 2014-2016: County Street and Union Street County and Union Street listed as high priority by NB Bike plan to enhance connection Identified in Regional Pedestrian Plan 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 New Bedford City Master Plan identifies County St is an a corridor that hosts several events		Traffic Signal Warrant Analysis (September 2017) at Hawthorn and County St	RSA (March 22, 2017) for County Street (Prepared by CDM Smith for MassDOT)	SMMPO Performance Measures <ul style="list-style-type: none">• Safety: Ensure public safety with all modes of transportation Safety Performance Measures (PM1) <ul style="list-style-type: none">• Listed as dangerous bicycle and pedestrian crash location intersection, improvements would relate to all vision zero goals Reliability, Congestion, and Emissions Performance Measures (PM3) <ul style="list-style-type: none">• Improving bicycle and pedestrian conditions may reduce emissions• Listed as having pre-timed signals
2024	DARTMOUTH-CORRIDOR IMPROVEMENTS ON ROUTE 6, FROM FAUNCE CORNER ROAD TO HATHAWAY ROAD	Yes , Identified as Congestion Intersections	Identified in Regional Pedestrian Plan as Priority Sidewalk Locations	Faunce Corner Road/Route 6 Congestion Study (October 2007) Route 6 By Pass Study (June 1995)		RSA (March 2015) State Road (Route 6) Corridor (Prepared by McMahon for MassDOT)	SMMPO Performance Measures <ul style="list-style-type: none">• Safety: Ensure public safety with all modes of transportation• Congestion Reduction: Reduce traffic congestion and improve LOS and access management & Increase the use of healthy transportation choices (walking, biking & transit) to lessen reliance on single occupancy vehicles Safety Performance Measures (PM1) <ul style="list-style-type: none">• Listed as dangerous crash location intersection, improvements would relate to all vision zero goals especially for bike and ped Reliability, Congestion, and Emissions Performance Measures (PM3) <ul style="list-style-type: none">• Noted in the congestion intersection tables in RTP, Improvement will contribute to goals in this section
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) 2014-2016 and (#5) 2017-2019 & Broadway and Washington St (#32) 2014-2016 and (#37) 2017-2019	Regional Bicycle Plan identifies Broadway as top 2014-2016 Bicycle Crash Corridors 2014-2016 Regional Pedestrian Plan identifies Broadway from Court Street to Dartmouth Street as Top Pedestrian Crash Corridor	Broadway (Route 138) @ Washington St Safety Study (June 2001)		Pedestrian Assessment (February 21, 2017) by Beta Group RSA (December 31, 2019) Broadway at Washington and E Britannia St. (Prepared by Beta Group for MassDOT)	SMMPO Performance Measures <ul style="list-style-type: none">• Safety: Achieve a significant reduction in traffic fatalities and serious injuries on all public roads• Congestion Reduction: Reduce traffic congestion and improve LOS and access management• System Reliability: Improve the efficiency of the transportation system for all users while promoting transit, bicycling, and pedestrian alternatives• Project Development & Implementation: Accelerate project completion by supporting projects that addresses multiple issues Safety Performance Measures (PM1) <ul style="list-style-type: none">• Listed as dangerous crash location intersection, improvements would relate to all vision zero goals especially for bike and ped Reliability, Congestion, and Emissions Performance Measures (PM3) <ul style="list-style-type: none">• Noted in the congestion intersection tables in RTP, improvement will contribute to goals in this section
2024	WAREHAM- CORRIDOR IMPROVEMENTS ON ROUTE 6 AT SWIFTS BEACH ROAD	Consistent with LRTP goals	Wareham Master Plan identifies Swift’s Beach as a “special place” in town and will be focused on by Preservation Plans		Signal Warrant Analysis performed (2017)		SMMPO Performance Measures <ul style="list-style-type: none">• Congestion Reduction: Reduce traffic congestion and improve LOS and access management

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
		<i>Long Range Transportation Plan</i>	<i>Regional or State Modal Plan</i>	<i>Corridor Study</i>	<i>MPO Technical Assistance</i>	<i>Other (Please Specify)</i>	
2024	MANSFIELD- RECONSTRUCTION ON CHAUNCY STREET (ROUTE 106)	Yes , Identified as Congestion Corridor and Top 100 Most Dangerous Locations Chauncy St and N. Main St (#16) 2014-2016 & Chauncy St and Copeland Dr (#17) 2014-2016	Identified in Regional Pedestrian Plan with Top Pedestrian Crash Corridor Chauncy Street from Copeland Dr to Hope St Mansfield Master Plan identifies desire to create better connection between business areas such as Mansfield Crossing and Chauncy Street	Chauncy Street Recommended Improvements Study (December 2002)		RSA (April 2017) Route 140 at Chauncy and School Street (Prepared by McMahon for MassDOT) RSA (March 27, 2019) Chauncy Street at Copeland Dr (Prepared by Beta Group Inc for MassDOT)	SMMPO Performance Measures <ul style="list-style-type: none">• Safety: Achieve a significant reduction in traffic fatalities and serious injuries on all public roads• Congestion Reduction: Reduce traffic congestion and improve LOS and access management & Increase the use of healthy transportation choices (walking, biking & transit) to lessen reliance on single occupancy vehicles• System Reliability: Improve the efficiency of the transportation system for all users while promoting transit, bicycling, and pedestrian alternatives• Environmental Sustainability: Reduce VMT by promoting facilities for bicycle and pedestrian mobility• ECONOMIC VITALITY AND FREIGHT MOVEMENT To improve support regional economic development Safety Performance Measures (PM1) <ul style="list-style-type: none">• Listed as dangerous crash location intersections, improvements would relate to all vision zero goals especially for bike and ped Reliability, Congestion, and Emissions Performance Measures (PM3) <ul style="list-style-type: none">• Noted in the congestion intersection tables in RTP, improvement will contribute to goals in this section
2025	WAREHAM- SHARED USE PATH CONSTRUCTION ADJACENT TO NARROWS ROAD AND MINOT AVENUE	Yes , Identified as segment of Proposed South Coast Bikeway Bicycle (Wareham Pathway Phase II)	Identified in Regional Bicycle Plan as segment of Proposed South Coast Bikeway Identified in Regional Pedestrian Plan Minot Ave listed as top priority sidewalk location				SMMPO Performance Measures <ul style="list-style-type: none">• Safety: Ensure public safety with all modes of transportation• Congestion Reduction: Increase the use of healthy transportation choices (walking, biking & transit) to lessen reliance on single occupancy vehicles• Environmental Sustainability: Reduce VMT by promoting facilities for bicycle and pedestrian mobility Safety Performance Measures (PM1) <ul style="list-style-type: none">• Providing separate shared use path will remove bicycle from potential dangers of using roadways
2025	LAKEVILLE- RECONSTRUCTION AND RELATED WORK ON RHODE ISLAND ROAD (ROUTE 79), FROM THE TAUNTON CITY LINE TO CLEAR POND ROAD	Yes , Identified in Top 100 Most Dangerous Locations Bedford St and Rhode Island Rd. (#57) 2014-2016	Regional Bicycle Plan recommends Bicycle Connections in the Region along Rhode Island Rd	Route 79 Relocation Study (June 2003)		RSA (January 2017) Route 79 at Route 18 (Bedford St) Prepared by McMahon for MassDOT	SMMPO Performance Measures <ul style="list-style-type: none">• Safety: Ensure public safety with all modes of transportation• System Preservation: Promote the continued maintenance of the transportation system in a state of good repair & Preserve and/or expand the pedestrian and sidewalk network• System Reliability: Improve the efficiency of the transportation system for all users while promoting transit, bicycling, and pedestrian alternatives Safety Performance Measures (PM1) <ul style="list-style-type: none">• Listed as dangerous crash location intersection, improvements would relate to all vision zero goals especially for bike and ped
2025	MANSFIELD- CORRIDOR IMPROVEMENTS AND RELATED WORK ON SCHOOL ST, FROM SPRING ST TO WEST ST	Consistent with LRTP goals					SMMPO Performance Measures <ul style="list-style-type: none">• Congestion Reduction: Reduce traffic congestion and improve LOS and access management• System Reliability: Improve the efficiency of the transportation system for all users while promoting transit, bicycling, and pedestrian alternatives• Environmental Sustainability: Reduce VMT by promoting facilities for bicycle and pedestrian mobility Reliability, Congestion & Emissions Performance Measures (PM3) <ul style="list-style-type: none">• Project addresses multimodal transportation solutions
2026	MATTAPOISETT- CORRIDOR IMPROVEMENTS AND RELATED WORK ON MAIN STREET, WATER STREET, BEACON STREET AND MARION ROAD	Consistent with LRTP goals					SMMPO Performance Measures <ul style="list-style-type: none">• System Preservation: Promote the continued maintenance of the transportation system in a state of good repair & Preserve and/or expand the pedestrian and sidewalk network

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
		<i>Long Range Transportation Plan</i>	<i>Regional or State Modal Plan</i>	<i>Corridor Study</i>	<i>MPO Technical Assistance</i>	<i>Other (Please Specify)</i>	
2026	PLAINVILLE- RECONSTRUCTION OF SOUTH STREET (ROUTE 1A), FROM SHARLENE LANE TO EVERETT STREET AND RELATED WORK	Yes , Identified in Top 100 Most Dangerous Locations South St and E/W Bacon Street (#88) 2014-2016				RSA (March 2, 2018) South St at E/W Bacon St (Prepared by Beta Group for MassDOT)	SMMPO Performance Measures <ul style="list-style-type: none">• Safety: Achieve a significant reduction in traffic fatalities and serious injuries on all public roads• System Preservation: Promote the continued maintenance of the transportation system in a state of good repair Safety Performance Measures (PM1) <ul style="list-style-type: none">• Listed as dangerous crash location intersection, improvements would relate to all vision zero goals
2026	NEW BEDFORD- INTERSECTION IMPROVEMENTS AT MOUNT PLEASANT STREET AND NASH ROAD	Yes , Identified as Congestion Intersection and Top 100 Most Dangerous Intersections Mount Pleasant St. and Nash Rd. (#57) 2014-2016 and 2019-2019	Identified in Regional Pedestrian Plan as Top Pedestrian Crash Corridor				SMMPO Performance Measures <ul style="list-style-type: none">• Safety: Achieve a significant reduction in traffic fatalities and serious injuries on all public roads• System Reliability: Improve the efficiency of the transportation system for all users while promoting transit, bicycling, and pedestrian alternatives Safety Performance Measures (PM1) <ul style="list-style-type: none">• Project addresses high crash location
2027	NORTON- INTERSECTION IMPROVEMENTS AT WEST MAIN STREET (ROUTE 123), NORTH WORCESTER STREET AND SOUTH WORCESTER STREET	Yes , Identified as Congestion Projects Awaiting Action	Identified in Regional Bicycle Plan as a segment of proposed Seekonk, Attleboro, Taunton Connection		Signal Warrant Analysis performed (2016)		SMMPO Performance Measures <ul style="list-style-type: none">• Congestion Reduction: Reduce traffic congestion and improve LOS and access management• System Reliability: Improve the efficiency of the transportation system for all users while promoting transit, bicycling, and pedestrian alternatives• Environmental Sustainability: Reduce VMT by promoting facilities for bicycle and pedestrian mobility• Economic Vitality and Freight: To improve support regional economic development Reliability, Congestion & Emissions Performance Measures (PM3) <ul style="list-style-type: none">• Project addresses congestion issues at intersection noted in RTP
2027	DARTMOUTH- CORRIDOR IMPROVEMENTS ON DARTMOUTH STREET AND PROSPECT STREET	Consistent with LRTP goals					SMMPO Performance Measures <ul style="list-style-type: none">• Safety: Achieve a significant reduction in traffic fatalities and serious injuries on all public roads• Congestion Reduction: Reduce traffic congestion and improve LOS and access management• System Reliability: Improve the efficiency of the transportation system for all users while promoting transit, bicycling, and pedestrian alternatives• Environmental Sustainability: Reduce VMT by promoting facilities for bicycle and pedestrian mobility Safety Performance Measures (PM1) <ul style="list-style-type: none">• Project addresses provision of bicycle and pedestrian facilities Bridge and Pavement Performance Measures (PM2) <ul style="list-style-type: none">• Project intended to improve pavement conditions Reliability, Congestion & Emissions Performance Measures (PM3) <ul style="list-style-type: none">• Project improves reliability of roadway through improvements
2027	WESTPORT- INTERSECTION IMPROVEMENTS AT ROUTE 177 AND ROBERTS ROAD/TICKLE ROAD	Consistent with LRTP goals	Included in Regional Bicycle Plan as segment of South Coast Bikeway	Route 77 Safety Analysis (October 2017)			SMMPO Performance Measures <ul style="list-style-type: none">• Safety: Achieve a significant reduction in traffic fatalities and serious injuries on all public roads• System Reliability: Improve the efficiency of the transportation system for all users while promoting transit, bicycling, and pedestrian alternatives Bridge and Pavement Performance Measures (PM2) <ul style="list-style-type: none">• Project intended to improve pavement conditions

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)	
2027	MANSFIELD- CHAUNCY STREET (ROUTE 106) IMPROVEMENTS (PHASE 2)	Yes , Identified as Congestion Corridor and Top 100 Most Dangerous Locations Chauncy St and N. Main St (#16) 2014-2016 and (#90) 2017-2019 & Chauncy St and Copeland Dr (#17) 2014-2016 and (#21) 2017-2019	Identified in Regional Pedestrian Plan with Top Pedestrian Crash Corridor Chauncy Street from Copeland Dr to Hope St Mansfield Master Plan identifies desire to create better connection between business areas such as Mansfield Crossing and Chauncy Street	Chauncy Street Recommended Improvements Study (December 2002)		RSA (April 2017) Route 140 at Chauncy and School Street (Prepared by McMahon for MassDOT) RSA (March 27, 2019) Chauncy Street at Copeland Dr (Prepared by Beta Group Inc for MassDOT)	SMMPO Performance Measures <ul style="list-style-type: none">• Safety: Achieve a significant reduction in traffic fatalities and serious injuries on all public roads• Congestion Reduction: Reduce traffic congestion and improve LOS and access management & Increase the use of healthy transportation choices (walking, biking & transit) to lessen reliance on single occupancy vehicles• System Reliability: Improve the efficiency of the transportation system for all users while promoting transit, bicycling, and pedestrian alternatives• Environmental Sustainability: Reduce VMT by promoting facilities for bicycle and pedestrian mobility• Economic Vitality and Freight Movement: To improve support regional economic development Safety Performance Measures (PM1) <ul style="list-style-type: none">• Listed as dangerous crash location intersections, improvements would relate to all vision zero goals especially for bike and ped Reliability, Congestion, and Emissions Performance Measures (PM3) <ul style="list-style-type: none">• Noted in the congestion intersection tables in RTP. Improvement will contribute to goals in this section.
2027	MIDDLEBOROUGH- RECONSTRUCTION AND RELATED WORK ON WAREHAM STREET AND WOOD STREET	Consistent with LRTP goals	Included in Regional Bicycle Plan as recommended bicycle connection for Taunton, Lakeville, and Middleboro				SMMPO Performance Measures <ul style="list-style-type: none">• Safety: Achieve a significant reduction in traffic fatalities and serious injuries on all public roads• Congestion Reduction: Reduce traffic congestion and improve LOS and access management• System Reliability: Improve the efficiency of the transportation system for all users while promoting transit, bicycling, and pedestrian alternatives• Environmental Sustainability: Reduce VMT by promoting facilities for bicycle and pedestrian mobility Safety Performance Measures (PM1) <ul style="list-style-type: none">• Improvements to existing intersection geometry Bridge and Pavement Performance Measures (PM2) <ul style="list-style-type: none">• Project improves pavement conditions in corridor Reliability, Congestion & Emissions Performance Measures (PM3) <ul style="list-style-type: none">• Intersection improvements provides facilities for alternate modes of travel

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 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 (including travel training, mobility office staffing, and software) will assist with maintaining their mobility management program.

The Greater Attleboro Taunton Regional Transit Authority (GATRA) operates across a 29-member community service area located in southeastern Massachusetts between Rhode Island and the coastline. Within the SRPEDD region, GATRA provides fixed route bus service to the cities of Attleboro and Taunton, as well as to North Attleborough, Plainville, Norton, Raynham, Middleborough, and Wareham. GATRA's newest service in the Mansfield area, GATRA GO Connect, is an on-demand microtransit service that allows riders to request same day service. In addition, GATRA provides demand response (Dial-A-Ride) service for people with disabilities and seniors to all of its 29-

member communities. Figures 4 through 6 show the agencies' fixed routes services in Attleboro, Taunton & Wareham.

In Fiscal Year 2021, GATRA's top performing routes were Route 7 in Taunton, Route 10 in Attleboro, and Route 18 which provides intercity service between Taunton and Attleboro. Fixed route ridership in the SRPEDD region remains consistently steady throughout the year. Paratransit/Dial-A-Ride accounts for 20.3% of overall ridership.

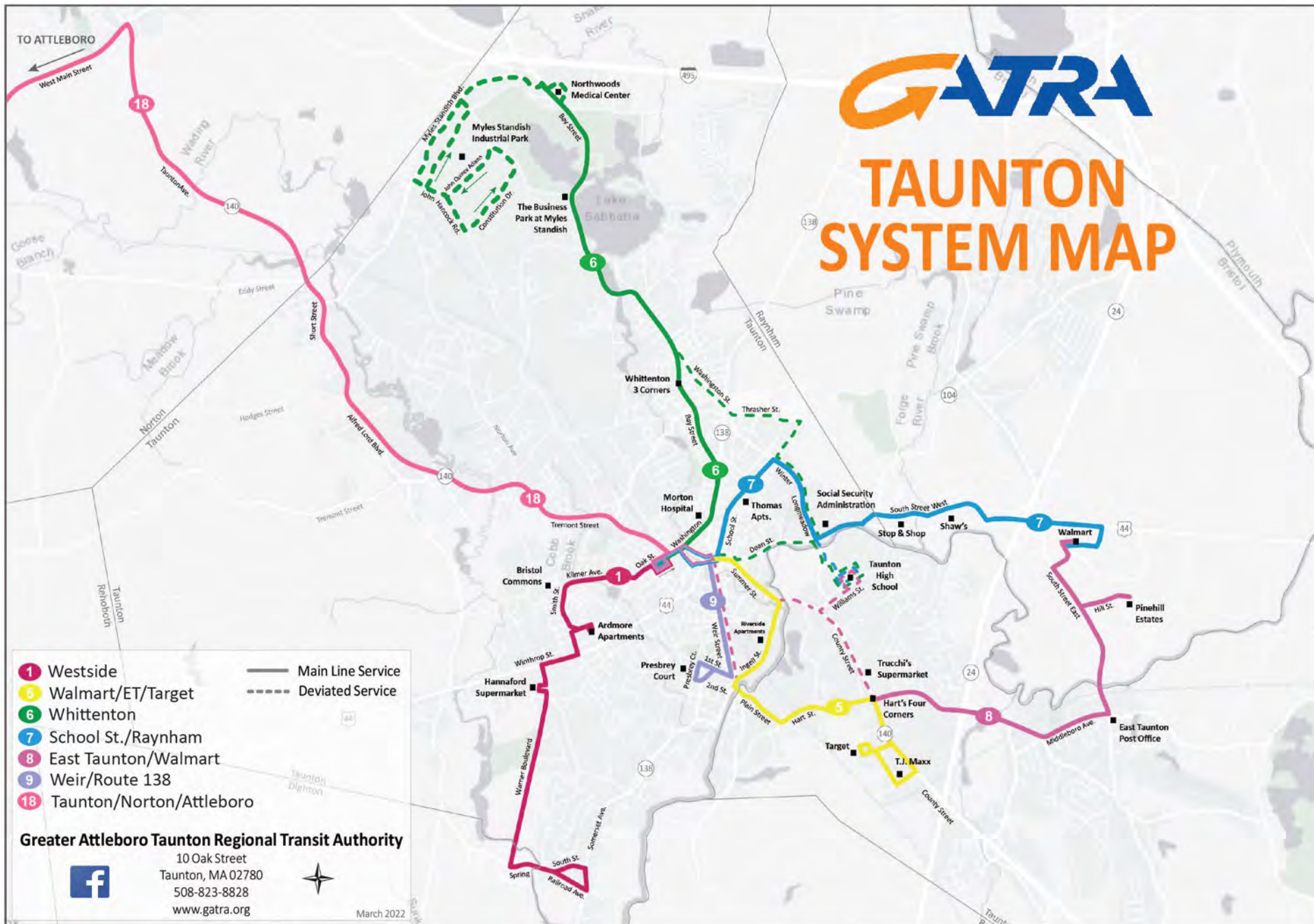
SRTA

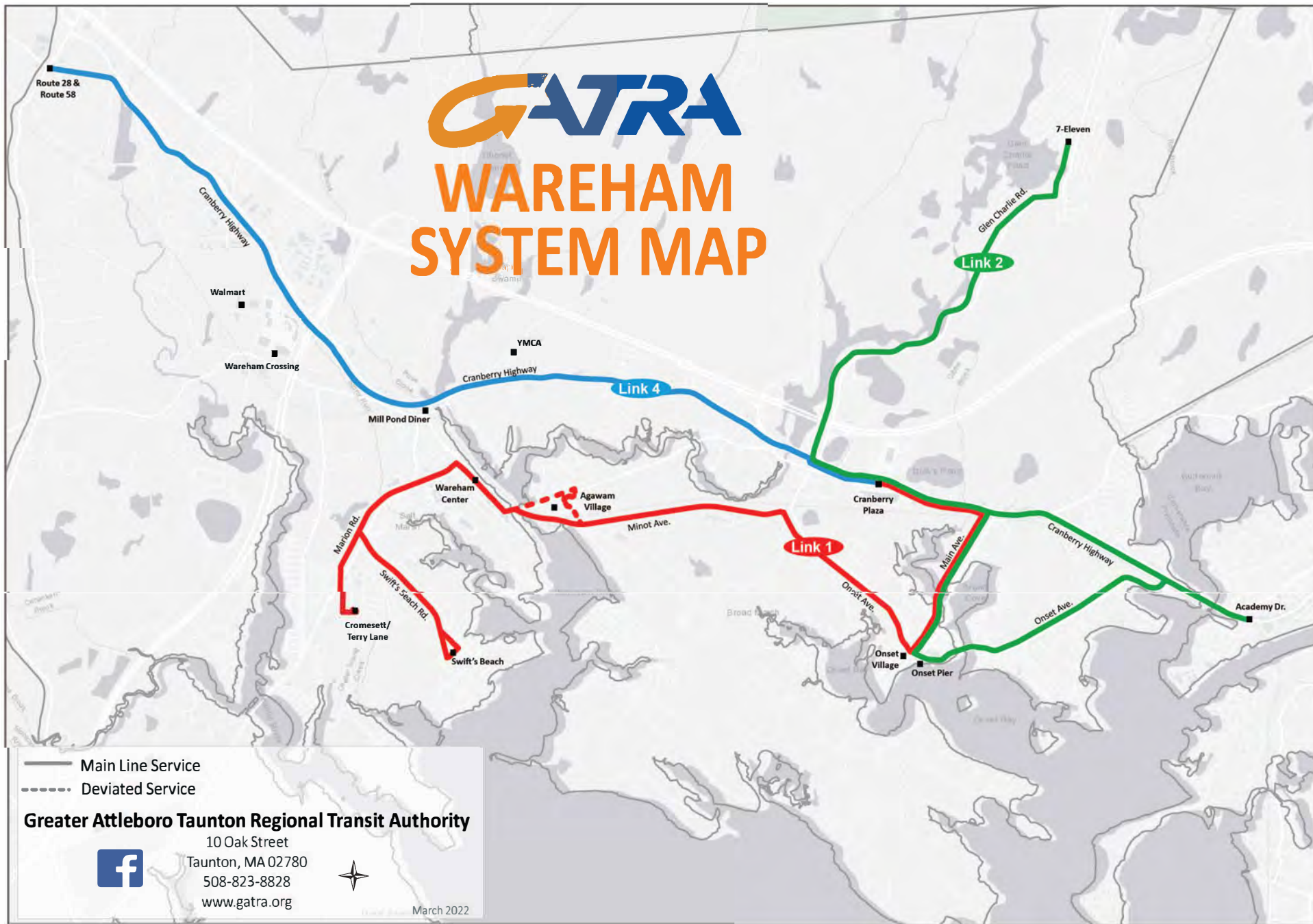
Over the next five years SRTA's programmed operating funds will contribute to the operation of both fixed route and demand response (Americans with Disabilities Act (ADA) paratransit) service as well as upgrades to their buses. Facility and modernization funds will be dedicated to transit enhancements 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) operates across 10-member communities, all within the SRPEDD region. SRTA provides fixed-route bus service to the cities of Fall River and New Bedford, as well as to Fairhaven, Dartmouth, Westport, Somerset, and Swansea. SRTA also provides demand response (Dial-A-Ride) service for people with disabilities to all of its 10-member communities. Figures 7 and 8 show the agencies' fixed routes services in both the Fall River and New Bedford areas.

In Fiscal Year 2021, SRTA's top performing routes were Route 1 in New Bedford and the Route 9 in New Bedford, which provides intercity service between New Bedford and Fall River. System ridership tends to peak in the fall and spring months. Demand Response service accounts for 4% of total unlinked passenger trips.











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 as needs through the Regional Transportation Plan. We provide support to our communities as requested throughout the TIP process for project 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/BIPOC (Black, Indigenous, Persons of Color), 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 FFY2023-FFY2027 TIP in the SMMPO region and are compared to traditionally underserved populations. Environmental Justice considers minority/BIPOC 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 (BIPOC) 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 any one 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 as such 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 2015-2019 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 distinct 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 as not to 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/BIPOC populations, the regional average is 10.98%. The regional average for low-income (or percent below the poverty level) is 10.87% and for LEP populations the regional average is 7.28%. The regional average for older adults is 14.48%, and for persons with disabilities it is 14.01%.

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.

FFY2023-2027 TIP (CURRENT) ANALYSIS

We mapped the geographical distribution of the current FFY2023-2027 Transportation Improvement Program (TIP) projects by threshold and by the density of the population of concern.

If a project was located within 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 17 total projects in 12 communities in the current FFY2023-2027 TIP, there are 14 projects that are located within, or directly connect to, or serve these identified populations of concern.

Please see maps entitled Concentrations of Minority Populations with 2023-2027 TIP Project Locations (Figure 9); Concentrations of Low-Income Populations with 2023-2027 TIP Project Locations (Figure 10) ; Concentrations of Limited English Proficiency (LEP) Populations with 2023-2027 TIP Project Locations (Figure 11) ; Concentrations of Populations Age 65 and over with 2023-2027 TIP Project Locations (Figure 12); and Concentrations of Populations with a Disability with 2023-2027 TIP Project Locations (Figure 13).

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 in a community to analyze the distribution of TIP projects and funding in our region. Both data sheets and mapping of project data were 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 worthy of mention that would affect one or more of our communities having a disparate number of projects or funding compared to other communities in this region. Although the SMMPO, through the staff of 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 avail themselves of these services or assistance, 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 and FHWA's stricter design standards. These factors significantly raise the scope and the cost not only of the construction but also the design of a project. Those communities not seeking this assistance will obviously not benefit to the same extent in the number of projects and amount of funding as the communities in this region that are proactive.Page Break

FFY2023-2027 TIP (CURRENT) RESULTS

Social Equity

For social equity with Title VI implications, the 17 TIP projects in 12 communities were analyzed considering Limited English Proficient (LEP), age (particularly older adults) and disability populations. Out of the 17 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 6 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 (Poverty) and Minority populations to evaluate if any project will place disparate impacts or disproportionate burdens on our EJ populations. Out of the 17 projects, 5 projects affect or serve both Minority and Low-income populations, while 3 projects affect or serve minority populations and 2 projects affect or serve low-income

populations only. There are 7 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 affected 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 - FFY2023-2027 TIP Projects with Title VI Environmental Justice Populations Anticipated Benefits Disproportionate Burdens

Project	Title VI populations affected / served	Environmental Justice populations affected / served	Anticipated Benefits / Positive Impacts	Disproportionate Burdens / Adverse Affects
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 effects
REHOBOTH- Intersection Improvements & Related Work at Winthrop Street (Route 44) and Anawan Street (Route 118)	No Title VI	No EJ	Safety Improvements.	
DARTMOUTH- Corridor Improvements on Route 6, from Faunce Corner Road to Hathaway Road	Age/disability/LEP	Minority	Safety improvements, new traffic signal, enhances bike & pedestrian accommodations. On major SRTA transit route.	No identified burdens/adverse effects
MANSFIELD-Reconstruction on Chauncy Street (Route 106)	No Title VI	Minority	Safety improvements, congestion management, multimodal accommodations, access to commuter rail.	No identified burdens/adverse effects
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 effects
WAREHAM- Corridor Improvements on Route 6 at Swifts Beach Road	Age/disability	Both	Signalization, safety improvements, improved sidewalks, new crosswalks. ADA curb ramps, bicycle accommodations. On 2 GATRA flag routes.	No identified burdens/adverse effects
LAKEVILLE- Reconstruction and Related Work on Rhode Island Road (Route 79), from the Taunton city line to Clear Pond Road	Age/disability	No EJ	Safety improvements, bicycle lanes and sidewalks.	
MANSFIELD – Corridor improvements and related work on School Street, from Spring Street to West Street	No Title VI	No EJ	Improve safety and congestion, and adds travel options. New sidewalk with pedestrian signal, and bike accommodations. On 2 GATRA flag routes.	
NORTON – Intersection improvements at West Main Street (Route 123), North Worcester and South Worcester Street	No Title VI	No EJ	New traffic signal with left-turn lanes, bike and ped accommodations, Safety and congestion improvements, travel options.	
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 & pedestrian accommodations. Adds travel options. Connects to an employment center, on an OWL transit route.	No identified burdens/adverse effects
MATTAPOISETT- Corridor Improvements and Related Work on Main Street, Water Street, Beacon Street and Marion Road	Age only	No EJ	Infrastructure Improvements & Pedestrian accommodation improvements.	
NEW BEDFORD – Intersection improvements at Mount Pleasant Street and Nash Road	Age/disability/LEP	Both	Safety & Congestion improvements with updated traffic signals, and dedicated turning lanes. Travel options with bike and pedestrian accommodations. On a SRTA route.	No identified burdens/adverse effects
PLAINVILLE - Reconstruction of South Street (Route 1A), From Sharlene Lane to Everett Street and Related Work	No Title VI	Low-income (serving North Attleborough)	New and improved sidewalks, ADA curb ramps, improves congestion/air quality. On GATRA flag route.	No identified burdens/adverse effects
DARTMOUTH – Corridor improvements on Dartmouth Street and Prospect Street	Age only	No EJ	Improved travel options with bicycle/pedestrian accommodations. SRTA bus stop just north.	
MIDDLEBOROUGH – Reconstruction and related work on Wareham St & Wood St, from Center St to N/S Main Street.	Age/disability	Low-income	Sidewalks and curbing near a school for improved travel options, bike accommodations, and ADA improvements.	No identified burdens/adverse effects
MANSFIELD- Reconstruction on Chauncy Street (Route 106) phase II	No Title VI	Minority	Congestion, safety improvements, bike lanes, pedestrian signal & new sidewalk, on GATRA route, improved access to Commuter Rail.	No identified burdens/adverse effects
WESTPORT – Intersection improvements at Route 177 and Roberts Road/Tickle Road	Age/disability/LEP	No EJ	Construction of a single-lane roundabout.	

The number of projects programmed in the existing FFY2023-2027 TIP total 17 in 12 communities, leaving 15 out of the 27 communities in the SRPEDD region with no projects in the current TIP. However, 4 of these communities (Attleboro, Dighton, Raynham, Seekonk) had projects programmed in the FFY2018-2022 TIP look-back analysis.

The remaining 11 communities (Acushnet, Berkley, Carver, Fairhaven, Fall River, Freetown, Marion, North Attleborough, Rochester, Somerset, and Swansea) have had no recent or future projects in the TIP programmed with regional target funds. However, 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. Berkley has recently become a voting member of the SMMPO. Carver has been very active with the JTPG group. Somerset had requested a study which SRPEDD has completed, that may result in some action by the town to initiate a project from those study recommendations and has also received a Shared Streets and Spaces grant. The remaining communities (Acushnet, Freetown, North Attleborough, Rochester, and Swansea) 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. However, Acushnet, North Attleborough and Swansea have taken advantage of the Shared Streets & Spaces funding program, discussed in greater detail later in this document.

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 12 communities with projects in the FFY2023-2027 TIP, there are 8 communities with 1 project in the TIP. These communities are Lakeville, Middleborough, Mattapoisett, Norton, Plainville, Rehoboth, Taunton, and Westport. There are 3 communities, Dartmouth, New Bedford, and Wareham, with two 2 projects in the TIP. One community, Mansfield, has 3 projects in the TIP, for a total of 17. (Please see figure 14 entitled Number of 2023-2027 TIP Projects by Municipality.)



Figure 14 - Number of FFY2023-2027 TIP Projects by Municipality

We mapped the geographical distribution of the FFY2023-2027 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, 14 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 2023-2027 TIP Project Locations (Figure 9); Concentrations of Low-Income Populations with 2023-2027 TIP Project Locations (Figure 10); Concentrations of Limited English Proficiency (LEP) Populations with 2023-2027 TIP Project Locations (Figure 11); Concentrations of Populations Age 65 and over with 2022-2026 TIP Project Locations (Figure 12); and Concentrations of Populations with a Disability with 2023-2027 TIP Project Locations (Figure 13.)

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 12 communities with projects programmed in the FFY2023-2027 TIP is \$371. Among those communities, per capita spending ranges from \$121

per capita in Norton to \$1,693 in Mattapoisett. The median per capita spending for projects located within or serving Title VI populations is \$321 and for projects located within or serving EJ populations is \$480. (See the table entitled SRPEDD 2023-2027 TIP Projects by Municipality with Project Expenditure and Title VI and EJ Criteria.)

Of the 15 communities with no projects in the FFY2023-2027 TIP, four, Berkley, Freetown, Dighton, and Rochester have no populations of concern. The last two communities with no populations of concern, Plainville and Rehoboth, each have a project in the current FFY2023-2027 TIP. However, Plainville's project serves the low-income population in North Attleborough. Of the remaining 11 communities with no projects in the current TIP programmed with regional target funds, (Acushnet, Attleboro, Carver, Fairhaven, Fall River, Marion, North Attleborough, Raynham, Seekonk, Somerset, Swansea), 3 communities, Attleboro, Raynham, and Seekonk, each had a project in the FFY2018-2022 TIP.

If Fairhaven, Fall River, and Marion are excluded from the 11 communities with no projects because they have each developed a project listed in our TIP being funded with statewide funds, that leaves 5 communities (Acushnet, Carver, North Attleborough, Somerset, and Swansea) with no past or current projects, which is 19% of SMMPO communities with populations of concern that are not actively seeking projects through the TIP.

Table 12 – SRPEDD 2023-2027 TIP Projects by Municipality with Project Expenditure and Title VI and EJ Criteria

Municipality	Number of Projects	Total Population (Census 2010)	Project Expenditures	Per Capita Expenditure	Project(s) serves or affects an EJ Area (# Projects)	Project(s) serves or affects a Title VI area (# Projects)
Dartmouth	2	34,032	\$13,808,692	\$406	No	Yes (2)
Lakeville	1	10,810	\$14,835,782	\$1,399	No	Yes
Mansfield	3	23,184	\$19,119,026	\$825	Yes (2)	No
Mattapoisett	1	6,045	\$10,232,154	\$1,693	No	Yes
Middleborough	1	23,116	4,640,928	\$201	Yes	Yes
New Bedford	2	95,072	\$15,319,952	\$161	Yes (2)	Yes (2)
Norton	1	19,031	\$2,309,062	\$121	No	No
Plainville	1	8,264	\$10,814,041	\$1,309	Yes	No
Rehoboth	1	11,608	\$3,901,672	\$336	No	No
Taunton	1	55,874	\$8,144,112	\$146	Yes	Yes
Wareham	2	21,822	\$12,162,032	\$557	Yes (2)	Yes (2)
Westport	1	15,532	\$3,649,792	\$235	No	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 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 14 out of the 17 projects in the FFY2023-2027 TIP fall within, directly connect or serve Title VI or EJ populations which is 82% of the projects.

There were 20 Shared Streets & Spaces grants awarded to 15 communities in the SMMPO region thus far, totaling \$2,293,610. The 15 communities were Acushnet, Attleboro, Dighton, Fairhaven, Fall River, Mattapoisett, Middleborough, New Bedford, North Attleborough, Raynham, Seekonk, Somerset, Swansea, Taunton, and Wareham. Five of these communities, Dighton, Middleborough, New Bedford, Somerset and Wareham, had more than one grant awarded.

While most of these communities are active participants in the regional TIP funding process, six of these communities, Acushnet, Fairhaven, Fall River, North Attleborough, Somerset, and Swansea, have no TIP projects in the current or look back analysis. However, Fairhaven and Fall River have each developed a project listed in our TIP being funded with statewide funds, and Somerset has recently become more active, but Acushnet, North Attleborough, and Swansea are not actively seeking projects through the TIP and 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. This reinforces the trend of SMMPO communities involved in the TIP process that tend to seek participation, and those that do not.

Although 82% 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 2023-2027 TIP Project Locations

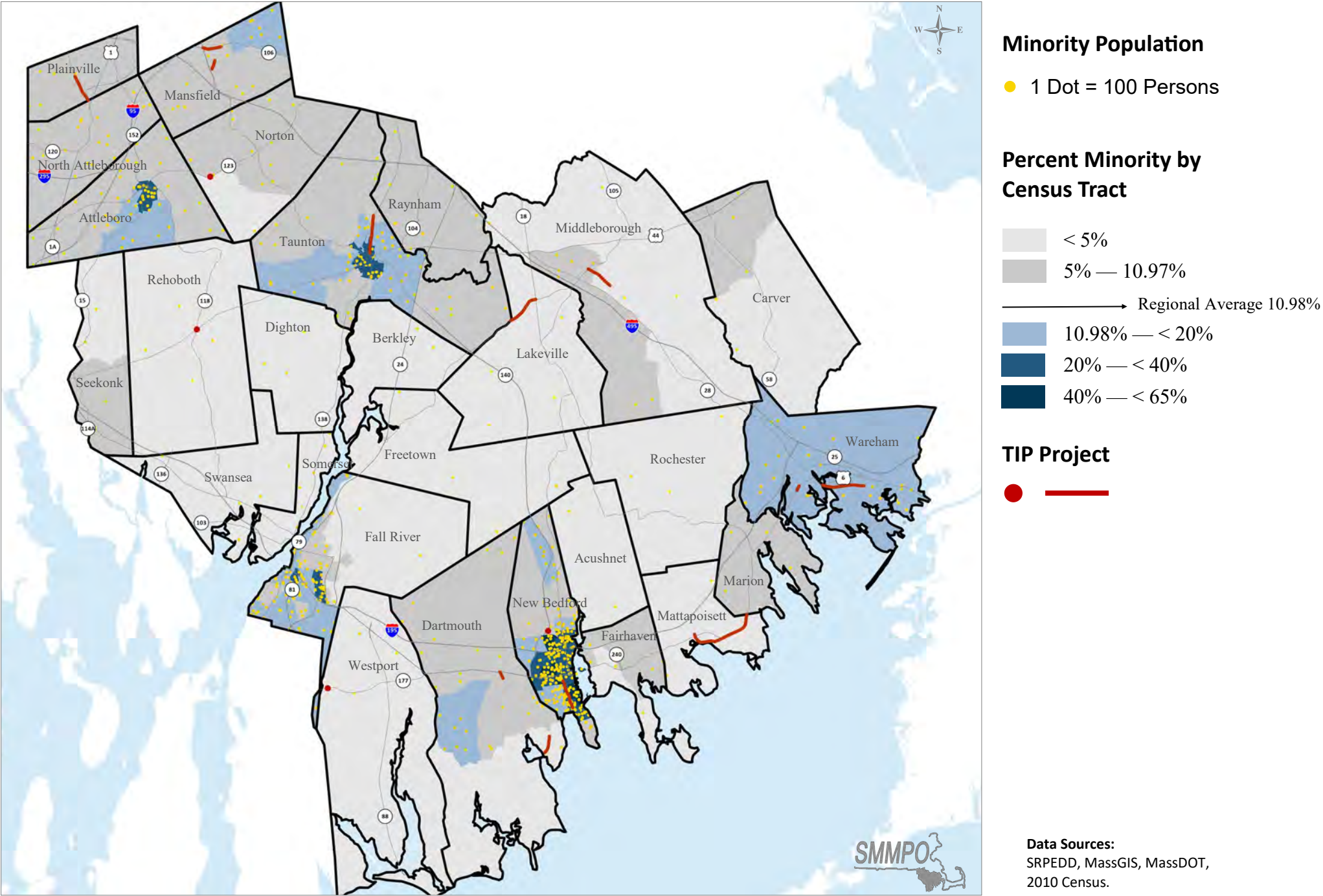


Figure 9

Concentrations of Low-Income Populations with 2023-2027 TIP Project Locations

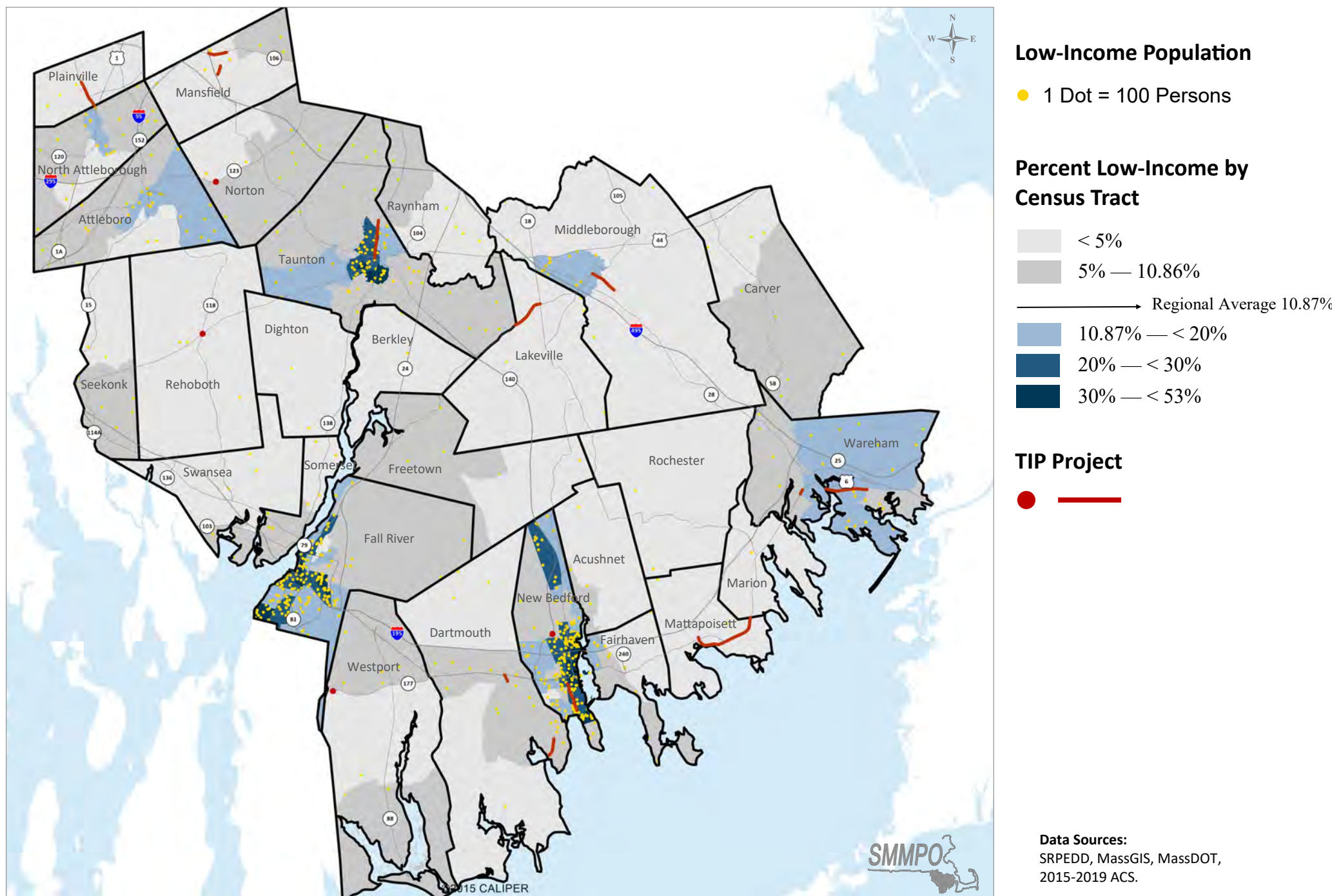


Figure 10

Concentrations of Limited English Proficiency (LEP) Populations with 2023-2027 TIP Project Locations

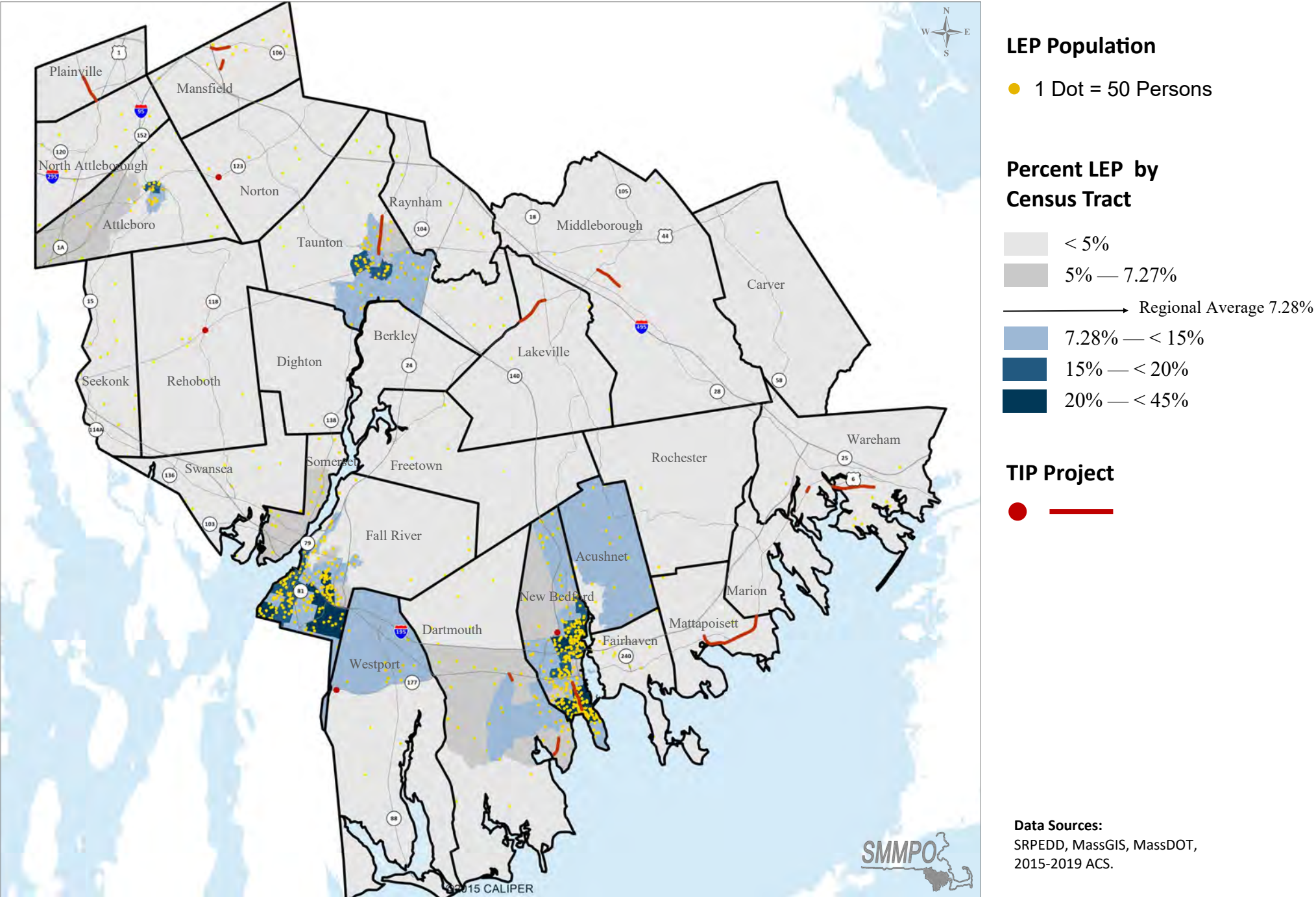


Figure 11

Concentrations of Population Age 65 and over with 2023-2027 TIP Project Locations

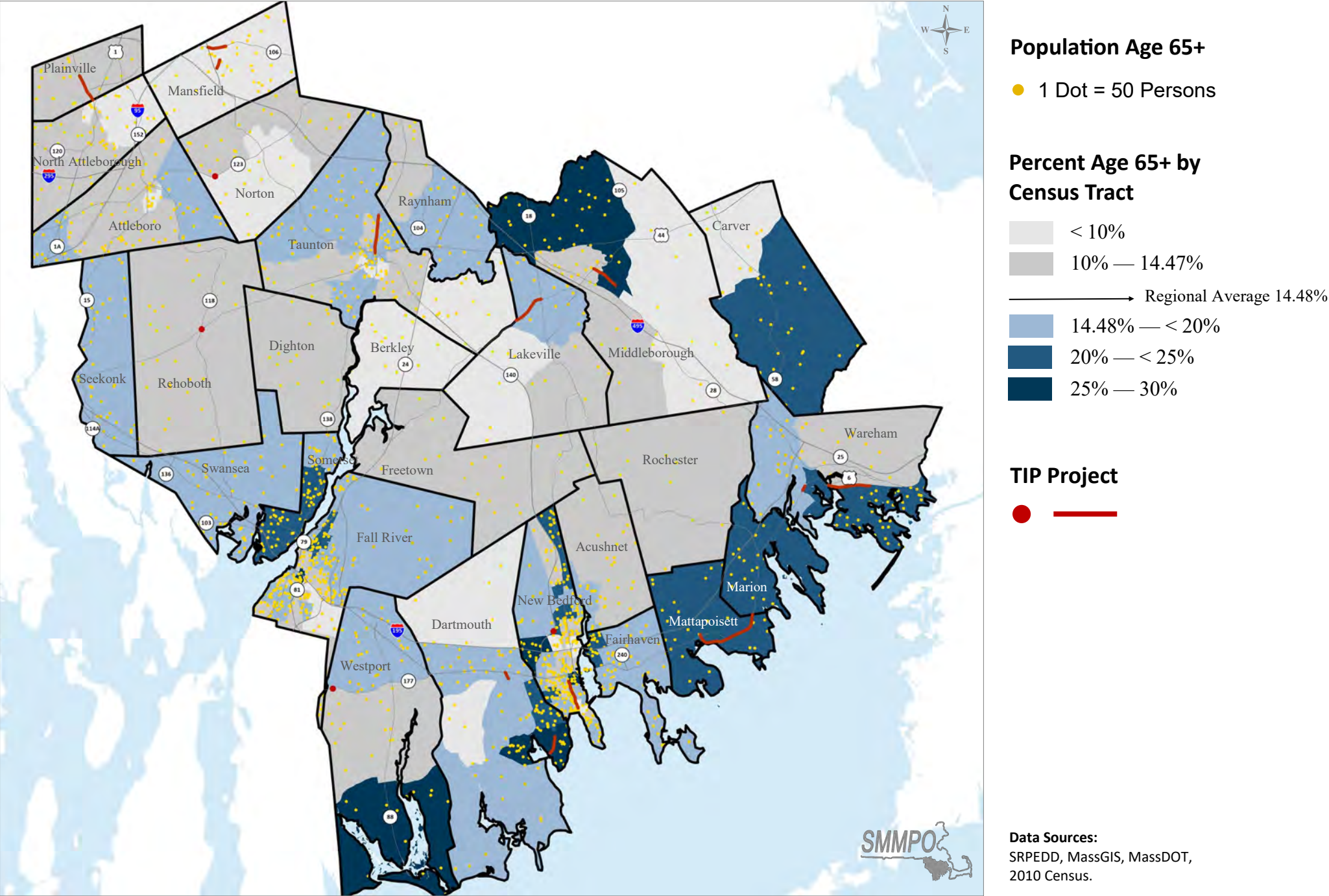


Figure 12

Concentrations of Populations with a Disability with 2023-2027 TIP Project Locations

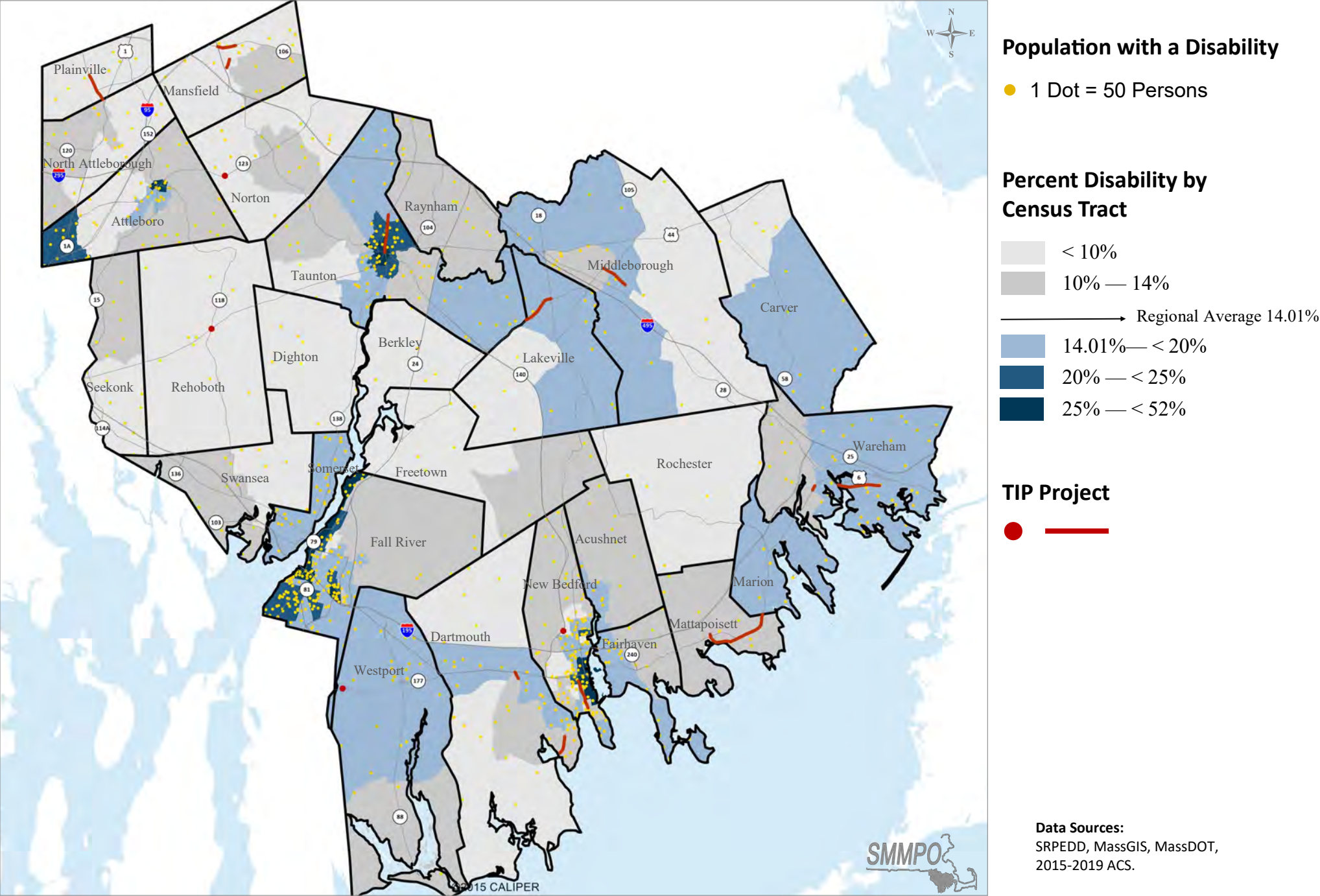


Figure 13

FFY2018-2022 TIP (LOOK BACK) ANALYSIS

We mapped the geographical distribution of the FFY2018-2022 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 15 total projects in 10 communities in the look-back period there were 14 projects in the FFY2018-2022 TIP that were located within, or directly connected or served identified populations of concern.

Please see maps entitled Concentrations of Minority Populations with 2018-2022 TIP Project Locations (Figure 15); Concentrations of Low-Income Populations with 2018-2022 TIP Project Locations (Figure 16); Concentrations of Limited English Proficiency (LEP) Populations with 2018-2022 TIP Project Locations (Figure 17); Concentrations of Populations Age 65 and over with 2018 2022 TIP Project Locations (Figure 18); and Concentrations of Populations with a Disability with 2018-2022 TIP Project Locations (Figure 19).

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.

FFY2018-2022 TIP (LOOK BACK) RESULTS

For social equity with Title VI implications, the 15 TIP projects in 10 communities were analyzed considering Limited English Proficient (LEP), age (particularly older adults) and disability populations. Out of the 15 projects, 5 projects affect or serve all three Title VI populations, while 7 projects affect or serve two of the populations, and 2 projects affect or serve 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 15 projects, 10 projects affect or serve both Minority and Low-income populations, while 2 projects affect or serve low-income populations only. There are 3 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 - FFY2018-2022 TIP Projects with Title VI Environmental Justice Populations Anticipated Benefits Disproportionate Burdens

Project	Title VI populations affected/served	Environmental Justice populations affected/served	Anticipated Benefits/ Positive impacts	Disproportionate Burdens/ Adverse Affects
Dighton - Resurfacing and related work on Route 44	age/disability/LEP	both	Infrastructure Condition	No identified burdens/adverse affects
New Bedford - Intersection improvements and related 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 - 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 - 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
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
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
Attleboro – Intersection Improvements at Route 1 (Washington Street)/ Route 1A (Newport Avenue) and Route 123 (Highland Avenue)	age/disability	No EJ	Congestion reductions, safety improvements, and travel option improvements	No identified burdens/adverse affects
New Bedford – Intersection improvements on Acushnet Avenue at Peckham Road/Sassaquin Avenue	age/LEP	low-income	Safety improvements and travel option improvements	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	Congestion reductions, safety improvements and travel option improvements	No identified burdens/adverse affects

The total number of TIP projects programmed in the look-back FFY2018-2022 TIP total 15 in 10 communities. The analysis identified 17 communities out of the 27 in the SRPEDD region with no projects over the 5-year look-back period. However, 6 of these 17 communities (Lakeville, Mansfield, Mattapoisett,

Plainville, Rehoboth, and Westport) have projects programmed in the existing FFY2023-2027 TIP with regional target funds. Of the remaining 11 communities (Acushnet, Berkley, Carver, Fairhaven, Fall River, Freetown, Marion, North Attleborough, Rochester, Somerset, and Swansea), 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 10 communities with TIP projects in the look-back period of FFY2018-2022 TIP, there were 8 communities with 1 project in the TIP. These communities were Attleboro, Dartmouth, Dighton, Middleborough, Norton, Raynham, Seekonk, and Wareham. The city of Taunton has 3 projects in the look back, and the city of New Bedford has 4 projects in the look-back period. (Please see Figure 20, Number of 2018-2022 TIP Projects by Municipality.)



Figure 20 – Number of FFY2018-2022 TIP Projects by Municipality

We mapped the geographical distribution of the FFY2018-2022 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 15 total projects in the region over the 5-year look-back period, 14 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 2018-2022 TIP Project Locations (Figure 15); Concentrations of Low-Income Populations with 2018-2022 TIP Project Locations (Figure 16); Concentrations of Limited English Proficiency (LEP) Populations with 2018-2022 TIP Project Locations (Figure 17); Concentrations of Populations Age 65 and over with 2018-2022 TIP Project Locations (Figure 18); and Concentrations of Populations with a Disability with 2018-2022 TIP Project Locations (Figure 19).

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 10 communities with projects programmed in the FFY2018-2022 TIP was \$227. 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 2018-2022 TIP Projects by Municipality with Project Expenditure and Title VI and EJ Criteria.)

Of the 17 communities with no projects in the TIP during FFY2018-2022, there are five, Berkley, Freetown, Plainville, Rehoboth, and Rochester, that have no populations of concern, although Plainville and Rehoboth have projects in the current TIP. Of the remaining 12 communities, 4 have projects in the current FFY2023-2027 TIP. These are Lakeville, Mansfield, Mattapoisett, and Westport. Eight 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, North Attleborough, Somerset, and Swansea. However, Fairhaven, Fall River and Marion have developed a project listed in our TIP that is being funded with statewide funds. The remaining 5 communities account for 19% of SMMPO communities with populations of concern that are not actively seeking projects through the TIP.

Table 14 – SRPEDD 2018-2022 TIP Projects by Municipality with Project Expenditure and Title VI and EJ Criteria

Municipality	Number of Projects	Total Population (Census 2010)	Project Expenditures	Per Capita Expenditure	Project(s) serves or affects an EJ Area	Project(s) serves or affects a Title VI area
Attleboro	1	43,593	\$7,213,265	\$165	No	Yes
Dartmouth	1	34,032	\$1,045,947	\$31	Yes	Yes
Dighton	1	7,086	\$1,932,000	\$273	Yes	Yes
Middleboro	1	23,116	\$2,500,449	\$108	Yes	Yes
New Bedford	4	95,072	\$15,855,606	\$167	Yes	Yes
Norton	1	19,031	\$8,364,975	\$440	No	No
Raynham	1	13,383	15,289,350	\$1,142	Yes	Yes
Seekonk	1	13,722	\$2,480,866	\$181	No	Yes
Taunton	3	55,874	\$23,015,535	\$412	Yes	Yes
Wareham	1	21,822	\$18,454,140	\$846	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 14 out of the 15 projects in the look-back FFY2018-2022 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 93% of the projects. Although 93% of our current projects fall within, directly connect or serve populations of concern, we will continue to support projects, through our evaluation criteria process, that serve these populations.

Concentrations of Minority Populations with 2018-2022 TIP Project Locations

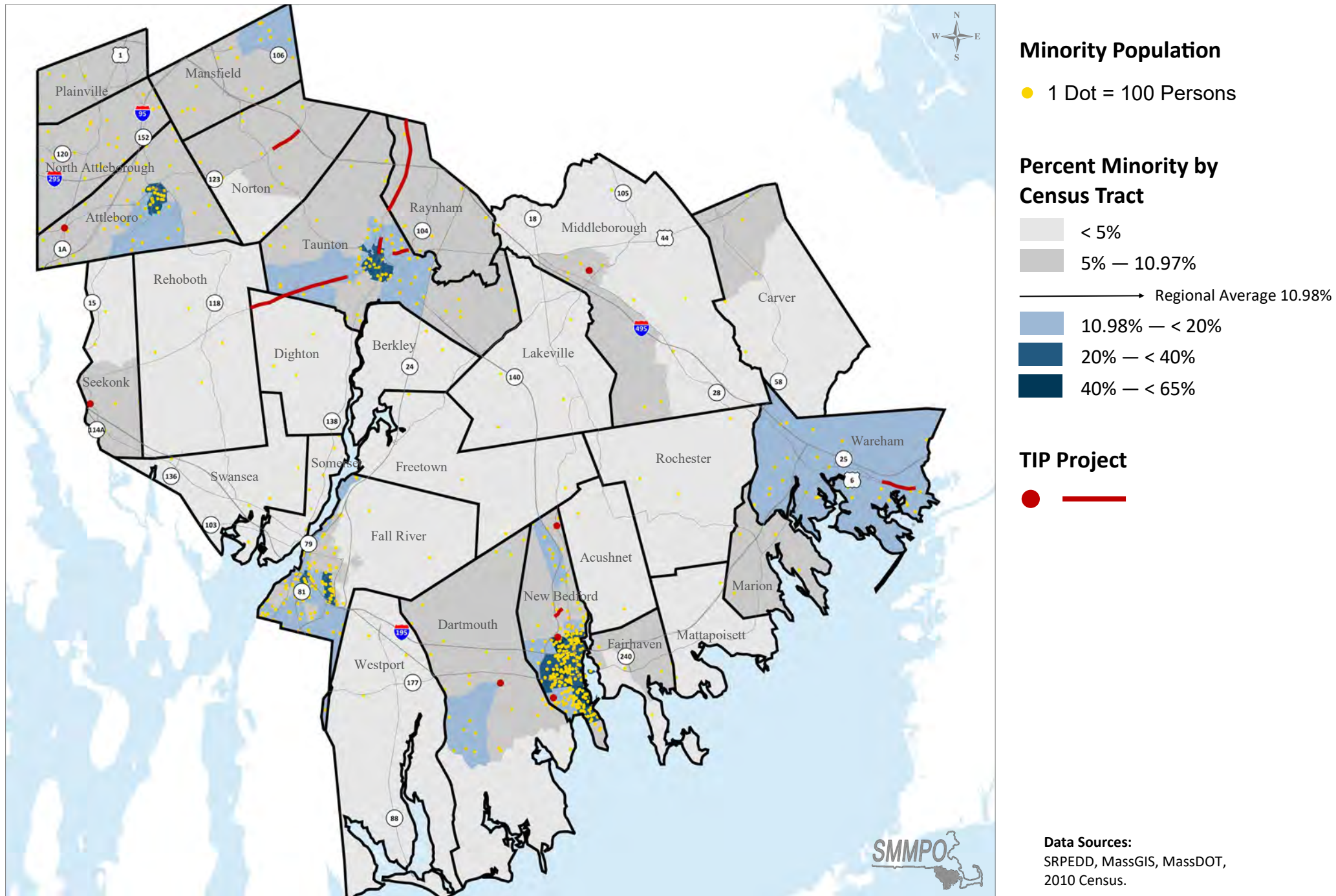
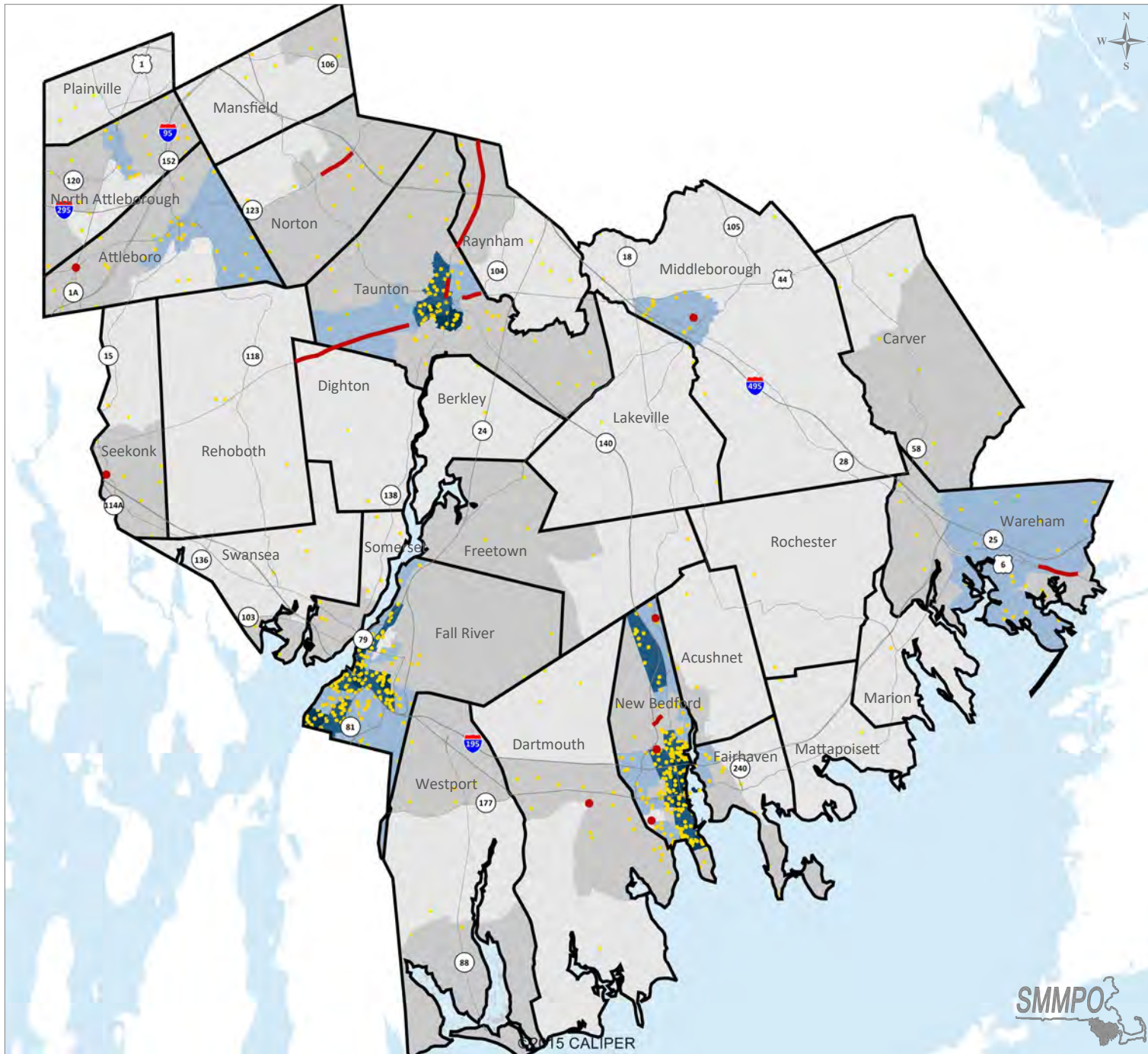


Figure 15

Concentrations of Low-Income Populations with 2018-2022 TIP Project Locations



Low-Income Population

● 1 Dot = 100 Persons

Percent Low-Income by Census Tract

■ < 5%

■ 5% — 10.86%

→ Regional Average 10.87%

■ 10.87% — < 20%

■ 20% — < 30%

■ 30% — < 53%

TIP Project

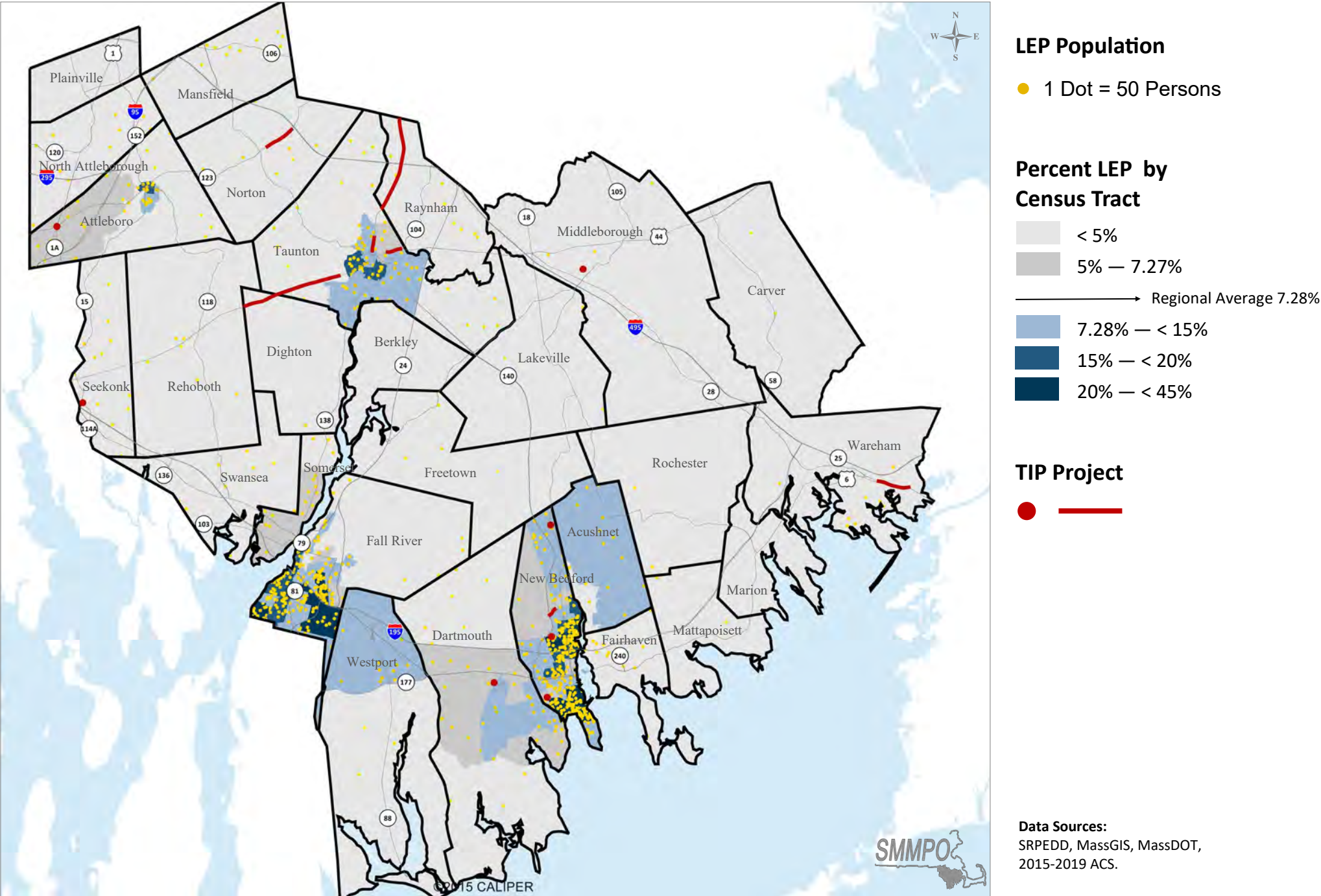
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Data Sources:

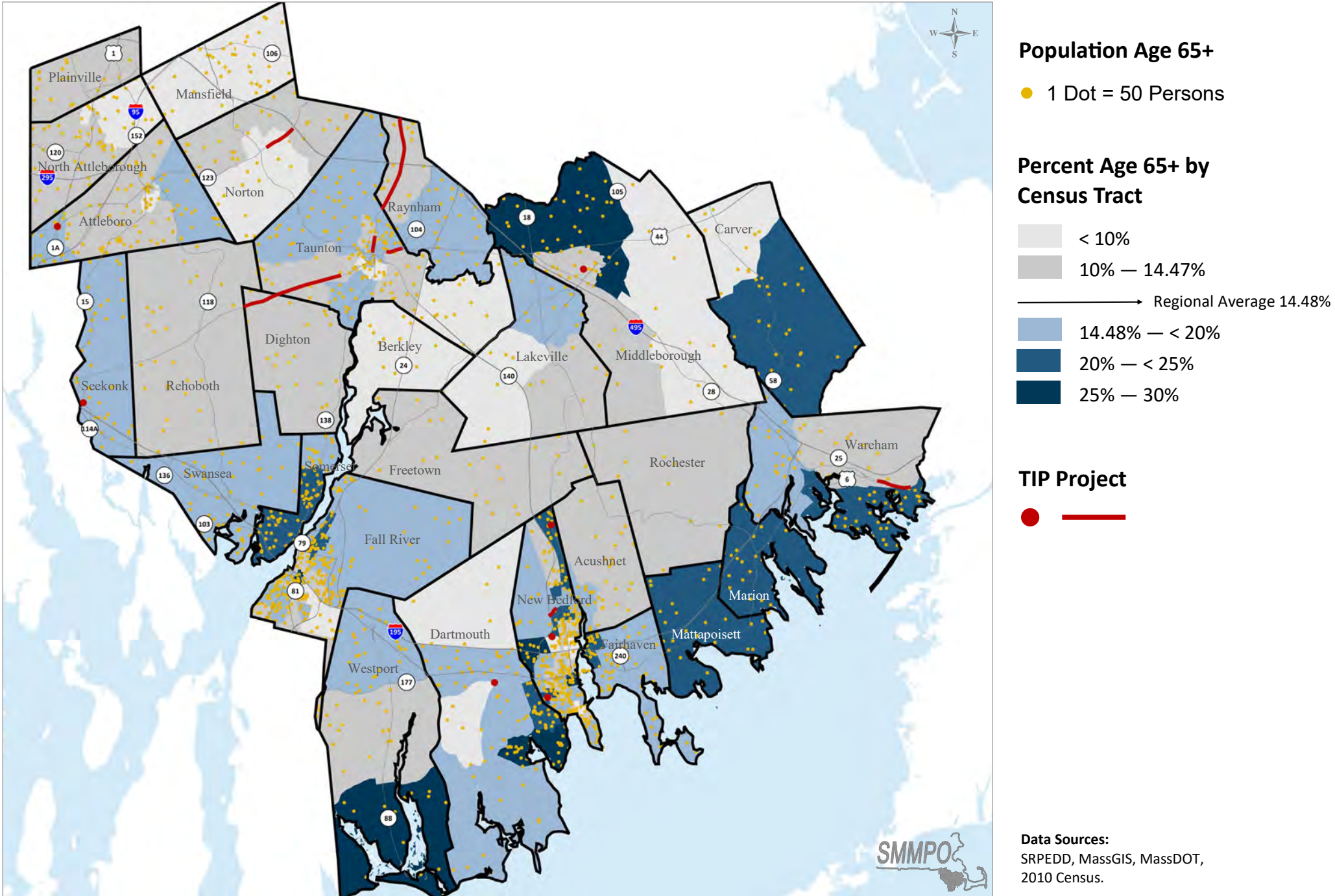
SRPEDD, MassGIS, MassDOT,
2015-2019 ACS.



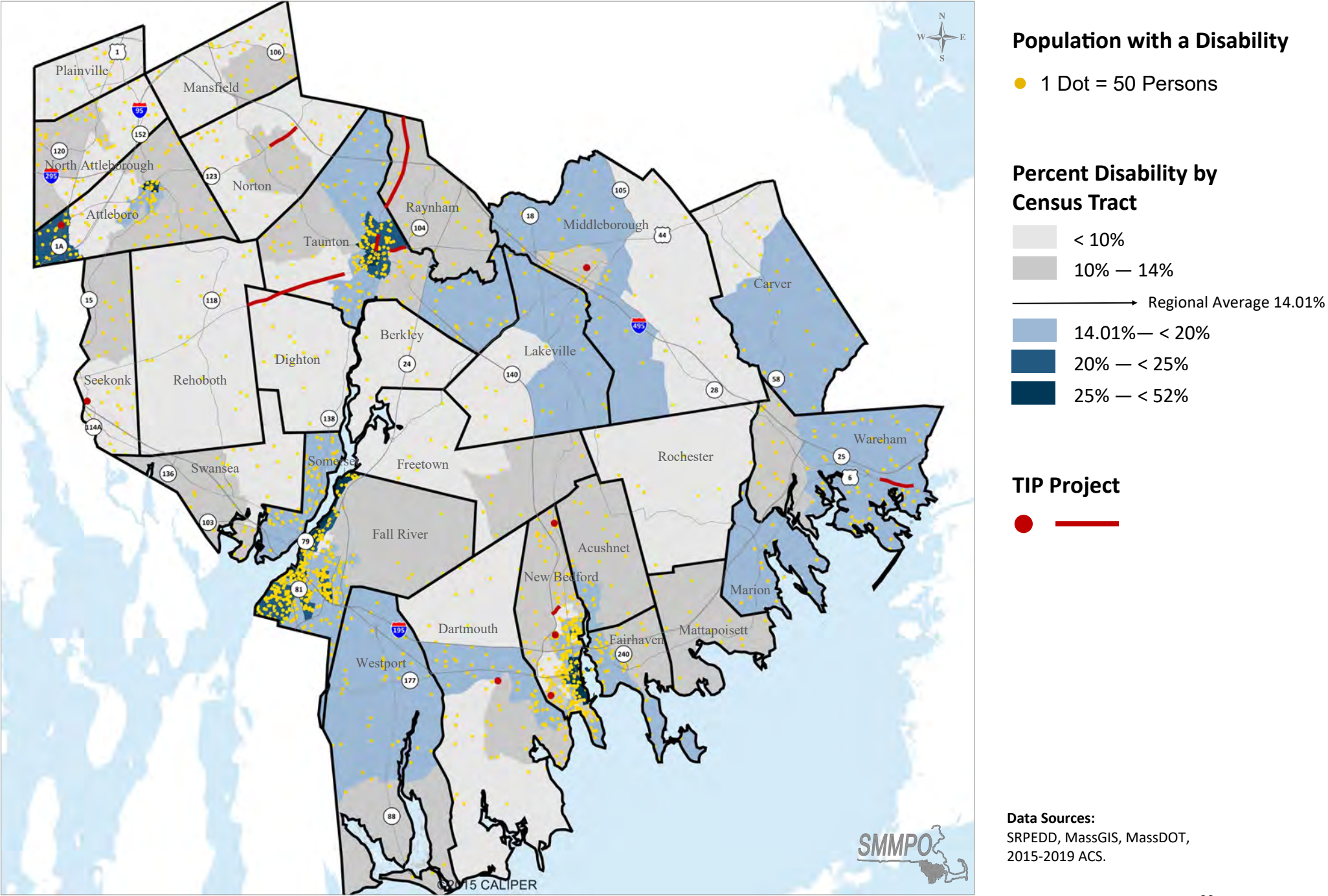
Concentrations of Limited English Proficiency (LEP) Populations with 2018-2022 TIP Project Locations



Concentrations of Population Age 65 and over with 2018-2022 TIP Project Locations



Concentrations of Populations with a Disability with 2018-2022 TIP Project Locations

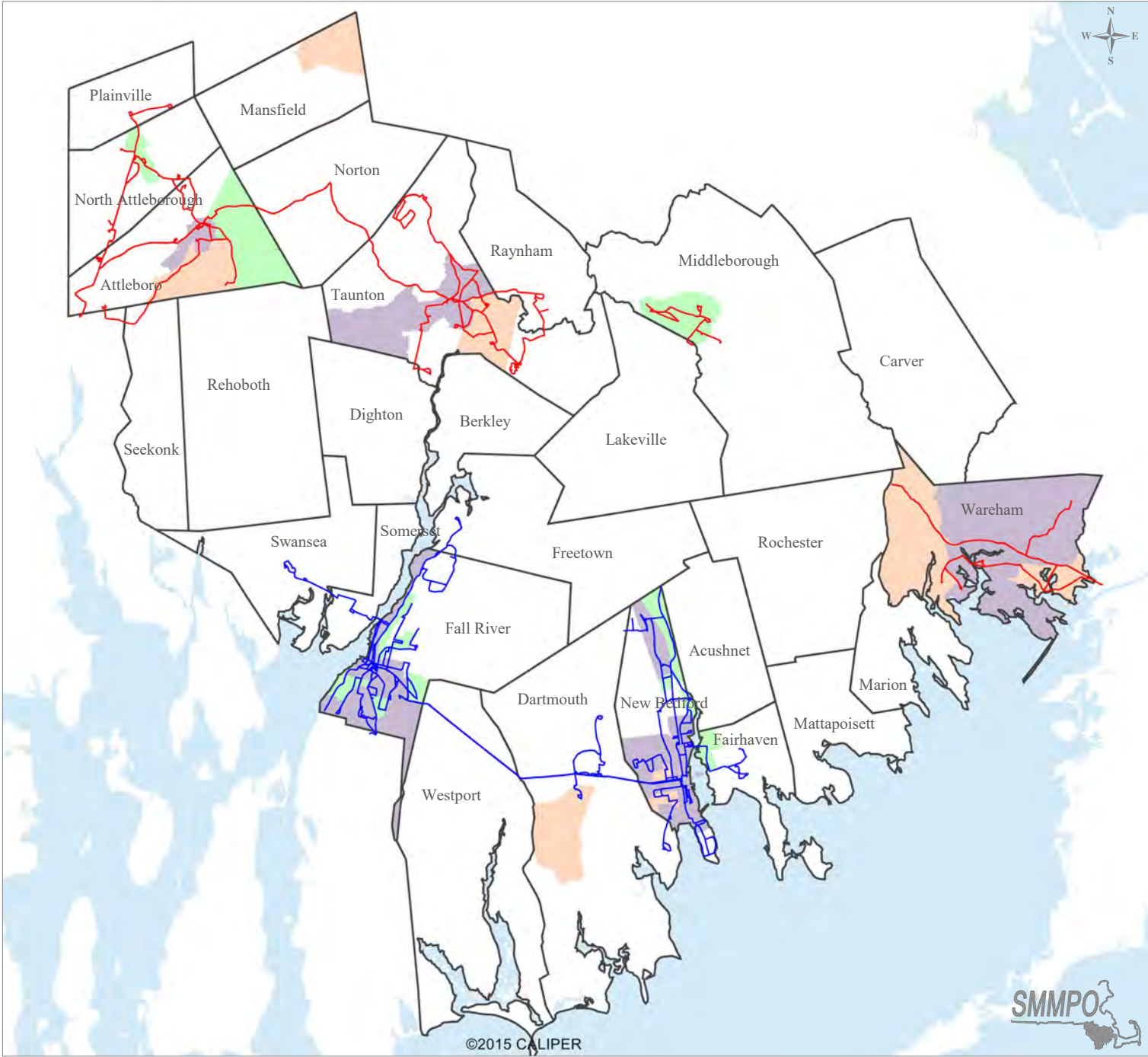


TRANSIT

We mapped all of the GATRA and SRTA fixed routes in the region over areas that exceed the regional averages for populations of concern. The Environmental Justice map displays Minority (BIPOC) and Low-Income (Poverty) populations, and the Title VI map displays LEP, age (65 and above), and disability populations. As displayed in these maps, a good portion of these populations of concern are served with current fixed route transit. However, due to the pandemic and economic forces, service routes and hours may have been, and continue to be adjusted, affected by changes in ridership and the shortage of bus drivers.

As well as fixed route service, both Regional Transit Agencies also offer demand-response services; GATRA to seniors (60 and over) or to persons with a disability who cannot access public transportation, and SRTA to disabled persons.

SRPEDD Area Transit with Environmental Justice Populations



Environmental Justice Populations

- Low Income & Minority
- Low Income
- Minority

- GATRA Fixed Bus Routes
- SRTA Fixed Bus Routes

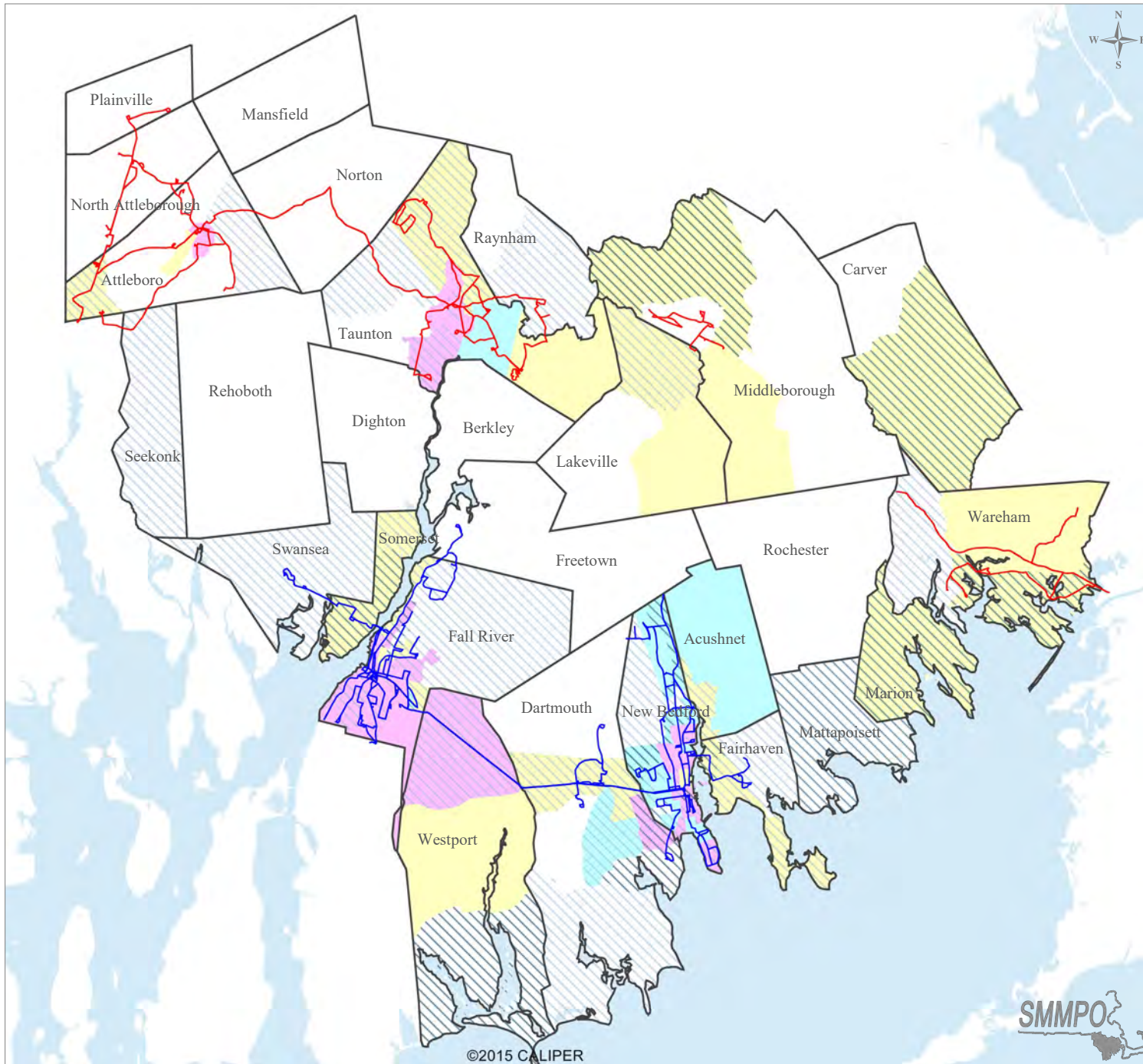
SRPEDD Definitions:

Low Income:
Census tracts that are greater than SRPEDD's low income regional average of 10.87%.

Minority:
Census tracts that are greater than SRPEDD's minority regional average of 10.98%.

Data Sources:
SRPEDD, MassGIS, MassDOT, 2010 Census, 2015-2019 ACS.

SRPEDD Area Transit with Title VI Populations



Title VI Populations

- Limited English Proficiency (LEP) & Disability
- Limited English Proficiency (LEP)
- Disability
- Age 65+
- GATRA Fixed Bus Routes
- SRTA Fixed Bus Routes

SRPEDD Definitions:

Limited English Proficiency:

Census tracts that are greater than SRPEDD's LEP regional average of 7.28%.

Disability:

Census tracts that are greater than SRPEDD's Disability regional average of 14.01%.

Age 65+:

Census tracts that are greater than SRPEDD's Age 65+ regional average of 14.48%.

Data Sources:

SRPEDD, MassGIS, MassDOT, 2010 Census, 2015-2019 ACS.

MUNICIPALITY GRANT PROGRAM PARTICIPATION

There were 20 Shared Streets & Spaces grants awarded to 15 communities in the SMMPO region thus far, totaling \$2,293,610. The 15 communities were Acushnet, Attleboro, Dighton, Fairhaven, Fall River, Mattapoisett, Middleborough, New Bedford, North Attleborough, Raynham, Seekonk, Somerset, Swansea, Taunton, and Wareham. Five of these communities, Dighton, Middleborough, New Bedford, Somerset and Wareham, had more than one grant awarded. A breakdown of grants by community is shown in Table 15.

While most of these communities are active participants in the regional TIP funding process, six of these communities, Acushnet, Fairhaven, Fall River, North Attleborough, Somerset, and Swansea, have no TIP projects in the current or look back analysis. However, Fairhaven and Fall River have each developed a project listed in our TIP being funded with statewide funds, and Somerset has recently become more active, but Acushnet, North Attleborough, and Swansea are not actively seeking projects through the TIP and 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. This reinforces the trend of SMMPO communities involved in the TIP process that tend to seek participation, and those that do not.

Table 15 SRPEDD Region Share Streets and Spaces Grants

Community	Project	Award	Date
Acushnet	To provide access to a public park from the Slocum Street corridor along River Street by installing a new path	\$12,917.50	Sep-20
Attleboro	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	\$122,149.50	Mar-21
Dighton	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	\$168,242.00	Aug-20
Dighton	To construct curb ramps, ADA-compliant curb cuts, accessible sidewalks, and delineated crosswalks throughout town	\$118,838.50	Jul-21
Fairhaven	To install safer pedestrian crossings for two high-volume/high-speed streets – one near Livesey Park and one at the downtown end of the Phoenix Trail – to include pedestrian safety beacons, new signage, and enhanced markings	\$183,689.00	Jul-21
Fall River	To install new bike lanes; pedestrian crossings, ADA-compliant ramps, and safety flashing beacons; and new wayfinding directed at bicyclists, in order to create better connections to the future East Coast Greenway and the existing Quequechan Rail Trail	\$229,256.55	Apr-21
Mattapoisett	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	\$237,849.00	Dec-20
Middleborough	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	\$228,206.00	Mar-21
New Bedford	To create multiple outdoor dining destinations and safe pedestrian spaces within the city	\$148,395.00	Jul-20
New Bedford	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	\$224,224.00	Mar-21
North Attleborough	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	\$28,984.04	Oct-20
Raynham	To improve connectivity for walkers in the Pleasant Street corridor by narrowing the road and installing traffic calming, ten new pedestrian safety beacons, twelve new crosswalks, and eight new ADA-compliant ramps	\$137,420.00	Jul-21
Seekonk	To install new ADA-compliant sidewalks, signalized crosswalks, and guardrails on Arcade Avenue	\$50,000.00	Jul-21
Somerset	To extend a bike lane that was initially developed with funding from a previous Shared Streets and Spaces grant along Read Street, in order to make better connections to the South Coast Bikeway	\$32,100.00	Jul-21
Somerset	To support dedicated bike lanes along Brayton Avenue and Read Street in order to promote outdoor activity and provide additional transportation options	\$12,100.00	Oct-20
Swansea	To complete a walkway that connects schools with ballfields and pedestrians and cyclists with scenic views as well as to bike and walking trails and municipal buildings	\$36,679.00	July 20021
Taunton	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	\$150,000.00	Sep-20
Taunton	To extend the sidewalk on Main Street in downtown Taunton, providing space for twelve tables to facilitate public gathering and outdoor dining and install traffic calming and safety signage	\$40,000.00	Jul-21
Wareham	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	\$41,500.00	Jul-20
Wareham	To install a bus shelter, street furniture, and landscaping to encourage use of local bus services. This project will also install pedestrian safety improvements including a wooden guardrail, solar powered light poles, and a public bike repair station to support non-vehicular travel	\$91,060.00	Jul-21

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 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%.

Carbon Reduction Program (CRP) - Provides funds for projects designed to reduce transportation emissions, defined as carbon dioxide (CO₂) emissions from on-road highway sources.

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 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.

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%.

Next Generation Bridge Program (NGBP) - The NGBP will advertise construction in the MPO region during a five-year TIP window with state funding, which will be paid down by Grant Anticipation Notes (GANS) debt repayments in future years.

National Highway Freight Program (NHFP) - NHFP was established 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 %.

Railway-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 2022 BIL continues the annual set-aside for railway-highway crossing improvements under 23 USC 130(e) and clarifies funds are eligible for projects to reduce pedestrian fatalities and injuries from trespassing at grade crossings. 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) This category is a set-aside of the Surface Transportation Block Grant (STBG) program funding dedicated to 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%.

Rebuilding American Infrastructure with Sustainability and Equity (RAISE) - Discretionary Grant program – RAISE, a discretionary grant program, enables DOT to use a rigorous merit-based process to select projects with exceptional benefits, explore ways to deliver projects faster and save on construction costs, and make needed investments in our Nation's infrastructure. Existing program reauthorized at \$7.5 billion over five years. A Notice of Funding Opportunity (NOFO) for FY22 was issued in February 2022 and applications are due April 14th. The total amount of funding available in FY22 is \$1.5 billion, a 50% increase over FY21.

Nationally Significant Multimodal Freight & Highway Projects (INFRA) –This program awards competitive grants for multimodal freight and highway projects of national or regional significance to improve the safety, efficiency, and reliability of the movement of freight and people in and across rural and urban areas. Eligible Uses include projects that improve safety, generate economic benefits, reduce congestion, enhance resiliency, and hold the greatest promise to eliminate freight bottlenecks and improve critical freight movements.

National Infrastructure Project Assistance (also known as “Megaprojects” or MEGA)– This \$5 billion competitive grant program supports multi-modal, multi-jurisdictional projects of regional or national significance. Communities are eligible to apply for funding to complete critical large projects that would otherwise be unachievable without assistance.

Safe Streets and Roads for All – This new \$5 billion competitive grant program at the Department of Transportation will provide funding directly to and exclusively for local governments to support their efforts to advance “vision zero” plans and other complete street improvements to reduce crashes and fatalities, especially for cyclists and pedestrians. Applications are expected to open in May 2022. The program is open to MPOs, local governments and federally recognized tribes, but not states.

Bridge Investment Program

New program authorized at \$12.5 billion over five years (including \$200 million set aside for Tribal bridges and \$100 million set aside for planning). BIL includes an additional \$4 billion authorized subject to appropriation

This program is funded with both Supplemental Appropriations (\$9.2 billion) and Contract Authority (\$3.3 billion), and FHWA has not yet announced a next milestone for this program

Promoting Resilient Operations for Transformative, Efficient and Cost-saving Transportation (PROTECT) Grants

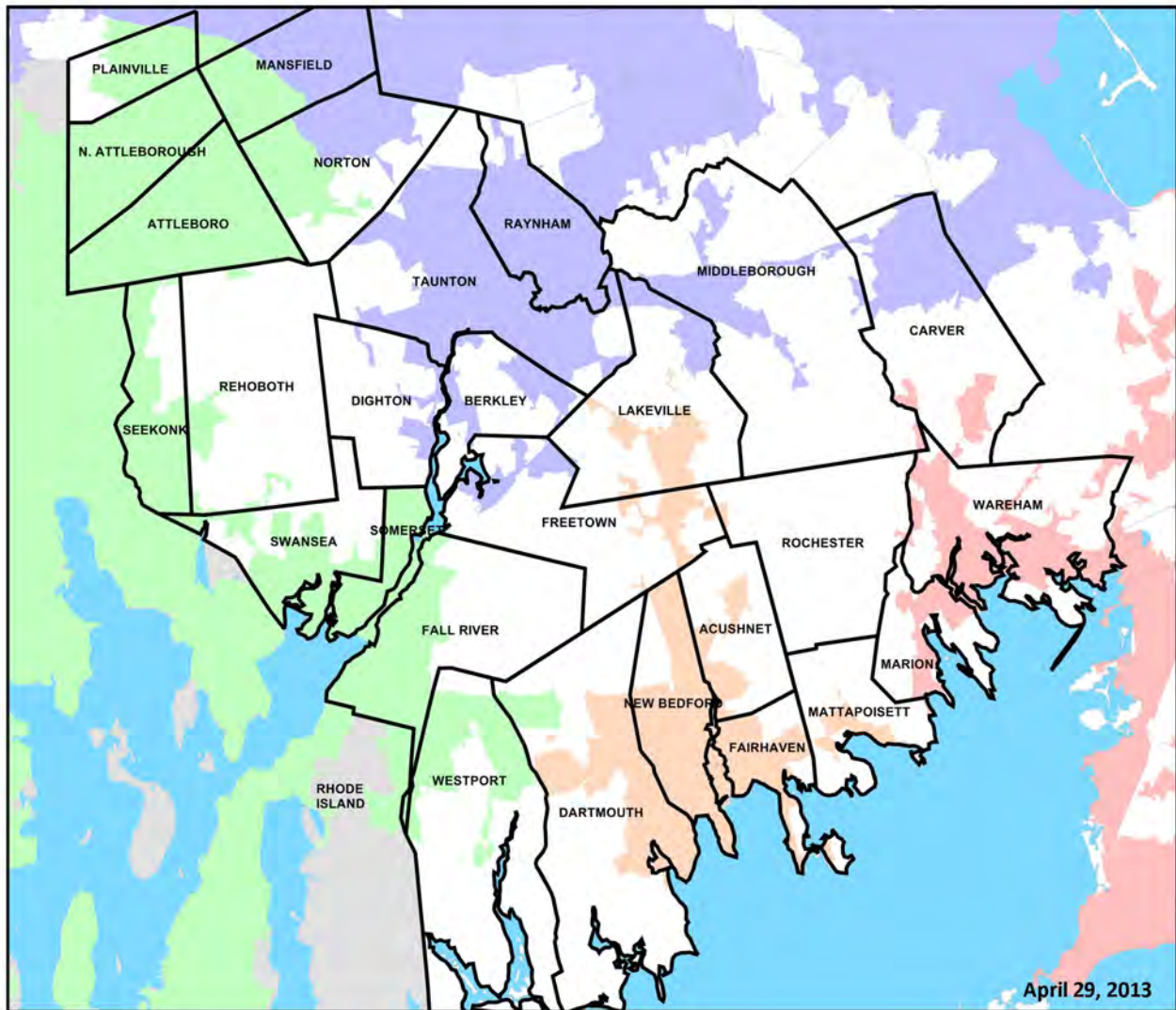
- PROTECT will provide \$7.3 billion in formula funding to states and \$1.4 billion in competitive grants to eligible entities to increase the resilience of our transportation system. This includes funding for evacuation routes, coastal resilience, making existing infrastructure more resilient, or efforts to move infrastructure to nearby locations not continuously impacted by extreme weather and natural disasters.

Charging and Fueling Infrastructure Grants – In addition to the \$5 billion formula program distributed to states, this \$2.5 billion discretionary grant program at the Department of Transportation will fund the strategic deployment of publicly accessible electric vehicle charging infrastructure, as well as hydrogen, propane, and natural gas fueling infrastructure, along designated alternative fuel corridors and in communities.

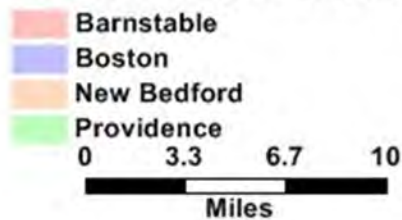
Rural Surface Transportation Grant - This new \$2 billion competitive grant program at the Department of Transportation will improve and expand surface transportation infrastructure in rural areas, increasing connectivity, improving safety and reliability of the movement of people and freight, and generate regional economic growth. This amount includes specific set asides for small projects (\$200 million), rural roadway lane departure improvements (\$300 million), and the Appalachian Development Highway System (\$500 million).

Reconnecting Communities – The Bipartisan Infrastructure Law creates a first-ever \$1 billion program at the Department of Transportation to reconnect communities divided by transportation infrastructure – particularly historically disadvantaged communities too often nearly destroyed or cut in half by a highway. This new competitive program will provide dedicated funding to state, local, metropolitan planning organizations, and tribal governments for planning, design, demolition, and reconstruction of street grids, parks, or other infrastructure to address these legacy impacts

SRPEDD Urbanized Areas



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 provides 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 mentioned above. These funds 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 FFY2023-2027 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. 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.

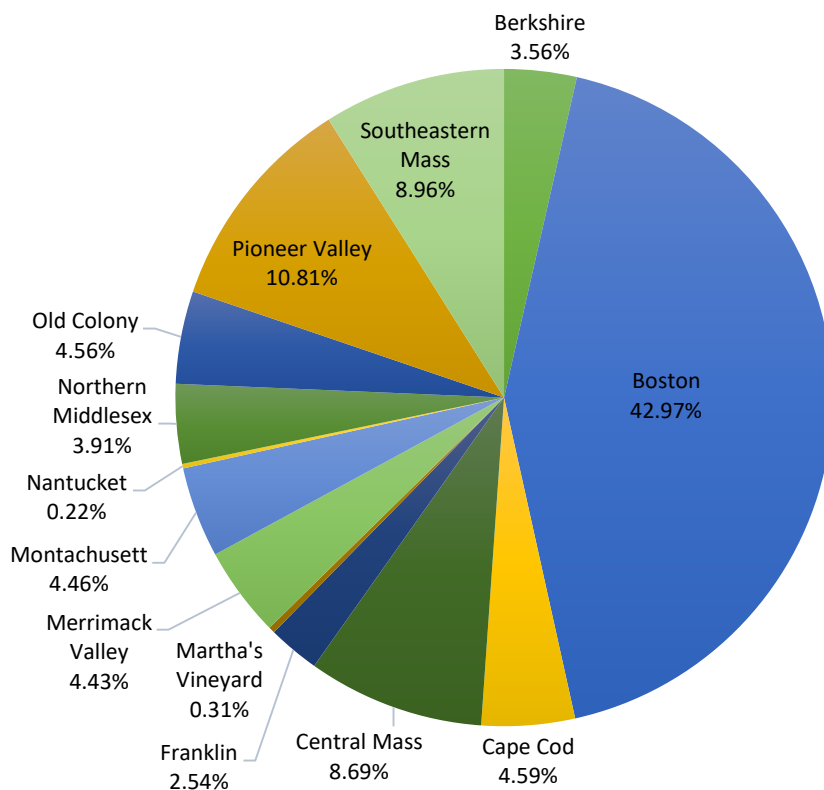


Figure 24 - Regional Target Funds Distribution by MPO

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 16 - Section 5307 Urbanized Area

GATRA	FFY 2023	FFY 2024	FFY 2025	FFY 2026	FFY 2027	Total
Boston	\$869,597	\$882,641	\$895,881	\$909,319	\$922,959	\$4,480,397
Barnstable	\$1,163,310	\$1,180,759	\$1,198,470	\$1,216,447	\$1,234,694	\$5,993,680
Providence	\$3,569,533	\$3,623,076	\$3,677,422	\$3,732,584	\$3,788,573	\$18,391,188
GATRA Total	\$5,602,440	\$5,686,476	\$5,771,773	\$5,858,350	\$5,946,226	\$28,865,265

SRTA	FFY 2023	FFY 2024	FFY 2025	FFY 2026	FFY 2027	Total
Providence	\$3,352,419	\$3,402,705	\$3,454,426	\$3,506,243	\$3,353,079	\$17,068,872
New Bedford	\$4,287,551	\$4,351,865	\$4,416,462	\$4,482,709	\$4,286,891	\$21,825,478
SRTA Total	\$7,639,970	\$7,754,570	\$7,870,888	\$7,988,952	\$7,639,970	\$38,894,350

SMMPO Total \$13,242,410 \$13,441,046 \$13,642,661 \$13,847,302 \$13,586,196 \$67,759,615

Table 17 - Section 5337 State of Good Repair

GATRA	FFY 2023	FFY 2024	FFY 2025	FFY 2026	FFY 2027	Total
Providence	\$916,133	\$929,876	\$944,116	\$958,277	\$972,652	\$4,721,054
Barnstable	\$101,793	\$103,320	\$104,577	\$106,146	\$107,738	\$523,574
GATRA Total	\$1,017,926	\$1,033,196	\$1,048,693	\$1,064,423	\$1,080,390	\$5,244,628

SMMPO Total \$1,017,926 \$1,033,196 \$1,048,693 \$1,064,423 \$1,080,390 \$5,244,628

Table 18 - Section 5339 Bus and Bus Facilities

GATRA	FFY 2023	FFY 2024	FFY 2025	FFY 2026	FFY 2027	Total
Barnstable	\$42,215	\$42,848	\$43,491	\$44,143	\$44,805	\$217,502
Boston	\$59,294	\$60,184	\$61,086	\$62,003	\$62,933	\$305,500
Providence	\$164,797	\$167,269	\$169,778	\$172,325	\$174,910	\$849,079
GATRA Total	\$266,306	\$270,301	\$274,355	\$278,471	\$282,648	\$1,372,081

SRTA	FFY 2023	FFY 2024	FFY 2025	FFY 2026	FFY 2027	Total
Providence	\$154,803	\$157,125	\$159,482	\$161,874	\$164,303	\$797,587
SRTA Total	\$154,803	\$157,125	\$159,482	\$161,874	\$164,303	\$797,587

SMMPO Total \$421,109 \$427,426 \$433,837 \$440,345 \$446,951 \$2,169,668

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 19 - Regional Transit Authority Capital Assistance Program (RTACAP)

	FFY 2023	FFY 2024	FFY 2025	FFY 2026	FFY 2027	Total
GATRA	\$520,440	\$528,246	\$536,170	\$544,212	\$552,376	\$2,681,444
SRTA	\$165,596	\$168,079	\$170,601	\$173,160	\$175,757	\$853,193

SMMPO Total	\$686,036	\$696,325	\$706,771	\$717,372	\$728,133	\$3,534,637
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Table 20 - State Contract Assistance (SCA)

	FFY 2023	FFY 2024	FFY 2025	FFY 2026	FFY 2027	Total
GATRA	\$4,436,249	\$4,502,793	\$4,570,334	\$4,638,889	\$4,708,473	\$22,856,738
SRTA	\$6,336,949	\$6,432,004	\$6,528,484	\$6,626,411	\$6,725,807	\$32,649,655

SMMPO Total	\$10,773,198	\$10,934,797	\$11,098,818	\$11,265,300	\$11,434,280	\$55,506,393
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Table 21 - Local Assessment Funds

	FFY 2023	FFY 2024	FFY 2025	FFY 2026	FFY 2027	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

SMMPO Total	\$5,851,449	\$5,851,449	\$5,851,449	\$5,851,449	\$5,851,449	\$29,257,245
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Table 22 - Locally Generated Funds

	FFY 2023	FFY 2024	FFY 2025	FFY 2026	FFY 2027	Total
GATRA	\$2,576,415	\$2,615,061	\$2,654,287	\$2,694,101	\$2,734,513	\$13,274,377
SRTA	\$2,797,382	\$2,839,343	\$2,881,933	\$2,925,162	\$2,969,039	\$14,412,859

SMMPO Total	\$5,373,797	\$5,454,404	\$5,536,220	\$5,619,263	\$5,703,552	\$27,687,236
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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 27, 2022. Part 1A includes projects subject to these targets. Table 23 displays all targets and programmed amounts.

Table 23 – Federal Highway Federal Aid Financial Plan for FY23-27 TIP

Federal Fiscal Year	2023	2024	2025	2026	2027
Total Regional Federal Aid Funds Available	\$26,890,473	\$27,244,358	\$26,781,536	\$26,126,323	\$27,535,928
STBG Programmed	\$18,717,687 (Flex to FTA \$6,875,000)	\$17,822,047	\$22,830,122	\$23,500,245	\$24,701,960
HSIP Programmed					
CMAQ Programmed	\$7,086,422 (Flex to FTA \$3,184,750)	\$8,973,759	\$3,888,509	\$1,023,215	\$2,707,562
STBG-TA Programmed					
Total Programmed	\$25,804,109	\$26,795,806	\$26,718,631	\$24,523,460	\$27,409,522
Balance	\$1,086,364	\$448,552	\$62,905	\$1,602,863	\$126,406

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 24 & 25 represent total federal, state and local contributions for GATRA & SRTA by fiscal year.

**Table 24 – GATRA Federal Transit Financial Plan for FFY2023-2027 TIP
Federal Fiscal Year 2023**

FTA Program	Federal Funds Programmed	State Funds Programmed	TDC	Local Funds Programmed	Total Funds Programmed
5307	\$7,620,000	\$2,355,000	\$0	\$0	\$9,975,000
5337	\$1,013,370	\$0	\$0	\$253,343	\$1,266,713
5339	\$0	\$0	\$0	\$0	\$0
Other	\$0	\$0	\$0	\$650,000	\$650,000
Totals	\$8,633,370	\$2,355,000	\$0	\$903,343	\$11,891,713

Federal Fiscal Year 2024

FTA Program	Federal Funds Programmed	State Funds Programmed	TDC	Local Funds Programmed	Total Funds Programmed
5307	\$6,470,000	\$2,105,000	\$0	\$0	\$8,575,000
5337	\$1,030,800	\$0	\$0	\$257,700	\$1,288,500
5339	\$0	\$0	\$0	\$0	\$0
Other	\$0	\$600,000	\$0	\$530,000	\$1,130,000
Totals	\$7,500,800	\$2,705,000	\$0	\$787,700	\$10,993,500

Federal Fiscal Year 2025

FTA Program	Federal Funds Programmed	State Funds Programmed	TDC	Local Funds Programmed	Total Funds Programmed
5307	\$6,670,000	\$2,155,000	\$0	\$0	\$8,825,000
5337	\$1,048,530	\$0	\$0	\$262,133	\$1,310,663
5339	\$1,280,000	\$320,000	\$0	\$0	\$1,600,000
Other	\$0	\$1,451,391	\$0	\$532,000	\$1,983,391
Totals	\$8,998,530	\$3,926,391	\$0	\$794,133	\$13,719,054

Federal Fiscal Year 2026

FTA Program	Federal Funds Programmed	State Funds Programmed	TDC	Local Funds Programmed	Total Funds Programmed
5307	\$6,850,000	\$2,275,000	\$0	\$0	\$9,125,000
5337	\$0	\$0	\$0	\$0	\$0
5339	\$0	\$0	\$0	\$0	\$0
Other	\$0	\$300,350	\$0	\$625,000	\$925,350
Totals	\$6,850,000	\$2,575,350	\$0	\$625,000	\$10,050,350

Federal Fiscal Year 2027

FTA Program	Federal Funds Programmed	State Funds Programmed	TDC	Local Funds Programmed	Total Funds Programmed
5307	\$1,620,000	\$405,000	\$0	\$0	\$2,025,000
5337	\$0	\$0	\$0	\$0	\$0
5339	\$0	\$0	\$0	\$0	\$0
Other	\$0	\$2,230,000	\$0	\$700,000	\$2,930,000
Totals	\$1,620,000	\$2,635,000	\$0	\$700,000	\$4,955,000

Table 25 – SRTA Federal Transit Financial Plan for FFY2023-2027 TIP

Federal Fiscal Year 2023

FTA Program	Federal Funds Programmed	State Funds Programmed	TDC	Local Funds Programmed	Total Funds Programmed
5307	\$402,000	\$85,500	\$0	\$15,000	\$502,500
5339	\$147,109	\$0	\$0	\$36,777	\$183,886
Other	\$3,000,000	\$750,000	\$0	\$0	\$3,750,000
Totals	\$3,549,109	\$835,500	\$0	\$51,777	\$4,436,386

Federal Fiscal Year 2024

FTA Program	Federal Funds Programmed	State Funds Programmed	TDC	Local Funds Programmed	Total Funds Programmed
5307	\$414,000	\$88,500	\$0	\$15,000	\$517,500
5339	\$155,836	\$38,959	\$0	\$0	\$194,795
Other	\$3,187,500	\$562,500	\$0	\$0	\$3,750,000
Totals	\$3,757,336	\$689,959	\$0	\$15,000	\$4,462,295

Federal Fiscal Year 2025

FTA Program	Federal Funds Programmed	State Funds Programmed	TDC	Local Funds Programmed	Total Funds Programmed
5307	\$418,000	\$89,500	\$0	\$15,000	\$522,500
5339	\$144,755	\$36,188	\$0	\$0	\$180,943
Other	\$3,187,500	\$562,500	\$0	\$0	\$3,750,000
Totals	\$3,750,255	\$688,188	\$0	\$15,000	\$4,453,443

Federal Fiscal Year 2026

FTA Program	Federal Funds Programmed	State Funds Programmed	TDC	Local Funds Programmed	Total Funds Programmed
5307	\$1,170,000	\$877,500	\$0	\$15,000	\$2,062,500
5339	\$1,355,836	\$1,238,959	\$0	\$0	\$2,594,795
Other	\$0	\$0	\$0	\$0	\$0
Totals	\$2,525,836	\$2,116,459	\$0	\$15,000	\$4,657,295

Federal Fiscal Year 2027

FTA Program	Federal Funds Programmed	State Funds Programmed	TDC	Local Funds Programmed	Total Funds Programmed
5307	\$366,000	\$76,500	\$0	\$15,000	\$457,500
5339	\$144,755	\$36,188	\$0	\$0	\$180,943
Other	\$31,400,000	\$600,000	\$0	\$0	\$32,000,000
Totals	\$31,910,755	\$712,688	\$0	\$15,000	\$32,638,443

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 a 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 26, 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 26 - 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 total cost 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 total cost 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 or 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
Project Addition	The programming of a new project in any federal fiscal year of the active TIP Exception - An Adjustment may be considered if the project was previously approved in a TIP that has been vetted through the public process	Amendment or Adjustment	Release to Comment Period, Subsequently Vote to Approve or Motion to Approve	Recommendation to SMMPO for approval or Motion to Approve	21 Days or N/A
Project Removal	The removal of a project in any federal fiscal year of the active TIP Exception - 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 or Adjustment	Release to Comment Period, Subsequently Vote to Approve or Motion to Approve	Recommendation to SMMPO for approval or Motion to Approve	21 Days or 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 Exception - An Adjustment may be considered if the move involves advancing a project that does not affect the delivery schedule of another project	Amendment or Adjustment	Release to Comment Period, Subsequently Vote to Approve or Motion to Approve	Recommendation to SMMPO for approval or Motion to Approve	21 Days or 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 areas, 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 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.

Sidewalks exist on both sides for the majority of the bridge, but only the south side sidewalk is accessible by a ramp. MassDOT has a project under design (612263) that will add a bicycle and pedestrian ramp on the north side of the bridge. 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. Reconstruction of this interchange is considered one of the most important highway projects in the region. Construction is currently underway, with funds previously programmed in FFY's 2021 through 2022 of the TIP.

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. The project is estimated at \$120,006,256. Construction Funds are programmed in FFY's 2022 through 2026 in the Earmark or Discretionary Grant Funded Project section with National Highway Performance Program (NHPP) & Highway Infrastructure Program (HIP) funds. As well as in the State Prioritized Modernization Project section with National Highway Performance Program (NHPP), Surface Transportation Block Grant Program (STBG) and TAP 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). In 2022 the South Coast Bikeway routing went through two major changes. The routing between Fall River and Fairhaven was transformed as part of a feasibility study and the routing between Marion and Wareham was rerouted to utilize Route 6. Several projects are underway that include South Coast Bikeway Routing by MassDOT including projects in Marion and Wareham on Route 6 and the New Bedford Bicycle and Pedestrian Ramp Construction from Route 6 to MacArthur Drive project.

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 2023-2027 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. Greenhouse Gas emission reduction analysis results can be found in attachments 2 and 3.

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. 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 these 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 Southeastern Massachusetts Metropolitan Planning Organization FFY 2023-2027 Transportation Improvement Program, and Massachusetts’ FFY 2023-2027 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 Southeastern Massachusetts Metropolitan Planning Organization FFY 2023-2027 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 April 27, 2022. 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 Metropolitan Planning Organization MPO's Public Participation Plan was formally adopted on June 18, 2019. The Public Participation Plan ensures that the public will have access to the TIP and all supporting documentation, provides for public notification of the availability of the TIP 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 and related certification documents.

The public comment period for this conformity determination commenced on April 19, 2022. 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 17, 2022 and subsequently, the Southeastern Massachusetts is expected to endorse this air quality conformity determination before April 19, 2022. These procedures comply with the associated federal requirements.

Timely Implementation of Transportation Control Measures:

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

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 Southeastern Massachusetts Metropolitan Planning Organization 2023-2027 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 Southeastern Massachusetts Metropolitan Planning Organization 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 2023-2027 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 Metropolitan Planning Organization MPO's FFY 2023-2027 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

FFY2023-2027

**FEDERAL HIGHWAY
PROJECT LISTING**



2023 Southeastern Mass Region STIP Investments Report

STIP: 2023 - 2027 (A) Revision 14+											
Year	MassDOT Project ID	MPO	Municipality	MassDOT Project Description	District	Funding Source	Adjusted TFPC	Total Programmed Funds	Federal Funds	Non-Federal Funds	Other Information
Federal Fiscal Year 2023								\$91,785,804	\$73,944,760	\$17,841,044	
Section 1A / Regionally Prioritized Projects								\$26,890,473	\$21,512,378	\$5,378,095	
Intersection Improvements								\$3,901,672	\$3,121,338	\$780,334	
2023	608230	Southeastern Mass	Rehoboth	REHOBOTH- INTERSECTION IMPROVEMENTS & RELATED WORK AT WINTHROP STREET (ROUTE 44) AND ANAWAN STREET (ROUTE 118)	5	CMAQ	\$4,249,973	\$3,901,672	\$3,121,338	\$780,334	a) Construction; b) Total Cost = \$3,901,672 CMAQ; d) EC Score 53 of 100; h) Project Proponent - MassDOT; i) Status 100%
Roadway Reconstruction								\$12,929,051	\$10,343,241	\$2,585,810	
2023	608535	Southeastern Mass	New Bedford	NEW BEDFORD- CORRIDOR IMPROVEMENTS AND RELATED WORK ON COUNTY STREET, FROM NELSON STREET TO UNION STREET	5	STBG	\$14,300,627	\$11,249,028	\$8,999,222	\$2,249,806	a) Construction; b) Total Cost = \$14,343,132 (A/C - 2023 \$11,249,028 STBG, 2023 \$1,680,023 TAP, 2024 \$1,414,081 STBG); d) EC Score 65 of 100; h) Project Proponent - New Bedford; i) Status 75%
2023	608535	Southeastern Mass	New Bedford	NEW BEDFORD- CORRIDOR IMPROVEMENTS AND RELATED WORK ON COUNTY STREET, FROM NELSON STREET TO UNION STREET	5	TAP	\$14,300,627	\$1,680,023	\$1,344,018	\$336,005	a) Construction; b) Total Cost = \$14,343,132 (A/C - 2023 \$11,249,028 STBG, 2023 \$1,680,023 TAP, 2024 \$1,414,081 STBG); d) EC Score 65 of 100; h) Project Proponent - New Bedford; i) Status 75%
Flex to FTA								\$10,059,750	\$8,047,800	\$2,011,950	
2023	S12691	Southeastern Mass	Multiple	SRTA - Purchase (6) Hybrid Electric 35' Buses	5	STBG	\$4,975,000	\$4,975,000	\$3,980,000	\$995,000	Flex Funding to FTA (Project RTD0011181) / Match - \$995,000 RTACAP
2023	S12692	Southeastern Mass		GATRA - Buy Replacement 35-FT Buses (2)	5	STBG	\$1,900,000	\$1,900,000	\$1,520,000	\$380,000	Flex funding to FTA (Project TBD) / Match - \$380,000 RTACAP
2023	S12746	Southeastern Mass		New Airport Express Bus Service from the Mansfield MBTA Station to Logan Airport		CMAQ	\$3,184,750	\$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)
								CMAQ Programmed	\$7,086,422	\$5,669,138	\$1,417,284
								STBG Programmed	\$18,124,028	\$14,499,222	\$3,624,806
								TAP Programmed	\$1,680,023	\$1,344,018	\$336,005
								Total Programmed for Southeastern Mass Region Projects*	\$26,890,473	\$21,512,378	\$5,378,095
								Program Target for Southeastern Mass Region Projects	\$26,890,473	\$21,512,378	\$5,378,095
								Target Funds Available for Southeastern Mass Region Projects	\$0	\$0	\$0
Section 1B / Earmark or Discretionary Grant Funded Projects								\$5,813,698	\$4,950,455	\$863,243	
Earmark Discretionary								\$5,813,698	\$4,950,455	\$863,243	
2023	608049	Southeastern Mass	Fall River	FALL RIVER- CORRIDOR IMPROVEMENTS ON ROUTE 79/DAVOL STREET	5	HPP	\$119,427,595	\$4,316,215	\$3,452,972	\$863,243	AC'd FFY 2022-2026; HIP BR funds FFY 2022 & FFY 2024 FFY 2023 Earmark from US Rep Auchincloss for \$3,462,972 FA (HPP)
2023	608049	Southeastern Mass	Fall River	FALL RIVER- CORRIDOR IMPROVEMENTS ON ROUTE 79/DAVOL STREET	5	CRRSAA	\$119,427,595	\$1,497,483	\$1,497,483	\$0	AC'd FFY 2022-2026; HIP BR funds FFY 2022 & FFY 2024 FFY 2023 Earmark from US Rep Auchincloss for \$3,462,972 FA (HPP)
Section 2A / State Prioritized Reliability Projects								\$13,851,379	\$11,297,723	\$2,553,656	
Bridge Off-system								\$4,326,282	\$3,461,026	\$865,256	
2023	603796	Southeastern Mass	Mansfield	MANSFIELD- BRIDGE REPLACEMENT, M-03-003 & M-03-045, BALCOM STREET OVER THE WADING RIVER	5	STBG-BR-Off	\$4,338,669	\$4,326,282	\$3,461,026	\$865,256	
Safety Improvements								\$2,166,200	\$1,949,580	\$216,620	
2023	609063	Southeastern Mass	Multiple	ATTLEBORO- NORTH ATTLEBOROUGH- GUIDE AND TRAFFIC SIGN REPLACEMENT ON INTERSTATE 295	5	HSIP	\$792,648	\$363,340	\$327,006	\$36,334	
2023	609433	Southeastern Mass	Multiple	ATTLEBORO- NORTH ATTLEBOROUGH- MEDIAN CABLE BARRIER INSTALLATION ON I-95	5	HSIP	\$1,802,860	\$1,802,860	\$1,622,574	\$180,286	
Bridge On-system NHS								\$6,285,894	\$5,028,715	\$1,257,179	
2023	609165	Southeastern Mass	Attleboro	ATTLEBORO- BRIDGE WIDENING, A-16-052, AND BRIDGE REMOVAL, A-16-062, I-295 RAMP OVER TEN MILE RIVER	5	NHPP	\$6,731,292	\$218,185	\$174,548	\$43,637	



2023 Southeastern Mass Region STIP Investments Report

STIP: 2023 - 2027 (A) Revision 14+

Year	MassDOT Project ID	MPO	Municipality	MassDOT Project Description	District	Funding Source	Adjusted TFPC	Total Programmed Funds	Federal Funds	Non-Federal Funds	Other Information
2023	609165	Southeastern Mass	Attleboro	ATTLEBORO- BRIDGE WIDENING, A-16-052, AND BRIDGE REMOVAL, A-16-062, I-295 RAMP OVER TEN MILE RIVER	5	NHPP-PEN	\$6,731,292	\$6,067,709	\$4,854,167	\$1,213,542	
Roadway Improvements								\$1,073,003	\$858,402	\$214,601	
2023	609165	Southeastern Mass	Attleboro	ATTLEBORO- BRIDGE WIDENING, A-16-052, AND BRIDGE REMOVAL, A-16-062, I-295 RAMP OVER TEN MILE RIVER	5	TAP	\$6,731,292	\$397,216	\$317,773	\$79,443	
2023	610801	Southeastern Mass	Somerset	SOMERSET- STORMWATER IMPROVEMENTS ALONG ROUTE I-195 FOR MOUNT HOPE BAY	5	STBG	\$924,086	\$675,787	\$540,630	\$135,157	
Section 2B / State Prioritized Modernization Projects								\$45,230,254	\$36,184,203	\$9,046,051	
Roadway Reconstruction								\$45,230,254	\$36,184,203	\$9,046,051	
2023	608049	Southeastern Mass	Fall River	FALL RIVER- CORRIDOR IMPROVEMENTS ON ROUTE 79/DAVOL STREET	5	NHPP	\$119,427,595	\$25,230,254	\$20,184,203	\$5,046,051	AC'd FFY 2022-2026; HIP BR funds FFY 2022 & FFY 2024 FFY 2023 Earmark from US Rep Auchincloss for \$3,462,972 FA (HPP)
2023	608049	Southeastern Mass	Fall River	FALL RIVER- CORRIDOR IMPROVEMENTS ON ROUTE 79/DAVOL STREET	5	STBG	\$119,427,595	\$20,000,000	\$16,000,000	\$4,000,000	AC'd FFY 2022-2026; HIP BR funds FFY 2022 & FFY 2024 FFY 2023 Earmark from US Rep Auchincloss for \$3,462,972 FA (HPP)
2023	609518	Southeastern Mass	Fairhaven	FAIRHAVEN- LEROY WOOD ELEMENTARY SCHOOL IMPROVEMENTS (SRTS)	5	TAP	\$1,576,730	\$0	\$0	\$0	
Section 2C / State Prioritized Expansion Projects								\$0	\$0	\$0	
Bicycle and Pedestrian								\$0	\$0	\$0	
2023	607979	Southeastern Mass	Marion	MARION- SHARED USE PATH CONSTRUCTION (PHASE 1), FROM THE MARION-MATTAPOISETT T.L. TO POINT ROAD	5	CMAQ	\$5,498,150	\$0	\$0	\$0	



2024 Southeastern Mass Region STIP Investments Report

Year	MassDOT Project ID	MPO	Municipality	MassDOT Project Description	District	Funding Source	Adjusted TFPC	Total Programmed Funds	Federal Funds	Non-Federal Funds	Other Information
Federal Fiscal Year 2024								\$215,309,021	\$104,990,382	\$110,318,639	
Section 1A / Regionally Prioritized Projects								\$26,650,602	\$21,320,482	\$5,330,120	
Roadway Reconstruction								\$21,378,110	\$17,102,488	\$4,275,622	
2024	607871	Southeastern Mass	Dartmouth	DARTMOUTH- CORRIDOR IMPROVEMENTS ON ROUTE 6, FROM FAUNCE CORNER ROAD TO HATHAWAY ROAD	5	CMAQ	\$12,373,604	\$8,973,759	\$7,179,007	\$1,794,752	a) Construction; b) Total Cost = \$8,973,759 STBG d) EC Score 63 of 100; h) Project Proponent - Dartmouth/MassDOT; i) Status Pre 25%
2024	608535	Southeastern Mass	New Bedford	NEW BEDFORD- CORRIDOR IMPROVEMENTS AND RELATED WORK ON COUNTY STREET, FROM NELSON STREET TO UNION STREET	5	STBG	\$14,300,627	\$1,414,081	\$1,131,265	\$282,816	a) Construction; b) Total Cost = \$14,343,132 (A/C - 2023 \$11,249,028 STBG, 2023 \$1,680,023 TAP, 2024 \$1,414,081 STBG); d) EC Score 65 of 100; h) Project Proponent - New Bedford; i) Status 75%
2024	608753	Southeastern Mass	Taunton	TAUNTON- CORRIDOR IMPROVEMENTS AND RELATED WORK ON BROADWAY (ROUTE 138), FROM PURCHASE STREET TO JACKSON STREET (PHASE 2)	5	STBG	\$8,144,112	\$8,144,112	\$6,515,290	\$1,628,822	a) Construction; b) Total Cost = \$8,144,112 STBG; d) EC Score 73 of 100; h) Project Proponent - Taunton; i) Status Pre 25% Anticipating CMAQ Eligibility
2024	608944	Southeastern Mass	Mansfield	MANSFIELD- RECONSTRUCTION ON CHAUNCY STREET (ROUTE 106)	5	STBG	\$2,846,158	\$2,846,158	\$2,276,926	\$569,232	a) Construction; b) Total Cost = \$2,846,158 STBG; d) EC Score 60 of 100; h) Project Proponent - Mansfield; i) Status Pre 25% (Cost assumes the combination of Project 608053)
Intersection Improvements								\$5,272,492	\$4,217,994	\$1,054,498	
2024	610647	Southeastern Mass	Wareham	WAREHAM- CORRIDOR IMPROVEMENTS ON ROUTE 6 AT SWIFTS BEACH ROAD	5	STBG	\$5,460,188	\$5,272,492	\$4,217,994	\$1,054,498	a) Construction; b) Total Cost = \$5,272,492 STBG; d) EC Score 47 of 100; h) Project Proponent - MassDOT; i) Status Pre 25%
								CMAQ Programmed	\$8,973,759	\$7,179,007	\$1,794,752
								STBG Programmed	\$17,676,843	\$14,141,474	\$3,535,369
								Total Programmed for Southeastern Mass Region Projects*	\$26,650,602	\$21,320,482	\$5,330,120
								Program Target for Southeastern Mass Region Projects	\$27,244,358	\$21,795,486	\$5,448,872
								Target Funds Available for Southeastern Mass Region Projects	\$593,756	\$475,004	\$118,752
Section 1B / Earmark or Discretionary Grant Funded Projects								\$61,583,287	\$49,266,630	\$12,316,657	
Bridge On-System NHS NB								\$35,665,726	\$28,532,581	\$7,133,145	
2024	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	HIP-BR	\$151,702,543	\$35,665,726	\$28,532,581	\$7,133,145	
Earmark Discretionary								\$25,917,561	\$20,734,049	\$5,183,512	
2024	608049	Southeastern Mass	Fall River	FALL RIVER- CORRIDOR IMPROVEMENTS ON ROUTE 79/DAVOL STREET	5	HIP-BR	\$119,427,595	\$25,917,561	\$20,734,049	\$5,183,512	AC'd FFY 2022-2026; HIP BR funds FFY 2022 & FFY 2024 FFY 2023 Earmark from US Rep Auchincloss for \$3,462,972 FA (HPP)



2024 Southeastern Mass Region STIP Investments Report

Year	MassDOT Project ID	MPO	Municipality	MassDOT Project Description	District	Funding Source	Adjusted TFPC	Total Programmed Funds	Federal Funds	Non-Federal Funds	Other Information
Section 2A / State Prioritized Reliability Projects								\$60,499,518	\$15,073,384	\$45,426,134	
Bridge Off-system								\$0	\$0	\$0	
2024	603796	Southeastern Mass	Mansfield	MANSFIELD- BRIDGE REPLACEMENT, M-03-003 & M-03-045, BALCOM STREET OVER THE WADING RIVER	5	STBG-BR-Off	\$4,338,669	\$0	\$0	\$0	
Bridge On-system Non-NHS								\$42,608,166	\$0	\$42,608,166	
2024	605311	Southeastern Mass	Multiple	MARION- WAREHAM- BRIDGE REPLACEMENT, M-05-001=W-06-013 & W-06-016, WAREHAM STREET (US 6) OVER WEWEANTIC RIVER	5	NGBP	\$42,608,166	\$42,608,166	\$0	\$42,608,166	
Safety Improvements								\$7,603,024	\$6,842,722	\$760,302	
2024	608572	Southeastern Mass	Multiple	DARTMOUTH TO RAYNHAM- GUIDE AND TRAFFIC SIGN REPLACEMENT ON SECTIONS OF I-195 AND I-495	5	HSIP	\$15,974,165	\$7,603,024	\$6,842,722	\$760,302	
Roadway Improvements								\$1,137,512	\$910,010	\$227,502	
2024	610802	Southeastern Mass	Somerset	SOMERSET- STORMWATER IMPROVEMENTS ALONG ROUTE 6, ROUTE 138, AND ROUTE 103 FOR TAUNTON RIVER	5	STBG	\$1,228,512	\$1,137,512	\$910,010	\$227,502	
Non-Interstate Pavement								\$9,150,816	\$7,320,653	\$1,830,163	
2024	611996	Southeastern Mass	New Bedford	NEW BEDFORD- PAVEMENT PRESERVATION AND RELATED WORK ON ROUTE 140	5	NHPP	\$10,392,143	\$9,150,816	\$7,320,653	\$1,830,163	
Section 2B / State Prioritized Modernization Projects								\$23,967,448	\$19,329,887	\$4,637,561	
Roadway Reconstruction								\$22,408,162	\$17,926,530	\$4,481,632	
2024	608049	Southeastern Mass	Fall River	FALL RIVER- CORRIDOR IMPROVEMENTS ON ROUTE 79/DAVOL STREET	5	NHPP	\$119,427,595	\$7,554,689	\$6,043,751	\$1,510,938	AC'd FFY 2022-2026; HIP BR funds FFY 2022 & FFY 2024 FFY 2023 Earmark from US Rep Auchincloss for \$3,462,972 FA (HPP)
2024	608049	Southeastern Mass	Fall River	FALL RIVER- CORRIDOR IMPROVEMENTS ON ROUTE 79/DAVOL STREET	5	STBG	\$119,427,595	\$13,000,000	\$10,400,000	\$2,600,000	AC'd FFY 2022-2026; HIP BR funds FFY 2022 & FFY 2024 FFY 2023 Earmark from US Rep Auchincloss for \$3,462,972 FA (HPP)
2024	609518	Southeastern Mass	Fairhaven	FAIRHAVEN- LEROY WOOD ELEMENTARY SCHOOL IMPROVEMENTS (SRTS)	5	TAP	\$1,576,730	\$1,853,473	\$1,482,778	\$370,695	



2024 Southeastern Mass Region STIP Investments Report

Year	MassDOT Project ID	MPO	Municipality	MassDOT Project Description	District	Funding Source	Adjusted TFPC	Total Programmed Funds	Federal Funds	Non-Federal Funds	Other Information
Intersection Improvements								\$1,559,286	\$1,403,357	\$155,929	
2024	608053	Southeastern Mass	Mansfield	MANSFIELD- INTERSECTION & SIGNAL IMPROVEMENTS AT SR 140 (COMMERCIAL STREET) & SR 106 (CHAUNCEY STREET)	5	HSIP	\$1,559,286	\$1,559,286	\$1,403,357	\$155,929	
Section 3B / Non-Federal Aid Funded								\$42,608,166	\$0	\$42,608,166	
Bridge On-system Non-NHS								\$42,608,166	\$0	\$42,608,166	
2024	605311	Southeastern Mass	Multiple	MARION- WAREHAM- BRIDGE REPLACEMENT, M-05-001=W-06-013 & W-06-016, WAREHAM STREET (US 6) OVER WEWEANTIC RIVER	5	NGBP	\$42,608,166	\$42,608,166	\$0	\$42,608,166	



2025 Southeastern Mass Region STIP Investments Report

STIP: 2023 - 2027 (D)

Year	MassDOT Project ID	MPO	MassDOT Project Description	Funding Source	Adjusted TFPC	Total Programmed Funds	Federal Funds	Non-Federal Funds	Proponent	PSAC Score	Other Information
Federal Fiscal Year 2025						\$148,828,369	\$114,230,417	\$34,597,952			
Section 1A / Regionally Prioritized Projects						\$25,995,948	\$20,796,758	\$5,199,190			
Roadway Reconstruction						\$19,106,408	\$15,285,126	\$3,821,282			
2025	606715	Southeastern Mass	LAKEVILLE- RECONSTRUCTION AND RELATED WORK ON RHODE ISLAND ROAD (ROUTE 79), FROM THE TAUNTON CITY LINE TO CLEAR POND ROAD	CMAQ	\$14,835,783	\$3,888,509	\$3,110,807	\$777,702	Lakeville	47.5	a) Construction; b) Total Cost = \$13,408,650 - STBG; d) EC Score 61 of 100; h) Project Proponent - Lakeville; i) Status 25%
2025	606715	Southeastern Mass	LAKEVILLE- RECONSTRUCTION AND RELATED WORK ON RHODE ISLAND ROAD (ROUTE 79), FROM THE TAUNTON CITY LINE TO CLEAR POND ROAD	STBG	\$14,835,783	\$10,947,274	\$8,757,819	\$2,189,455	Lakeville	47.5	a) Construction; b) Total Cost = \$13,408,650 - STBG; d) EC Score 61 of 100; h) Project Proponent - Lakeville; i) Status 25%
2025	609255	Southeastern Mass	MANSFIELD- MULTIMODAL ACCOMMODATION ON SCHOOL STREET, FROM SPRING STREET TO WEST STREET	STBG	\$4,270,625	\$4,270,625	\$3,416,500	\$854,125	Mansfield		a) Construction; b) Total Cost = \$6,889,540 - STBG d) EC Score 38 of 100; h) Project Proponent - Mansfield; i) Status Pre 25%
Bicycle and Pedestrian						\$6,889,540	\$5,511,632	\$1,377,908			
2025	607825	Southeastern Mass	WAREHAM- SHARED USE PATH CONSTRUCTION ADJACENT TO NARROWS ROAD AND MINOT AVENUE	STBG	\$6,889,540	\$6,889,540	\$5,511,632	\$1,377,908	Wareham	38.5	a) Construction; b) Total Cost = \$6,889,540 - STBG; d) EC Score 44 of 100; h) Project Proponent - Wareham; i) Status Pre 25%; TAP Eligible, Anticipating CMAQ Eligibility
Section 1B / Earmark or Discretionary Grant Funded Projects						\$50,000,000	\$40,000,000	\$10,000,000			
Bridge On-System NHS NB						\$50,000,000	\$40,000,000	\$10,000,000			
2025	606527	Southeastern Mass	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	HIP-BR	\$151,702,543	\$50,000,000	\$40,000,000	\$10,000,000			
Section 2A / State Prioritized Reliability Projects						\$37,171,648	\$30,259,460	\$6,912,189			
Safety Improvements						\$5,221,411	\$4,699,270	\$522,141			
2025	608563	Southeastern Mass	SWANSEA- IMPROVEMENTS ON ROUTE 6 (GRAND ARMY OF THE REPUBLIC HIGHWAY) AT GARDNERS NECK ROAD	HSIP	\$4,325,497	\$4,325,497	\$3,892,947	\$432,550	MassDOT		
2025	610715	Southeastern Mass	FREETOWN TO TAUNTON- GUIDE AND TRAFFIC SIGN REPLACEMENT ON A SECTION OF ROUTE 140	HSIP	\$895,914	\$895,914	\$806,323	\$89,591	MassDOT		
Bridge Off-system						\$13,216,287	\$10,573,030	\$2,643,257			
2025	608616	Southeastern Mass	TAUNTON- BRIDGE REPLACEMENT, T-01-024, SCADDING STREET OVER SNAKE RIVER	STBG-BR-Off	\$13,216,287	\$13,216,287	\$10,573,030	\$2,643,257	MassDOT		
Interstate Pavement						\$18,733,950	\$14,987,160	\$3,746,790			
2025	611990	Southeastern Mass	SOMERSET- SWANSEA- PAVEMENT PRESERVATION & RELATED WORK ON I-195	NHPP	\$18,733,950	\$18,733,950	\$14,987,160	\$3,746,790	MassDOT		
Section 2B / State Prioritized Modernization Projects						\$27,625,573	\$23,174,199	\$4,451,374			
Roadway Reconstruction						\$16,888,164	\$13,510,531	\$3,377,633			
2025	608049	Southeastern Mass	FALL RIVER- CORRIDOR IMPROVEMENTS ON ROUTE 79/DAVOL STREET	NHPP	\$119,427,595	\$11,182,372	\$8,945,898	\$2,236,474	MassDOT		AC'd FFY 2022-2026; HIP BR funds FFY 2022 & FFY 2024



2025 Southeastern Mass Region STIP Investments Report

STIP: 2023 - 2027 (D)											
Year	MassDOT Project ID	MPO	MassDOT Project Description	Funding Source	Adjusted TFPC	Total Programmed Funds	Federal Funds	Non-Federal Funds	Proponent	PSAC Score	Other Information
Federal Fiscal Year 2025						\$148,828,369	\$114,230,417	\$34,597,952			
2025	608049	Southeastern Mass	FALL RIVER- CORRIDOR IMPROVEMENTS ON ROUTE 79/DAVOL STREET	STBG	\$119,427,595	\$4,828,843	\$3,863,074	\$965,769	MassDOT		AC'd FFY 2022-2026; HIP BR funds FFY 2022 & FFY 2024
2025	612101	Southeastern Mass	FALL RIVER- MARY FONSECA ELEMENTARY SCHOOL (SRTS)	TAP	\$876,949	\$876,949	\$701,559	\$175,390	Fall River	35.5	
Intersection Improvements						\$10,737,409	\$9,663,668	\$1,073,741			
2025	608759	Southeastern Mass	SWANSEA- TRAFFIC SIGNAL AND SAFETY IMPROVEMENTS AT THREE INTERSECTIONS ON ROUTE 6	HSIP	\$10,737,409	\$10,737,409	\$9,663,668	\$1,073,741	MassDOT		
Section 3B / Non-Federal Aid Funded						\$8,035,200	\$0	\$8,035,200			
Bridge On-system Non-NHS						\$8,035,200	\$0	\$8,035,200			
2025	606089	Southeastern Mass	FREETOWN- SUPERSTRUCTURE REPLACEMENT, F-09-010, N. MAIN STREET OVER ST 24	NGBP	\$3,888,000	\$3,888,000	\$0	\$3,888,000			
2025	606389	Southeastern Mass	FREETOWN- BRIDGE REPLACEMENT, F-09-017, CHACE ROAD OVER ROUTE 140	NGBP	\$4,147,200	\$4,147,200	\$0	\$4,147,200	MassDOT		



2026 Southeastern Mass Region STIP Investments Report

STIP: 2023 - 2027 (D)

Year	MassDOT Project ID	MPO	MassDOT Project Description	Funding Source	Adjusted TFPC	Total Programmed Funds	Federal Funds	Non-Federal Funds	PSAC Score	Other Information
Federal Fiscal Year 2026						\$90,972,939	\$73,937,551	\$17,035,388		
Section 1A / Regionally Prioritized Projects						\$24,523,460	\$19,618,768	\$4,904,692		
Roadway Reconstruction						\$21,046,195	\$16,836,956	\$4,209,239		
2026	607440	Southeastern Mass	MATTAPOISETT- CORRIDOR IMPROVEMENTS AND RELATED WORK ON MAIN STREET, WATER STREET, BEACON STREET AND MARION ROAD.	CMAQ	\$10,232,154	\$1,023,215	\$818,572	\$204,643	28.5	a) Construction; b) Total Cost = \$10,232,154 - STBG d) EC Score 48 of 100; h) Project Proponent - Mattapoisett; i) Status Pre 25%
2026	607440	Southeastern Mass	MATTAPOISETT- CORRIDOR IMPROVEMENTS AND RELATED WORK ON MAIN STREET, WATER STREET, BEACON STREET AND MARION ROAD.	STBG	\$10,232,154	\$9,208,939	\$7,367,151	\$1,841,788	28.5	a) Construction; b) Total Cost = \$10,232,154 - STBG d) EC Score 48 of 100; h) Project Proponent - Mattapoisett; i) Status Pre 25%
2026	608750	Southeastern Mass	PLAINVILLE- RECONSTRUCTION OF SOUTH STREET (ROUTE 1A), FROM SHARLENE LANE TO EVERETT STREET AND RELATED WORK	STBG	\$10,814,041	\$10,814,041	\$8,651,233	\$2,162,808	47.5	a) Construction; b) Total Cost = \$10,814,041 - STBG d) EC Score 68 of 100; h) Project Proponent - Plainville; i) Status Pre 25%
Intersection Improvements						\$3,477,265	\$2,781,812	\$695,453		
2026	610798	Southeastern Mass	NEW BEDFORD- INTERSECTION IMPROVEMENTS AT MOUNT PLEASANT STREET AND NASH ROAD	STBG	\$3,477,265	\$3,477,265	\$2,781,812	\$695,453		a) Construction; b) Total Cost = \$3,477,265 - STBG d) EC Score 53 of 100; h) Project Proponent - New Bedford; i) Status Pre 25%
Section 1B / Earmark or Discretionary Grant Funded Projects						\$52,105,101	\$41,684,081	\$10,421,020		
Bridge On-System NHS NB						\$52,105,101	\$41,684,081	\$10,421,020		
2026	606527	Southeastern Mass	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	HIP-BR	\$151,702,543	\$52,105,101	\$41,684,081	\$10,421,020		
Section 2A / State Prioritized Reliability Projects						\$14,344,378	\$12,634,702	\$1,709,676		
Bridge Off-system						\$2,752,378	\$2,201,902	\$550,476		
2026	609434	Southeastern Mass	FALL RIVER- BRIDGE REPLACEMENT, F-02-114 (C0X), JEFFERSON STREET OVER SUCKER BROOK	STBG-BR-Off	\$2,752,378	\$2,752,378	\$2,201,902	\$550,476		
Interstate Pavement						\$11,592,000	\$10,432,800	\$1,159,200		
2026	612104	Southeastern Mass	MIDDLEBORO- INTERSTATE MAINTENANCE AND RELATED WORK ON I-495	NHPP-I	\$11,592,000	\$11,592,000	\$10,432,800	\$1,159,200		



2027 Southeastern Mass Region STIP Investments Report

STIP: 2023 - 2027 (D)

Year	MassDOT Project ID	MPO	MassDOT Project Description	Funding Source	Adjusted TFPC	Total Programmed Funds	Federal Funds	Non-Federal Funds	PSAC Score	Other Information
Federal Fiscal Year 2027						\$76,081,764	\$59,154,750	\$16,927,014		
Section 1A / Regionally Prioritized Projects						\$25,877,673	\$20,702,138	\$5,175,535		
Roadway Reconstruction						\$23,568,611	\$18,854,889	\$4,713,722		
2027	608530	Southeastern Mass	MIDDLEBORO- RECONSTRUCTION AND RELATED WORK ON WAREHAM STREET AND WOOD STREET	STBG	\$4,640,928	\$4,640,928	\$3,712,742	\$928,186		a) Construction; b) Total Cost = \$4,640,928 - STBG d) EC Score 61 of 100; h) Project Proponent - Middleboro; i) Status Pre 25%
2027	608586	Southeastern Mass	DARTMOUTH- CORRIDOR IMPROVEMENTS ON DARTMOUTH STREET AND PROSPECT STREET	CMAQ	\$4,834,933	\$2,707,562	\$2,166,050	\$541,512		a) Construction; b) Total Cost = \$4,834,933 - STBG d) EC Score 34 of 100; h) Project Proponent - Dartmouth; i) Status Pre 25%
2027	608586	Southeastern Mass	DARTMOUTH- CORRIDOR IMPROVEMENTS ON DARTMOUTH STREET AND PROSPECT STREET	STBG	\$4,834,933	\$2,127,371	\$1,701,897	\$425,474		a) Construction; b) Total Cost = \$4,834,933 - STBG d) EC Score 34 of 100; h) Project Proponent - Dartmouth; i) Status Pre 25%
2027	610927	Southeastern Mass	WESTPORT- INTERSECTION IMPROVEMENTS AT ROUTE 177 AND ROBERTS ROAD/TICKLE ROAD	STBG	\$3,649,792	\$3,649,792	\$2,919,834	\$729,958		a) Construction; b) Total Cost = \$3,649,792 - STBG d) EC Score 34 of 100; h) Project Proponent - Westport; i) Status Pre 25%
2027	612268	Southeastern Mass	MANSFIELD- CHAUNCY STREET (ROUTE 106) IMPROVEMENTS (PHASE 2)	STBG	\$10,442,958	\$10,442,958	\$8,354,366	\$2,088,592		a) Construction; b) Total Cost = \$10,442,958 - STBG d) EC Score 61 of 100; h) Project Proponent - Mansfield; i) Status Pre 25%
Intersection Improvements						\$2,309,062	\$1,847,250	\$461,812		
2027	609193	Southeastern Mass	NORTON- INTERSECTION IMPROVEMENTS AT WEST MAIN STREET (ROUTE 123), NORTH WORCESTER STREET AND SOUTH WORCESTER STREET	STBG	\$2,309,062	\$2,309,062	\$1,847,250	\$461,812		a) Construction; b) Total Cost = \$2,149,816 - STBG d) EC Score 51 of 100; h) Project Proponent - Norton; i) Status Pre 25%
Section 1B / Earmark or Discretionary Grant Funded Projects						\$12,473,038	\$9,978,430	\$2,494,608		
Bridge On-System NHS NB						\$12,473,038	\$9,978,430	\$2,494,608		
2027	606527	Southeastern Mass	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	HIP-BR	\$151,702,543	\$12,473,038	\$9,978,430	\$2,494,608		
Section 2A / State Prioritized Reliability Projects						\$24,583,787	\$22,125,408	\$5,317,779		
Interstate Pavement						\$24,583,787	\$22,125,408	\$2,458,379		
2027	608827	Southeastern Mass	NORTH ATTLEBOROUGH- ATTLEBORO- INTERSTATE MAINTENANCE AND RELATED WORK ON I-295	NHPP-I	\$9,909,787	\$9,909,787	\$8,918,808	\$990,979		



2027 Southeastern Mass Region STIP Investments Report

STIP: 2023 - 2027 (D)

Year	MassDOT Project ID	MPO	MassDOT Project Description	Funding Source	Adjusted TFPC	Total Programmed Funds	Federal Funds	Non-Federal Funds	PSAC Score	Other Information
Federal Fiscal Year 2027						\$76,081,764	\$59,154,750	\$16,927,014		
2027	612056	Southeastern Mass	ATTLEBORO- NORTH ATTLEBOROUGH- MANSFIELD- FOXBOROUGH- RESURFACING AND RELATED WORK ON I-95	NHPP-I	\$14,674,000	\$14,674,000	\$13,206,600	\$1,467,400		
Section 2B / State Prioritized Modernization Projects						\$7,428,466	\$6,348,773	\$1,079,693		
Roadway Reconstruction						\$0	\$0	\$0		
2027	608049	Southeastern Mass	FALL RIVER- CORRIDOR IMPROVEMENTS ON ROUTE 79/DAVOL STREET	NHPP	\$119,427,595	\$0	\$0	\$0		AC'd FFY 2022-2026; HIP BR funds FFY 2022 & FFY 2024
Intersection Improvements						\$4,060,000	\$3,654,000	\$406,000		
2027	611980	Southeastern Mass	SOMERSET- INTERSECTION IMPROVEMENTS AT ROUTE 6 AND LEES RIVER AVE	HSIP	\$4,060,000	\$4,060,000	\$3,654,000	\$406,000		
ADA Retrofits						\$3,368,466	\$2,694,773	\$673,693		
2027	612263	Southeastern Mass	NEW BEDFORD- BICYCLE AND PEDESTRIAN RAMP CONSTRUCTION, ROUTE 6 (WB) TO MACARTHUR DRIVE	STBG	\$3,368,466	\$3,368,466	\$2,694,773	\$673,693		
Section 3B / Non-Federal Aid Funded						\$2,859,400	\$0	\$2,859,400		
Bridge On-system Non-NHS						\$2,859,400	\$0	\$2,859,400		
2027	607348	Southeastern Mass	NORTH ATTLEBORO- SUPERSTRUCTURE REPLACEMENT & SUBSTRUCTURE REHABILITATION, N-16-004, MENDON ROAD OVER ABBOTT RUN RIVER	NGBP	\$2,859,400	\$2,859,400	\$0	\$2,859,400		

Attachment 2

FFY 2023-2027

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



2023 Greenhouse Gas (GHG) Analysis Report

STIP: 2023 - 2027 (D)

MassDOT Project Description		GHG Impact Description		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	
607979	MARION- SHARED USE PATH CONSTRUCTION (PHASE 1), FROM THE MARION-MATTAPOISETT T.L. TO POINT 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	
608230	REHOBOTH- INTERSECTION IMPROVEMENTS & RELATED WORK AT WINTHROP STREET (ROUTE 44) AND ANAWAN STREET (ROUTE 118)	Quantified	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	Quantified	Quantified Decrease in Emissions from Traffic Operational Improvement	-433,778	
609063	ATTLEBORO- NORTH ATTLEBOROUGH- GUIDE AND TRAFFIC SIGN REPLACEMENT ON INTERSTATE 295	Qualitative	No assumed impact/negligible impact on emissions	0	
609165	ATTLEBORO- BRIDGE REPLACEMENT, A-16-062 (3UL), INTERSTATE 295 RAMP OVER TEN MILE RIVER	Qualitative	No assumed impact/negligible impact on emissions	0	
609433	ATTLEBORO- NORTH ATTLEBOROUGH- MEDIAN CABLE BARRIER INSTALLATION ON I-95	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	
S12691	SRTA - Purchase (6) Hybrid Electric 35' Buses	Qualitative	Qualitative Decrease in Emissions	0	Analysis Included In Transit Section
S12692	GATRA - Buy Replacement 35-FT Buses (2)	Qualitative	Qualitative Decrease in Emissions	0	Analysis Included In Transit Section
Southeastern Mass			Total GHG Increase (kg/year)	0	
			Total GHG Reduction (kg/year)	-459,181	
			Total GHG Difference (kg/year)	-459,181	
2023			Total GHG Increase (kg/year)	0	
			Total GHG Reduction (kg/year)	-459,181	
			Total GHG Difference (kg/year)	-459,181	
2023			Total GHG Increase (kg/year)	0	
			Total GHG Reduction (kg/year)	-459,181	
			Total GHG Difference (kg/year)	-459,181	

2023 SE Mass Region Transportation Improvement Program								
MassDOT/FTA Project ID ▼	MassDOT/FTA Project Description ▼	Total Programmed Funds ▼	GHG Analysis Type ▼	GHG CO ₂ Impact (kg/yr) ▼	GHG Impact Description ▼	Total Cost ▼	Additional Information ▼	Fiscal Year of Contract Award (2015 and forward) ▼
RTD0010650	Greater Attleboro-Taunton Regional Transit Authority - Buy Replacement Vans - 6	\$650,000	Quantified	-27,615	Quantified Decrease in Emissions from Bus Replacement	\$3		
RTDTBD12	Greater Attleboro-Taunton Regional Transit Authority - Buy Replacement 35-FT Buses (2)	\$1,800,000	Quantified	-3,481	Quantified Decrease in Emissions from Bus Replacement	\$43		
RTD0010799	SRTA - BUY REPLACEMENT VAN	\$35,000	Quantified	-4,052	Quantified Decrease in Emissions from Bus Replacement	\$1		
RTD0011181	SRTA - BUY REPLACEMENT 35-FT BUS (5) 5339(b) Competitive: FTA-2021-008	\$3,750,000	Quantified	-5,966	Quantified Decrease in Emissions from Bus Replacement	\$52		



2024 Greenhouse Gas (GHG) Analysis Report

STIP: 2023 - 2027 (D)

STIP: 2023 - 2027 (D)					
MassDOT Project Description			GHG Impact Description		Additional Information
Federal Fiscal Year 2024					
Southeastern Mass					
605311	MARION- WAREHAM- BRIDGE REPLACEMENT, M-05-001=W-06-013 & W-06-016, WAREHAM STREET (US 6) OVER WEWEANTIC 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	Quantified	Quantified Decrease in Emissions from Traffic Operational Improvement	-605,237	
608049	FALL RIVER- CORRIDOR IMPROVEMENTS ON ROUTE 79/DAVOL STREET	Qualitative	Qualitative Increase in Emissions	0	
608053	MANSFIELD- INTERSECTION & SIGNAL IMPROVEMENTS AT SR 140 (COMMERCIAL STREET) & SR 106 (CHAUNCEY STREET)	Quantified	Quantified Decrease in Emissions from Traffic Operational Improvement	-305,061	
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	
608944	MANSFIELD- RECONSTRUCTION ON CHAUNCY STREET (ROUTE 106)	Qualitative	Qualitative Decrease in Emissions	0	
609518	FAIRHAVEN- LEROY WOOD ELEMENTARY SCHOOL IMPROVEMENTS (SRTS)	Qualitative	No assumed impact/negligible impact on emissions	0	
610647	WAREHAM- CORRIDOR IMPROVEMENTS ON ROUTE 6 AT SWIFTS BEACH ROAD	Qualitative	Qualitative Decrease in Emissions	0	
610802	SOMERSET- STORMWATER IMPROVEMENTS ALONG ROUTE 6, ROUTE 138, AND ROUTE 103 FOR TAUNTON RIVER	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)	-910,298	
			Total GHG Difference (kg/year)	-910,298	
2024			Total GHG Increase (kg/year)	0	
			Total GHG Reduction (kg/year)	-910,298	
			Total GHG Difference (kg/year)	-910,298	
2024			Total GHG Increase (kg/year)	0	
			Total GHG Reduction (kg/year)	-910,298	
			Total GHG Difference (kg/year)	-910,298	

2024 SE Mass Region Transportation Improvement Program								
MassDOT/FTA Project ID ▼	MassDOT/FTA Project Description ▼	Total Programmed Funds ▼	GHG Analysis Type ▼	GHG CO ₂ Impact (kg/yr) ▼	GHG Impact Description ▼	Total Cost ▼	Additional Information ▼	Fiscal Year of Contract Award (2015 and forward) ▼
RTD0010655	Greater Attleboro-Taunton Regional Transit Authority - Buy Replacement 35-FT Buses (2) - BEB	\$1,800,000	Quantified	-25,835	Quantified Decrease in Emissions from Bus Replacement	\$3		
RTD0010656	Greater Attleboro-Taunton Regional Transit Authority - Buy Replacement Vans - 8	\$530,000	Quantified	-3,481	Quantified Decrease in Emissions from Bus Replacement	\$43		
RTD0010808	SRTA - BUY REPLACEMENT VAN	\$35,000	Quantified	-4,052	Quantified Decrease in Emissions from Bus Replacement	\$1		
RTD0011182	SRTA - BUY REPLACEMENT 35-FT BUS (5) 5339(b) Competitive: FTA-2021-008	\$3,750,000	Quantified	-2,340	Quantified Decrease in Emissions from Bus Replacement	\$134		

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					
606089	FREETOWN- SUPERSTRUCTURE REPLACEMENT, F-09-010, N. MAIN STREET OVER ST 24	Qualitative	No assumed impact/negligible impact on emissions	0	
606389	FREETOWN- BRIDGE REPLACEMENT, F-09-017, CHACE ROAD OVER ROUTE 140	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	
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	-1,646	
607825	WAREHAM- SHARED USE PATH CONSTRUCTION ADJACENT TO NARROWS ROAD AND MINOT AVENUE	Qualitative	Qualitative Decrease in Emissions	0	Anticipating CMAQ Eligibility
608049	FALL RIVER- CORRIDOR IMPROVEMENTS ON ROUTE 79/DAVOL STREET	Qualitative	Qualitative Increase in Emissions	0	Analysis to be performed to validate assumption.
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	
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	No assumed impact/negligible impact on emissions	0	
609255	MANSFIELD- MULTIMODAL ACCOMMODATION ON SCHOOL STREET, FROM SPRING STREET TO WEST STREET	Quantified	Quantified Decrease in Emissions from Traffic Operational Improvement	-68,009	
610715	FREETOWN TO TAUNTON- GUIDE AND TRAFFIC SIGN REPLACEMENT ON A SECTION OF ROUTE 140	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	
612101	FALL RIVER- MARY FONSECA ELEMENTARY SCHOOL (SRTS)	Qualitative	No assumed impact/negligible impact on emissions	0	
Southeastern Mass				Total GHG Increase (kg/year)	0
				Total GHG Reduction (kg/year)	-69,655
				Total GHG Difference (kg/year)	-69,655
2025				Total GHG Increase (kg/year)	0
				Total GHG Reduction (kg/year)	69,655
				Total GHG Difference (kg/year)	69,655
2025				Total GHG Increase (kg/year)	0
				Total GHG Reduction (kg/year)	-69,655
				Total GHG Difference (kg/year)	-69,655

2025 SE Mass Region Transportation Improvement Program								
MassDOT/FTA Project ID ▼	MassDOT/FTA Project Description ▼	Total Programmed Funds ▼	GHG Analysis Type ▼	GHG CO ₂ Impact (kg/yr) ▼	GHG Impact Description ▼	Total Cost ▼	Additional Information ▼	Fiscal Year of Contract Award (2015 and forward) ▼
RTD0010665	Greater Attleboro-Taunton Regional Transit Authority - Buy Replacement Vans - 8	\$532,000	Quantified	-25,834	Quantified Decrease in Emissions from Bus	\$ 3		
RTD0010669	Greater Attleboro-Taunton Regional Transit Authority - Buy Replacement 35-FT Buses (2) - BEB	\$1,600,000	Quantified	-3,481	Quantified Decrease in Emissions from Bus Replacement	\$ 38		
RTD0010822	SRTA - BUY REPLACEMENT VAN	\$35,000	Quantified	-4,052	Quantified Decrease in Emissions from Bus Replacement	\$ 1		
RTD0011183	SRTA - BUY REPLACEMENT 35-FT BUS (5) 5339(b) Competitive: FTA-2021-008	\$3,750,000	Quantified	-2,340	Quantified Decrease in Emissions from Bus Replacement	\$ 134		



2026 Greenhouse Gas (GHG) Analysis Report

STIP: 2023 - 2027 (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	Quantified	Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure	-2,197	
608750	PLAINVILLE- RECONSTRUCTION OF SOUTH STREET (ROUTE 1A), FROM SHARLENE LANE TO EVERETT STREET AND RELATED WORK	Quantified	Quantified Decrease in Emissions from Complete Streets Project	-4,049	
609434	FALL RIVER- BRIDGE REPLACEMENT, F-02-114 (C0X), JEFFERSON STREET OVER SUCKER BROOK	Qualitative	No assumed impact/negligible impact on emissions	0	
610798	NEW BEDFORD- INTERSECTION IMPROVEMENTS AT MOUNT PLEASANT STREET AND NASH ROAD	Qualitative	Qualitative Decrease in Emissions	0	
612104	MIDDLEBORO- INTERSTATE MAINTENANCE AND RELATED WORK ON I-495	Qualitative	No assumed impact/negligible impact on emissions	0	
Southeastern Mass				Total GHG Increase (kg/year)	0
				Total GHG Reduction (kg/year)	-6,246
				Total GHG Difference (kg/year)	-6,246
2026				Total GHG Increase (kg/year)	0
				Total GHG Reduction (kg/year)	-6,246
				Total GHG Difference (kg/year)	-6,246
2026				Total GHG Increase (kg/year)	0
				Total GHG Reduction (kg/year)	-6,246
				Total GHG Difference (kg/year)	-6,246

2026 SE Mass Region Transportation Improvement Program								
MassDOT/FTA Project ID ▼	MassDOT/FTA Project Description ▼	Total Programmed Funds ▼	GHG Analysis Type ▼	GHG CO ₂ Impact (kg/yr) ▼	GHG Impact Description ▼	Total Cost ▼	Additional Information ▼	Fiscal Year of Contract Award (2015 and forward) ▼
RTD0010677	Greater Attleboro-Taunton Regional Transit Authority - Buy Replacement Vans - 8	\$625,000	Quantified	-25,834	Quantified Decrease in Emissions from Bus Replacement	\$ 3		
RTD0010831 & RTD0010832	SRTA - BUY REPLACEMENT 35-FT BUS	\$4,000,000	Quantified	-2,340	Quantified Decrease in Emissions from Bus Replacement	\$ 134		
RTD0010833	SRTA - BUY REPLACEMENT VAN (3)	\$194,795	Quantified	-4,052	Quantified Decrease in Emissions from Bus Replacement	\$ 7		

MassDot Project ID	MassDOT Project Description	GHG Analysis Type	GHG Impact Description	GHG CO2 Impact (kg/yr)	Additional Information
Federal Fiscal Year 2027					
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	
607348	NORTH ATTLEBORO- SUPERSTRUCTURE REPLACEMENT & SUBSTRUCTURE REHABILITATION, N-16-004, MENDON ROAD OVER ABBOTT RUN RIVER	Qualitative	No assumed impact/negligible impact on emissions	0	
608530	MIDDLEBORO- RECONSTRUCTION AND RELATED WORK ON WAREHAM STREET AND WOOD STREET	Qualitative	Qualitative Decrease in Emissions	0	
608586	DARTMOUTH- CORRIDOR IMPROVEMENTS ON DARTMOUTH STREET AND PROSPECT STREET	Quantified	Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure	-4,940,960	
608827	NORTH ATTLEBOROUGH- ATTLEBORO- INTERSTATE MAINTENANCE AND RELATED WORK ON I-295	Qualitative	No assumed impact/negligible impact on emissions	0	
609193	NORTON- INTERSECTION IMPROVEMENTS AT WEST MAIN STREET (ROUTE 123), NORTH WORCESTER STREET AND SOUTH WORCESTER STREET	Quantified	Quantified Decrease in Emissions from Traffic Operational Improvement	-802,511	
610927	WESTPORT- INTERSECTION IMPROVEMENTS AT ROUTE 177 AND ROBERTS ROAD/TICKLE ROAD	Qualitative	No assumed impact/negligible impact on emissions	0	
611980	SOMERSET- INTERSECTION IMPROVEMENTS AT ROUTE 6 AND LEES RIVER AVE	Qualitative	No assumed impact/negligible impact on emissions	0	
612056	ATTLEBORO- NORTH ATTLEBOROUGH- MANSFIELD- FOXBOROUGH- RESURFACING AND RELATED WORK ON I-95	Qualitative	No assumed impact/negligible impact on emissions	0	
612263	NEW BEDFORD- BICYCLE AND PEDESTRIAN RAMP CONSTRUCTION, ROUTE 6 (WB) TO MACARTHUR DRIVE	Qualitative	No assumed impact/negligible impact on emissions	0	
612268	MANSFIELD- CHAUNCY STREET (ROUTE 106) IMPROVEMENTS (PHASE 2)	Qualitative	Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure	0	
Southeastern Mass			Total GHG Increase (kg/year)	0	
			Total GHG Reduction (kg/year)	-5,743,471	
			Total GHG Difference (kg/year)	-5,743,471	
2027			Total GHG Increase (kg/year)	0	
			Total GHG Reduction (kg/year)	5,743,471	
			Total GHG Difference (kg/year)	5,743,471	
2027			Total GHG Increase (kg/year)	0	
			Total GHG Reduction (kg/year)	-5,743,471	
			Total GHG Difference (kg/year)	-5,743,471	

2027 SE Mass Region Transportation Improvement Program								
MassDOT/FTA Project ID ▼	MassDOT/FTA Project Description ▼	Total Programmed Funds ▼	GHG Analysis Type ▼	GHG CO ₂ Impact (kg/yr) ▼	GHG Impact Description ▼	Total Cost ▼	Additional Information ▼	Fiscal Year of Contract Award (2015 and forward) ▼
RTD0011422	Greater Attleboro-Taunton Regional Transit Authority - Buy Replacement 35-FT Buses (2) - BEB	\$1,800,000	Quantified	-3,481	Quantified Decrease in Emissions from Bus Replacement	\$ 43		
RTD0011414	Greater Attleboro-Taunton Regional Transit Authority - Buy Replacement Vans - 8	\$700,000	Quantified	-25,834	Quantified Decrease in Emissions from Bus Replacement	\$ 4		
RTD0011275 & RTD0011276	SRTA - BUY REPLACEMENT 35-FT BUS (5)	\$4,000,000	Quantified	-2,340	Quantified Decrease in Emissions from Bus Replacement	\$ 142		
RTD0011268	SRTA - BUY REPLACEMENT VAN (3)	\$180,943	Quantified	-4,052	Quantified Decrease in Emissions from Bus Replacement	\$ 6		

Attachment 3

FFY 2018-2022

**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 ₂ 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
605888	TAUNTON- INTERCHANGE IMPROVEMENTS AT ROUTES 24 & 140, INCLUDING REPLACING T-01-045 AND T-01-046	\$126,517,047 (CMAQ - \$0)	Quantified	-701,525	Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure		2022
606024	TAUNTON- RECONSTRUCTION OF ROUTE 44 (DEAN STREET), FROM ARLINGTON STREET TO ROUTE 104 (SOUTH MAIN STREET)	\$12,569,992 (CMAQ - \$4,613,187)	Quantified	-2,415,341	Quantified Decrease in Emissions from Traffic Operational Improvement		2022
607339	ATTLEBORO- INTERSECTION IMPROVEMENTS AT ROUTE 1 (WASHINGTON STREET)/ROUTE 1A (NEWPORT AVENUE) AND ROUTE 123 (HIGHLAND AVENUE)	\$7,213,265 (CMAQ - \$4,941,086)	Quantified	-21,349	Quantified Decrease in Emissions from Traffic Operational Improvement		2022
607822	NORTON- MANSFIELD- RAIL TRAIL EXTENSION (WORLD WAR II VETERANS TRAIL)	\$5,011,678	Quantified	-174,826	Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure		2022

SE Mass Region Transportation Improvement Program

FTA Activity Line Item ▼	Transit Agency ▼	Project Description ▼	Total Cost ▼	GHG Analysis Type ▼	GHG CO ₂ 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
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

SE Mass Region Transportation Improvement Program

FTA Activity Line Item ▼	Transit Agency ▼	Project Description ▼	Total Cost ▼	GHG Analysis Type ▼	GHG CO ₂ Impact (kg/yr) ▼	GHG Impact Description ▼	Additional Description ▼	Fiscal Year Programmed (2015 and forward) ▼
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
RTD0009574	GATRA	BUY REPLACEMENT VAN - 8	\$528,000	Quantified	-27,165	Quantified Decrease in Emissions from Bus Replacement		2022
RTD0009720	SRTA	BUY REPLACEMENT VAN - 1	\$25,000	Quantified	-4,052	Quantified Decrease in Emissions from Bus Replacement		2022
RTD0010364 & RTD0009753	SRTA	BUY REPLACEMENT 35-FT BUS - 3	\$1,500,000	Quantified	-11,697	Quantified Decrease in Emissions from Bus Replacement		2022

Attachment 4

FFY 2023-2027

**FEDERAL TRANSIT
PROJECT LISTING**

GATRA



STIP Investments Report
Program Activity: Transit, Greater Attleboro-Taunton Regional Transit Authority

STIP: 2023 - 2027 (A) Revision 14+

Year	MassDOT Project ID	Program	MassDOT Project Description	Funding Source	Total Project Cost	Total Programmed Funds	Federal Funds	State Funds	Other Funds	Project Score	FTA Line Item	Other Information
Federal Fiscal Year 2023						\$16,693,451	\$11,507,641	\$3,499,400	\$1,686,410			
Greater Attleboro-Taunton Regional Transit Authority						\$16,693,451	\$11,507,641	\$3,499,400	\$1,686,410			
2023	GATRA011425	RTA Facility & System Modernization	Greater Attleboro Taunton Regional Transit Authority - Acquire Mobile Fare Collection Equipment	5307	\$425,000	\$340,000	\$340,000				11.42.10	Project appears originally in the 22-26 Highway STIP, Project # S12714, which has a TFPC of \$425,000 and an RTACAP amount of \$85,000. This project programs the federal match to the state portion. (*state match was previously programmed in FFY 2022 per GATRA).
2023	GATRA011426	RTA Vehicle Replacement	Greater Attleboro Taunton Regional Transit Authority - Buy Replacement <30 Ft Buses	RTACAP	\$500,000	\$100,000		\$100,000			11.12.04	Project appears originally in the 22-26 Highway STIP, Project # S12715, which has a TFPC of \$500,000 and an RTACAP amount of \$100,000. This project programs the state match to the federal portion under S12715
2023	GATRA011497	RTA Facility & System Modernization	Greater Attleboro-Taunton Regional Transit Authority - Miscellaneous Support Equipment Fareboxes/AVL	RTACAP	\$335,500	\$335,500		\$335,500			11.42.20	
2023	GATRA011498	RTA Facility & System Modernization	Greater Attleboro Taunton Regional Transit Authority - Rehab/Renovate Facilities AVL Upgrades	RTACAP	\$14,500	\$14,500		\$14,500			11.41.02	
2023	GATRA011512	RTA Fleet Upgrades	Franklin COA - Buy Expansion Capital Bus (5310)	5310	\$186,656	\$149,325	\$149,325				11.13.15	1 LF Van
2023	GATRA011512	RTA Fleet Upgrades	Franklin COA - Buy Expansion Capital Bus (5310)	LF	\$186,656	\$37,331			\$37,331		11.13.15	1 LF Van
2023	GATRA011513	RTA Vehicle Replacement	Greater Attleboro Taunton Regional Transit Authority - Buy Replacement Van Type E (5310)	5310	\$530,000	\$424,000	\$424,000				11.12.15	5 Type E vans (\$106,000 each)
2023	GATRA011514	RTA Vehicle Replacement	Greater Attleboro Taunton Regional Transit Authority - Buy Replacement Vans Type E2B (5310)	5310	\$888,000	\$710,400	\$710,400				11.12.15	8 E2B's (\$111,000 each)
2023	GATRA011521	RTA Facility & System Modernization	Purchase of Land - Wareham Maintenance Facility	RTACAP	\$1,000,000	\$1,000,000		\$1,000,000			11.42.02	
2023	GATRA011571	RTA Vehicle Replacement	South Shore Community Action Council, Inc. - BUY REPLACEMENT VAN (5310)	5310	\$583,500	\$466,800	\$466,800				11.12.15	5 E2a's, using \$466,800 FY23 5310 and \$116,700 local match). \$116,700 each
2023	GATRA011571	RTA Vehicle Replacement	South Shore Community Action Council, Inc. - BUY REPLACEMENT VAN (5310)	LF	\$583,500	\$116,700			\$116,700		11.12.15	5 E2a's, using \$466,800 FY23 5310 and \$116,700 local match). \$116,700 each
2023	RTD0010646	Operating	Greater Attleboro-Taunton Regional Transit Authority - Short Range Transit Planning	5307	\$100,000	\$80,000	\$80,000				44.24.00	
2023	RTD0010646	Operating	Greater Attleboro-Taunton Regional Transit Authority - Short Range Transit Planning	SCA	\$100,000	\$20,000		\$20,000			44.24.00	
2023	RTD0010647	Operating	Greater Attleboro-Taunton Regional Transit Authority - Preventative Maintenance	5307	\$5,100,000	\$4,080,000	\$4,080,000				11.7A.00	
2023	RTD0010647	Operating	Greater Attleboro-Taunton Regional Transit Authority - Preventative Maintenance	SCA	\$5,100,000	\$1,020,000		\$1,020,000			11.7A.00	
2023	RTD0010648	Operating	Greater Attleboro-Taunton Regional Transit Authority - Fixed Route Operating Assistance	5307	\$1,200,000	\$600,000	\$600,000				30.09.01	
2023	RTD0010648	Operating	Greater Attleboro-Taunton Regional Transit Authority - Fixed Route Operating Assistance	SCA	\$1,200,000	\$600,000		\$600,000			30.09.01	
2023	RTD0010649	Operating	Greater Attleboro-Taunton Regional Transit Authority - Non Fixed Route ADA Paratransit Operating	5307	\$1,500,000	\$1,200,000	\$1,200,000				30.09.01	
2023	RTD0010649	Operating	Greater Attleboro-Taunton Regional Transit Authority - Non Fixed Route ADA Paratransit Operating	SCA	\$1,500,000	\$300,000		\$300,000			30.09.01	
2023	RTD0010650	RTA Vehicle Replacement	Greater Attleboro-Taunton Regional Transit Authority - Buy Replacement Vans - 6	LF	\$650,000	\$650,000			\$650,000		11.12.15	
2023	RTD0010651	RTA Facility & Vehicle Maintenance	Greater Attleboro-Taunton Regional Transit Authority - Rehab-Renovation Attleboro/Mansfield Area Commuter Rail Stations	5337	\$3,194,525	\$2,555,620	\$2,555,620				11.34.03	
2023	RTD0010651	RTA Facility & Vehicle Maintenance	Greater Attleboro-Taunton Regional Transit Authority - Rehab-Renovation Attleboro/Mansfield Area Commuter Rail Stations	LF	\$3,194,525	\$638,905			\$638,905		11.34.03	



STIP Investments Report
Program Activity: Transit, Greater Attleboro-Taunton Regional Transit Authority

STIP: 2023 - 2027 (A) Revision 14+

Year	MassDOT Project ID	Program	MassDOT Project Description	Funding Source	Total Project Cost	Total Programmed Funds	Federal Funds	State Funds	Other Funds	Project Score	FTA Line Item	Other Information
2023	RTD0010660	Operating	Greater Attleboro-Taunton Regional Transit Authority - Mobility Management	5307	\$175,000	\$140,000	\$140,000				11.7L.00	
2023	RTD0010660	Operating	Greater Attleboro-Taunton Regional Transit Authority - Mobility Management	SCA	\$175,000	\$35,000		\$35,000			11.7L.00	
2023	RTD0010670	RTA Facility & Vehicle Maintenance	Greater Attleboro-Taunton Regional Transit Authority - Miscellaneous Support Equipment	5307	\$301,000	\$240,800	\$240,800				11.42.20	Accounting Software and tablets to support microtransit software
2023	RTD0010670	RTA Facility & Vehicle Maintenance	Greater Attleboro-Taunton Regional Transit Authority - Miscellaneous Support Equipment	RTACAP	\$301,000	\$60,200		\$60,200			11.42.20	Accounting Software and tablets to support microtransit software
2023	T00224	Mobility Assistance Program	GATRA - Med Wheels Long Distance Demand Response Transportation (5310)	5310	\$200,000	\$100,000	\$100,000				30.09.01	Med Wheels offers long-distance demand-response transportation to medical appointments for older adults and people with disabilities. Funding Split 50/50, matching source is MassDEV taxi & livery support.
2023	T00224	Mobility Assistance Program	GATRA - Med Wheels Long Distance Demand Response Transportation (5310)	ONF	\$200,000	\$100,000			\$100,000		30.09.01	Med Wheels offers long-distance demand-response transportation to medical appointments for older adults and people with disabilities. Funding Split 50/50, matching source is MassDEV taxi & livery support.
2023	T00225	Mobility Assistance Program	GATRA - Plymouth's CAR program (5310)	5310	\$100,000	\$50,000	\$50,000				30.09.01	Continued funding for Plymouth's CAR program, which is facilitated by consortium of agencies. When clients alert their agency that they need transportation, if no bus is available at the time or location of the needed trip, the agencies are then able to contact Uber or Lyft to schedule a ride. If a WAV is needed, one of GATRA's contracted vendors completes the trip. 50/50 funding split, match provided by donations.
2023	T00225	Mobility Assistance Program	GATRA - Plymouth's CAR program (5310)	ONF	\$100,000	\$50,000			\$50,000		30.09.01	Continued funding for Plymouth's CAR program, which is facilitated by consortium of agencies. When clients alert their agency that they need transportation, if no bus is available at the time or location of the needed trip, the agencies are then able to contact Uber or Lyft to schedule a ride. If a WAV is needed, one of GATRA's contracted vendors completes the trip. 50/50 funding split, match provided by donations.
2023	T00226	Mobility Assistance Program	GATRA - Attleboro and Norton CAR program (5310)	5310	\$40,000	\$20,000	\$20,000				30.09.01	Continued funding for Attleboro and Norton CAR program for older adults, people with disabilities, and low-income individuals during the later evening hours as well as Sundays when local public transportation service is unavailable. Funding Split 50/50, match provided by donations.
2023	T00226	Mobility Assistance Program	GATRA - Attleboro and Norton CAR program (5310)	ONF	\$40,000	\$20,000			\$20,000		30.09.01	Continued funding for Attleboro and Norton CAR program for older adults, people with disabilities, and low-income individuals during the later evening hours as well as Sundays when local public transportation service is unavailable. Funding Split 50/50, match provided by donations.
2023	T00243	RTA Facility & Vehicle Maintenance	GATRA - Renovations to the Taunton Terminal Building	5307	\$160,000	\$128,000	\$128,000				11.44.01	20% local match provided by rental income from the tenants in the Taunton Terminal building.
2023	T00243	RTA Facility & Vehicle Maintenance	GATRA - Renovations to the Taunton Terminal Building	LF	\$160,000	\$32,000			\$32,000		11.44.01	20% local match provided by rental income from the tenants in the Taunton Terminal building.
2023	T00244	RTA Facility & System Modernization	Greater Attleboro Taunton Regional Transit Authority - Rehab/Renovate Facilities	5339	\$235,123	\$165,896	\$165,896				11.44.02	Upgrade underground storage tanks, complete infrastructure connection for electric charging, work to add solar charging infrastructure to assist with electric charging, and upgrade ventilation hood.



STIP Investments Report
Program Activity: Transit, Greater Attleboro-Taunton Regional Transit Authority

STIP: 2023 - 2027 (A) Revision 14+

Year	MassDOT Project ID	Program	MassDOT Project Description	Funding Source	Total Project Cost	Total Programmed Funds	Federal Funds	State Funds	Other Funds	Project Score	FTA Line Item	Other Information
2023	T00244	RTA Facility & System Modernization	Greater Attleboro Taunton Regional Transit Authority - Rehab/Renovate Facilities	LF	\$235,123	\$41,474			\$41,474		11.44.02	Upgrade underground storage tanks, complete infrastructure connection for electric charging, work to add solar charging infrastructure to assist with electric charging, and upgrade ventilation hood.
2023	T00244	RTA Facility & Vehicle Maintenance	Greater Attleboro Taunton Regional Transit Authority - Rehab/Renovate Facilities	5307	\$235,123	\$5,798	\$5,798				11.44.02	Upgrade underground storage tanks, complete infrastructure connection for electric charging, work to add solar charging infrastructure to assist with electric charging, and upgrade ventilation hood.
2023	T00244	RTA Facility & Vehicle Maintenance	Greater Attleboro Taunton Regional Transit Authority - Rehab/Renovate Facilities	5339	\$235,123	\$14,202	\$14,202				11.44.02	Upgrade underground storage tanks, complete infrastructure connection for electric charging, work to add solar charging infrastructure to assist with electric charging, and upgrade ventilation hood.
2023	T00244	RTA Facility & Vehicle Maintenance	Greater Attleboro Taunton Regional Transit Authority - Rehab/Renovate Facilities	RTACAP	\$235,123	\$5,000		\$5,000			11.44.02	Upgrade underground storage tanks, complete infrastructure connection for electric charging, work to add solar charging infrastructure to assist with electric charging, and upgrade ventilation hood.
2023	T00245	RTA Vehicle Replacement	Greater Attleboro-Taunton Regional Transit Authority - Associated Capital Items Vans	5307	\$46,000	\$36,800	\$36,800				11.42.20	Lettering and associated items for new MAP vans
2023	T00245	RTA Vehicle Replacement	Greater Attleboro-Taunton Regional Transit Authority - Associated Capital Items Vans	RTACAP	\$46,000	\$9,200		\$9,200			11.42.20	Lettering and associated items for new MAP vans



STIP Investments Report
Program Activity: Transit, Greater Attleboro-Taunton Regional Transit Authority

STIP: 2023 - 2027 (A) Revision 14+

Year	MassDOT Project ID	Program	MassDOT Project Description	Funding Source	Total Project Cost	Total Programmed Funds	Federal Funds	State Funds	Other Funds	Project Score	FTA Line Item	Other Information
Federal Fiscal Year 2024						\$11,277,100	\$7,500,800	\$2,988,600	\$787,700			
Greater Attleboro-Taunton Regional Transit Authority						\$11,277,100	\$7,500,800	\$2,988,600	\$787,700			
2024	GATRA011513	RTA Vehicle Replacement	Greater Attleboro Taunton Regional Transit Authority - Buy Replacement Van Type E (5310)	GOBOND	\$530,000	\$106,000		\$106,000			11.12.15	5 Type E vans (\$106,000 each)
2024	GATRA011514	RTA Vehicle Replacement	Greater Attleboro Taunton Regional Transit Authority - Buy Replacement Vans Type E2B (5310)	GOBOND	\$888,000	\$177,600		\$177,600			11.12.15	8 E2B's (\$111,000 each)
2024	RTD0010652	RTA Facility & Vehicle Maintenance	Greater Attleboro-Taunton Regional Transit Authority - Rehab-Renovation Attleboro Area Commuter Rail Stations	5337	\$1,288,500	\$1,030,800	\$1,030,800				11.34.03	
2024	RTD0010652	RTA Facility & Vehicle Maintenance	Greater Attleboro-Taunton Regional Transit Authority - Rehab-Renovation Attleboro Area Commuter Rail Stations	LF	\$1,288,500	\$257,700			\$257,700		11.34.03	
2024	RTD0010653	RTA Facility & System Modernization	Greater Attleboro-Taunton Regional Transit Authority - Miscellaneous Support Equipment	5307	\$100,000	\$80,000	\$80,000				11.42.20	
2024	RTD0010653	RTA Facility & System Modernization	Greater Attleboro-Taunton Regional Transit Authority - Miscellaneous Support Equipment	RTACAP	\$100,000	\$20,000		\$20,000			11.42.20	
2024	RTD0010654	RTA Facility & System Modernization	Greater Attleboro-Taunton Regional Transit Authority - Short Range Transit Planning	5307	\$100,000	\$80,000	\$80,000				44.24.00	
2024	RTD0010654	RTA Facility & System Modernization	Greater Attleboro-Taunton Regional Transit Authority - Short Range Transit Planning	RTACAP	\$100,000	\$20,000		\$20,000			44.24.00	
2024	RTD0010655	RTA Fleet Upgrades	Greater Attleboro-Taunton Regional Transit Authority - Buy Replacement 35-FT Buses (2) - BEB	5307	\$1,800,000	\$1,440,000	\$1,440,000				11.12.02	
2024	RTD0010655	RTA Fleet Upgrades	Greater Attleboro-Taunton Regional Transit Authority - Buy Replacement 35-FT Buses (2) - BEB	RTACAP	\$1,800,000	\$360,000		\$360,000			11.12.02	
2024	RTD0010656	RTA Vehicle Replacement	Greater Attleboro-Taunton Regional Transit Authority - Buy Replacement Vans - 8	LF	\$530,000	\$530,000			\$530,000		11.12.15	
2024	RTD0010657	Operating	Greater Attleboro-Taunton Regional Transit Authority - Non Fixed Route ADA Paratransit Operating	5307	\$1,600,000	\$1,280,000	\$1,280,000				30.09.01	
2024	RTD0010657	Operating	Greater Attleboro-Taunton Regional Transit Authority - Non Fixed Route ADA Paratransit Operating	SCA	\$1,600,000	\$320,000		\$320,000			30.09.01	
2024	RTD0010658	Operating	Greater Attleboro-Taunton Regional Transit Authority - Fixed Route Operating Assistance	5307	\$1,300,000	\$650,000	\$650,000				30.09.01	
2024	RTD0010658	Operating	Greater Attleboro-Taunton Regional Transit Authority - Fixed Route Operating Assistance	SCA	\$1,300,000	\$650,000		\$650,000			30.09.01	
2024	RTD0010659	Operating	Greater Attleboro-Taunton Regional Transit Authority - Preventative Maintenance	5307	\$3,500,000	\$2,800,000	\$2,800,000				11.7A.00	
2024	RTD0010659	Operating	Greater Attleboro-Taunton Regional Transit Authority - Preventative Maintenance	SCA	\$3,500,000	\$700,000		\$700,000			11.7A.00	
2024	RTD0010661	Operating	Greater Attleboro-Taunton Regional Transit Authority - Mobility Management	5307	\$175,000	\$140,000	\$140,000				11.7L.00	
2024	RTD0010661	Operating	Greater Attleboro-Taunton Regional Transit Authority - Mobility Management	SCA	\$175,000	\$35,000		\$35,000			11.7L.00	
2024	RTD0011418	RTA Facility & System Modernization	Greater Attleboro-Taunton Regional Transit Authority - East Maintenance Facility	RTACAP	\$600,000	\$600,000		\$600,000			11.43.01	

Year	MassDOT Project ID	Program	MassDOT Project Description	Funding Source	Total Project Cost	Total Programmed Funds	Federal Funds	State Funds	Other Funds	FTA Line Item	Other Information
Federal Fiscal Year 2025						\$13,719,054	\$8,998,530	\$3,926,391	\$794,133		
Greater Attleboro-Taunton Regional Transit Authority						\$13,719,054	\$8,998,530	\$3,926,391	\$794,133		
2025	RTD0010662	Operating	Greater Attleboro-Taunton Regional Transit Authority Mobility Management	5307	\$175,000	\$140,000	\$140,000			00	
2025	RTD0010662	Operating	Greater Attleboro-Taunton Regional Transit Authority Mobility Management	SCA	\$175,000	\$35,000		\$35,000		00	
2025	RTD0010663	Operating	Greater Attleboro-Taunton Regional Transit Authority Non Fixed Route ADA Paratransit Operating	5307	\$1,650,000	\$1,320,000	\$1,320,000			30.09.01	
2025	RTD0010663	Operating	Greater Attleboro-Taunton Regional Transit Authority Non Fixed Route ADA Paratransit Operating	SCA	\$1,650,000	\$330,000		\$330,000		30.09.01	
2025	RTD0010664	Operating	Greater Attleboro-Taunton Regional Transit Authority Fixed Route Operating Assistance	5307	\$1,300,000	\$650,000	\$650,000			30.09.01	
2025	RTD0010664	Operating	Greater Attleboro-Taunton Regional Transit Authority Fixed Route Operating Assistance	SCA	\$1,300,000	\$650,000		\$650,000		30.09.01	
2025	RTD0010666	Operating	Greater Attleboro-Taunton Regional Transit Authority Preventative Maintenance	5307	\$5,600,000	\$4,480,000	\$4,480,000			11.7A.00	
2025	RTD0010666	Operating	Greater Attleboro-Taunton Regional Transit Authority Preventative Maintenance	SCA	\$5,600,000	\$1,120,000		\$1,120,000		11.7A.00	
2025	RTD0010667	Operating	Greater Attleboro-Taunton Regional Transit Authority Short Range Transit Planning	5307	\$100,000	\$80,000	\$80,000			00	
2025	RTD0010667	Operating	Greater Attleboro-Taunton Regional Transit Authority Short Range Transit Planning	SCA	\$100,000	\$20,000		\$20,000		00	
2025	RTD0010668	RTA Facility & System Modernization	Greater Attleboro-Taunton Regional Transit Authority Rehab-Renovation Attleboro Area Commuter Rail Stations	5337	\$1,310,663	\$1,048,530	\$1,048,530			00	
2025	RTD0010668	RTA Facility & System Modernization	Greater Attleboro-Taunton Regional Transit Authority Rehab-Renovation Attleboro Area Commuter Rail Stations	LF	\$1,310,663	\$262,133			\$262,133	00	
2025	RTD0011419	RTA Facility & System Modernization	Greater Attleboro-Taunton Regional Transit Authority East Maintenance Facility	RTACAP	\$1,451,391	\$1,451,391		\$1,451,391		11.43.02	
2025	RTD0010665	RTA Fleet Upgrades	Greater Attleboro-Taunton Regional Transit Authority Buy Replacement Vans - 8	LF	\$532,000	\$532,000			\$532,000	11.12.15	
2025	RTD0010669	RTA Fleet Upgrades	Greater Attleboro-Taunton Regional Transit Authority Buy Replacement 35-FT Buses (2) - BEB	5339	\$1,600,000	\$1,280,000	\$1,280,000			00	
2025	RTD0010669	RTA Fleet Upgrades	Greater Attleboro-Taunton Regional Transit Authority Buy Replacement 35-FT Buses (2) - BEB	RTACAP	\$1,600,000	\$320,000		\$320,000		00	

Year	MassDOT Project ID	Program	MassDOT Project Description	Funding Source	Total Project Cost	Total Programmed Funds	Federal Funds	State Funds	Other Funds	FTA Line Item	Other Information
Federal Fiscal Year 2026						\$10,050,350	\$6,850,000	\$2,575,350	\$625,000		
Greater Attleboro-Taunton Regional Transit Authority						\$10,050,350	\$6,850,000	\$2,575,350	\$625,000		
2026	RTD0010671	Operating	Greater Attleboro-Taunton Regional Transit Authority - Mobility Management	5307	\$175,000	\$140,000	\$140,000			00	
2026	RTD0010671	Operating	Greater Attleboro-Taunton Regional Transit Authority - Mobility Management	SCA	\$175,000	\$35,000		\$35,000		00	
2026	RTD0010672	Operating	Greater Attleboro-Taunton Regional Transit Authority - Short Range Transit Planning	5307	\$100,000	\$80,000	\$80,000			00	
2026	RTD0010672	Operating	Greater Attleboro-Taunton Regional Transit Authority - Short Range Transit Planning	SCA	\$100,000	\$20,000		\$20,000		00	
2026	RTD0010673	Operating	Greater Attleboro-Taunton Regional Transit Authority - Preventative Maintenance	5307	\$5,600,000	\$4,480,000	\$4,480,000			00	
2026	RTD0010673	Operating	Greater Attleboro-Taunton Regional Transit Authority - Preventative Maintenance	SCA	\$5,600,000	\$1,120,000		\$1,120,000		00	
2026	RTD0010674	Operating	Greater Attleboro-Taunton Regional Transit Authority - Non Fixed Route ADA Paratransit Operating	5307	\$1,650,000	\$1,320,000	\$1,320,000			30.09.01	
2026	RTD0010674	Operating	Greater Attleboro-Taunton Regional Transit Authority - Non Fixed Route ADA Paratransit Operating	SCA	\$1,650,000	\$330,000		\$330,000		30.09.01	
2026	RTD0010675	Operating	Greater Attleboro-Taunton Regional Transit Authority - Fixed Route Operating Assistance	5307	\$1,500,000	\$750,000	\$750,000			30.09.01	
2026	RTD0010675	Operating	Greater Attleboro-Taunton Regional Transit Authority - Fixed Route Operating Assistance	SCA	\$1,500,000	\$750,000		\$750,000		30.09.01	
2026	RTD0011420	RTA Facility & System Modernization	Greater Attleboro-Taunton Regional Transit Authority - East Maintenance Facility	RTACAP	\$300,350	\$300,350		\$300,350		11.43.02	
2026	RTD0010676	RTA Facility & Vehicle Maintenance	Greater Attleboro-Taunton Regional Transit Authority - Miscellaneous Support Equipment	5307	\$100,000	\$80,000	\$80,000			11.42.20	
2026	RTD0010676	RTA Facility & Vehicle Maintenance	Greater Attleboro-Taunton Regional Transit Authority - Miscellaneous Support Equipment	RTACAP	\$100,000	\$20,000		\$20,000		11.42.20	
2026	RTD0010677	RTA Vehicle Replacement	Greater Attleboro-Taunton Regional Transit Authority - Buy Replacement Vans - 8	LF	\$625,000	\$625,000			\$625,000	11.12.15	

Year	MassDOT Project ID	Program	MassDOT Project Description	Funding Source	Total Project Cost	Total Programmed Funds	Federal Funds	State Funds	Other Funds	FTA Line Item	Other Information
Federal Fiscal Year 2027						\$4,955,000	\$1,620,000	\$2,635,000	\$700,000		
Greater Attleboro-Taunton Regional Transit Authority						\$4,955,000	\$1,620,000	\$2,635,000	\$700,000		
2027	RTD0011412	Operating	Greater Attleboro-Taunton Regional Transit Authority - Non Fixed Route ADA Paratransit Operating	5307	\$1,650,000	\$1,320,000	\$1,320,000			30.09.01	
2027	RTD0011412	Operating	Greater Attleboro-Taunton Regional Transit Authority - Non Fixed Route ADA Paratransit Operating	SCA	\$1,650,000	\$330,000		\$330,000		30.09.01	
2027	RTD0011413	Operating	Greater Attleboro-Taunton Regional Transit Authority - Mobility Management	5307	\$175,000	\$140,000	\$140,000			30.09.01	
2027	RTD0011413	Operating	Greater Attleboro-Taunton Regional Transit Authority - Mobility Management	SCA	\$175,000	\$35,000		\$35,000		30.09.01	
2027	RTD0011415	Operating	Greater Attleboro-Taunton Regional Transit Authority - Short Range Transit Planning	5307	\$100,000	\$80,000	\$80,000			00	
2027	RTD0011415	Operating	Greater Attleboro-Taunton Regional Transit Authority - Short Range Transit Planning	SCA	\$100,000	\$20,000		\$20,000		00	
2027	RTD0011416	Operating	Greater Attleboro-Taunton Regional Transit Authority - Fixed Route Operating Assistance	SCA	\$750,000	\$750,000		\$750,000		00	
2027	RTD0011417	Operating	Greater Attleboro-Taunton Regional Transit Authority - Preventative Maintenance	SCA	\$1,120,000	\$1,120,000		\$1,120,000		00	
2027	RTD0011411	RTA Facility & Vehicle Maintenance	Greater Attleboro-Taunton Regional Transit Authority - Miscellaneous Support Equipment	5307	\$100,000	\$80,000	\$80,000			11.42.20	
2027	RTD0011411	RTA Facility & Vehicle Maintenance	Greater Attleboro-Taunton Regional Transit Authority - Miscellaneous Support Equipment	RTACAP	\$100,000	\$20,000		\$20,000		11.42.20	
2027	RTD0011422	RTA Fleet Upgrades	Greater Attleboro-Taunton Regional Transit Authority - Buy Replacement 35-FT Buses (2) - BEB	5307	\$1,800,000	\$1,440,000	\$1,440,000			11.12.02	
2027	RTD0011422	RTA Fleet Upgrades	Greater Attleboro-Taunton Regional Transit Authority - Buy Replacement 35-FT Buses (2) - BEB	RTACAP	\$1,800,000	\$360,000		\$360,000		11.12.02	
2027	RTD0011414	RTA Vehicle Replacement	Greater Attleboro-Taunton Regional Transit Authority - Buy Replacement Vans - 8	LF	\$700,000	\$700,000			\$700,000	00	

Attachment 5

FFY 2023-2027

**FEDERAL TRANSIT
PROJECT LISTING**

SRTA



STIP Investments Report
Program Activity: Transit, Southeastern Regional Transit Authority

STIP: 2023 - 2027 (A) Revision 14+

Year	MassDOT Project ID	Program	MassDOT Project Description	Funding Source	Total Project Cost	Total Programmed Funds	Federal Funds	State Funds	Other Funds	Project Score	FTA Line Item	Other Information
Federal Fiscal Year 2023						\$30,882,200	\$17,565,028	\$13,188,852	\$128,320			
Southeastern Regional Transit Authority						\$30,882,200	\$17,565,028	\$13,188,852	\$128,320			
2023	RTD0010794	Operating	SRTA - SHORT RANGE TRANSIT PLANNING	5307	\$75,000	\$60,000	\$60,000				44.24.00	
2023	RTD0010794	Operating	SRTA - SHORT RANGE TRANSIT PLANNING	LF	\$75,000	\$15,000			\$15,000		44.24.00	
2023	RTD0010795	RTA Facility & System Modernization	SRTA - ACQUIRE - ADP HARDWARE / SOFTWARE (ITS)	5307	\$180,000	\$120,000	\$120,000				11.42.08	Additional RTACAP approved resulting in perceived overmatch.
2023	RTD0010795	RTA Facility & System Modernization	SRTA - ACQUIRE - ADP HARDWARE / SOFTWARE (ITS)	RTACAP	\$180,000	\$51,042		\$51,042			11.42.08	Additional RTACAP approved resulting in perceived overmatch.
2023	RTD0010797	RTA Vehicle Replacement	SRTA ACQUIRE - OPS/MAINT SUPPORT VEHICLES	5307	\$157,121	\$41,009	\$41,009				11.42.11	Additional RTACAP approved resulting in perceived overmatch.
2023	RTD0010797	RTA Vehicle Replacement	SRTA ACQUIRE - OPS/MAINT SUPPORT VEHICLES	RTACAP	\$157,121	\$176,252		\$176,252			11.42.11	Additional RTACAP approved resulting in perceived overmatch.
2023	RTD0010801	RTA Facility & Vehicle Maintenance	SRTA - LEASE ASSOC CAP MAINT ITEMS (Tire Lease)	5307	\$90,000	\$42,124	\$42,124				11.16.01	
2023	RTD0010801	RTA Facility & Vehicle Maintenance	SRTA - LEASE ASSOC CAP MAINT ITEMS (Tire Lease)	RTACAP	\$90,000	\$10,531		\$10,531			11.16.01	
2023	RTD0010812	RTA Facility & Vehicle Maintenance	SRTA - ENGINEERING & DESIGN - BUS SUPPORT EQUIP/FACILITIES	5307	\$37,500	\$8,632	\$8,632				11.41.03	
2023	RTD0010812	RTA Facility & Vehicle Maintenance	SRTA - ENGINEERING & DESIGN - BUS SUPPORT EQUIP/FACILITIES	RTACAP	\$37,500	\$2,158		\$2,158			11.41.03	
2023	RTD0010813	RTA Facility & Vehicle Maintenance	SRTA - ACQUIRE - MISC OPS/MAINT SUPPORT EQUIPMENT	5307	\$127,898	\$42,991	\$42,991				11.42.20	Additional RTACAP approved resulting in perceived overmatch.
2023	RTD0010813	RTA Facility & Vehicle Maintenance	SRTA - ACQUIRE - MISC OPS/MAINT SUPPORT EQUIPMENT	RTACAP	\$127,898	\$74,159		\$74,159			11.42.20	Additional RTACAP approved resulting in perceived overmatch.
2023	RTD0010828	RTA Facility & Vehicle Maintenance	SRTA - REHAB/RENOVATE BUS SUPPORT FACIL/EQUIP	5339	\$198,286	\$94,984	\$94,984				11.44.03	Additional RTACAP approved resulting in perceived overmatch.
2023	RTD0010828	RTA Facility & Vehicle Maintenance	SRTA - REHAB/RENOVATE BUS SUPPORT FACIL/EQUIP	RTACAP	\$198,286	\$23,746		\$23,746			11.44.03	Additional RTACAP approved resulting in perceived overmatch.
2023	RTD0011181	RTA Vehicle Replacement	SRTA - BUY REPLACEMENT 35-FT BUS (6) - FHWA Flex Funds	OF	\$4,975,002	\$3,980,000	\$3,980,000				11.12.02	FHWA Flex Funds - Hybrid Bus Acquisition (6)
2023	RTD0011181	RTA Vehicle Replacement	SRTA - BUY REPLACEMENT 35-FT BUS (6) - FHWA Flex Funds	RTACAP	\$4,975,002	\$995,002		\$995,002			11.12.02	FHWA Flex Funds - Hybrid Bus Acquisition (6)
2023	SRTA011491	RTA Facility & System Modernization	SRTA - S&B Fare Collection Upgrades	RTACAP	\$82,580	\$82,580		\$82,580			11.42.10	SRTA - S&B Fare Collection Upgrades
2023	SRTA011541	RTA Vehicle Replacement	SRTA - Purchase Repl Van (1 Type A Van) (5310)	5310	\$78,604	\$62,883	\$62,883				11.12.15	Using FFY23 5310 apportionment Local match
2023	SRTA011541	RTA Vehicle Replacement	SRTA - Purchase Repl Van (1 Type A Van) (5310)	LF	\$78,604	\$15,721			\$15,721		11.12.15	Using FFY23 5310 apportionment Local match
2023	SRTA011542	RTA Vehicle Replacement	SRTA - Buy Van for SVC Expansion (1 Type Ca) (5310)	5310	\$121,000	\$96,800	\$96,800				11.13.15	Using FFY23 5310 apportionment \$24,622 and carryover \$72,178 Local match \$24,200
2023	SRTA011542	RTA Vehicle Replacement	SRTA - Buy Van for SVC Expansion (1 Type Ca) (5310)	LF	\$121,000	\$24,200			\$24,200		11.13.15	Using FFY23 5310 apportionment \$24,622 and carryover \$72,178 Local match \$24,200



STIP Investments Report
Program Activity: Transit, Southeastern Regional Transit Authority

STIP: 2023 - 2027 (A) Revision 14+

Year	MassDOT Project ID	Program	MassDOT Project Description	Funding Source	Total Project Cost	Total Programmed Funds	Federal Funds	State Funds	Other Funds	Project Score	FTA Line Item	Other Information
2023	SRTA011543	RTA Vehicle Replacement	SRTA - Vans (1 Type A van) (5310)	5310	\$78,604	\$4,946	\$4,946				11.12.15	Using 5310 carryover \$4,946 Match provided through FFY24 MAP/GOBOND \$57,937 Local match \$15,720
2023	SRTA011543	RTA Vehicle Replacement	SRTA - Vans (1 Type A van) (5310)	LF	\$78,604	\$15,721			\$15,721		11.12.15	Using 5310 carryover \$4,946 Match provided through FFY24 MAP/GOBOND \$57,937 Local match \$15,720
2023	SRTA011544	RTA Vehicle Replacement	SRTA - Purchase Replacement (1 CB) (5310)	5310	\$113,500	\$65,446	\$65,446				11.12.15	Using FFY23 5310 apportionment Match FFY24 MAP/GOBOND \$25,353 Local Match \$22,700
2023	SRTA011544	RTA Vehicle Replacement	SRTA - Purchase Replacement (1 CB) (5310)	LF	\$113,500	\$22,700			\$22,700		11.12.15	Using FFY23 5310 apportionment Match FFY24 MAP/GOBOND \$25,353 Local Match \$22,700
2023	SRTA011545	RTA Vehicle Replacement	SRTA - CTGP Buy Replacement Van (5) (5310)	5310	\$583,500	\$466,376	\$466,376				11.12.15	FFY23 5310 apportionment \$280,080 and carryover \$186,296 Match provided through FFY24 MAP/GOBOND \$117,124
2023	SRTA011546	RTA Vehicle Replacement	SRTA - CTGP Buy Expansion Van (8) - New Capital (5310)	5310	\$746,624	\$523,855	\$523,855				11.13.15	Using FFY23 5310 Apportionment \$447,974 and carryover \$75,881 Match provided through FFY24 MAP/GOBOND \$222,768
2023	SRTA011547	RTA Vehicle Replacement	SRTA - Buy Van for SVC Expansion (1 Type E) (5310)	5310	\$106,000	\$84,800	\$84,800				11.13.15	Using FFY23 5310 Apportionment 20% match is Local Funds
2023	SRTA011547	RTA Vehicle Replacement	SRTA - Buy Van for SVC Expansion (1 Type E) (5310)	LF	\$106,000	\$21,200			\$21,200		11.13.15	Using FFY23 5310 Apportionment 20% match is Local Funds
2023	SRTA011569	RTA Fleet Upgrades	Family Service Association - BUY VAN FOR SVC EXPANSION (5310 Carryover)	5310	\$121,000	\$96,800	\$96,800				11.13.15	1 Type Ca van, using \$96,800 FY22 5310 carryover, \$10,422 FY24 GOBOND MAP, and \$13,778 local match
2023	SRTA011569	RTA Fleet Upgrades	Family Service Association - BUY VAN FOR SVC EXPANSION (5310 Carryover)	LF	\$121,000	\$13,778			\$13,778		11.13.15	1 Type Ca van, using \$96,800 FY22 5310 carryover, \$10,422 FY24 GOBOND MAP, and \$13,778 local match
2023	SRTA011576	Operating	SRTA - OPERATING ASSISTANCE	5307	\$23,546,764	\$11,773,382	\$11,773,382				30.09.01	SRTA - OPERATING ASSISTANCE
2023	SRTA011576	Operating	SRTA - OPERATING ASSISTANCE	SCA	\$23,546,764	\$11,773,382		\$11,773,382			30.09.01	SRTA - OPERATING ASSISTANCE



STIP Investments Report
Program Activity: Transit, Southeastern Regional Transit Authority

STIP: 2023 - 2027 (A) Revision 14+

Year	MassDOT Project ID	Program	MassDOT Project Description	Funding Source	Total Project Cost	Total Programmed Funds	Federal Funds	State Funds	Other Funds	Project Score	FTA Line Item	Other Information
Federal Fiscal Year 2024						\$5,745,901	\$4,649,836	\$1,081,065	\$15,000			
Southeastern Regional Transit Authority						\$5,745,901	\$4,649,836	\$1,081,065	\$15,000			
2024	RTD0010803	Operating	SRTA - SHORT RANGE TRANSIT PLANNING	5307	\$75,000	\$60,000	\$60,000				44.24.00	
2024	RTD0010803	Operating	SRTA - SHORT RANGE TRANSIT PLANNING	LF	\$75,000	\$15,000			\$15,000		44.24.00	
2024	RTD0010804	RTA Facility & System Modernization	SRTA - ACQUIRE - ADP HARDWARE / SOFTWARE (ITS)	5307	\$150,000	\$120,000	\$120,000				11.42.08	
2024	RTD0010804	RTA Facility & System Modernization	SRTA - ACQUIRE - ADP HARDWARE / SOFTWARE (ITS)	RTACAP	\$150,000	\$30,000		\$30,000			11.42.08	
2024	RTD0010806	RTA Vehicle Replacement	SRTA - ACQUIRE - OPS/MAINT SUPPORT VEHICLES (2)	5307	\$90,000	\$72,000	\$72,000				11.42.11	
2024	RTD0010806	RTA Vehicle Replacement	SRTA - ACQUIRE - OPS/MAINT SUPPORT VEHICLES (2)	RTACAP	\$90,000	\$18,000		\$18,000			11.42.11	
2024	RTD0010808	RTA Vehicle Replacement	SRTA - BUY REPLACEMENT VAN	5307	\$35,000	\$28,000	\$28,000				11.12.15	
2024	RTD0010808	RTA Vehicle Replacement	SRTA - BUY REPLACEMENT VAN	RTACAP	\$35,000	\$7,000		\$7,000			11.12.15	
2024	RTD0010810	RTA Facility & System Modernization	SRTA - ACQUIRE - TRANSIT ENHANCEMENTS	5307	\$10,000	\$8,000	\$8,000				11.92.02	
2024	RTD0010810	RTA Facility & System Modernization	SRTA - ACQUIRE - TRANSIT ENHANCEMENTS	RTACAP	\$10,000	\$2,000		\$2,000			11.92.02	
2024	RTD0010811	RTA Facility & Vehicle Maintenance	SRTA - LEASE ASSOC CAP MAINT ITEMS (Tire Lease)	5307	\$90,000	\$72,000	\$72,000				11.16.40	
2024	RTD0010811	RTA Facility & Vehicle Maintenance	SRTA - LEASE ASSOC CAP MAINT ITEMS (Tire Lease)	RTACAP	\$90,000	\$18,000		\$18,000			11.16.40	
2024	RTD0010814	RTA Facility & Vehicle Maintenance	SRTA - ENGINEERING & DESIGN - BUS SUPPORT EQUIP/FACILITIES	5307	\$37,500	\$30,000	\$30,000				11.41.03	
2024	RTD0010814	RTA Facility & Vehicle Maintenance	SRTA - ENGINEERING & DESIGN - BUS SUPPORT EQUIP/FACILITIES	RTACAP	\$37,500	\$7,500		\$7,500			11.41.03	
2024	RTD0010815	RTA Facility & Vehicle Maintenance	SRTA - ACQUIRE - MISC OPS/MAINT SUPPORT EQUIPMENT	5307	\$30,000	\$24,000	\$24,000				11.42.20	
2024	RTD0010815	RTA Facility & Vehicle Maintenance	SRTA - ACQUIRE - MISC OPS/MAINT SUPPORT EQUIPMENT	RTACAP	\$30,000	\$6,000		\$6,000			11.42.20	
2024	RTD0010829	RTA Facility & Vehicle Maintenance	SRTA - REHAB/RENOVATE BUS SUPPORT FACIL/EQUIP	5339	\$194,795	\$155,836	\$155,836				11.44.03	
2024	RTD0010829	RTA Facility & Vehicle Maintenance	SRTA - REHAB/RENOVATE BUS SUPPORT FACIL/EQUIP	RTACAP	\$194,795	\$38,959		\$38,959			11.44.03	
2024	RTD0011182	RTA Vehicle Replacement	SRTA - BUY REPLACEMENT 35-FT BUS (6) 5339(b) Competitive: FTA-2021-008	OF	\$14,400,000	\$4,080,000	\$4,080,000				11.12.02	
2024	RTD0011182	RTA Vehicle Replacement	SRTA - BUY REPLACEMENT 35-FT BUS (6) 5339(b) Competitive: FTA-2021-008	RTACAP	\$14,400,000	\$720,000		\$720,000			11.12.02	
2024	SRTA011543	RTA Vehicle Replacement	SRTA - Vans (1 Type A van) (5310)	GOBOND	\$78,604	\$57,937		\$57,937			11.12.15	Using 5310 carryover \$4,946 Match provided through FFY24 MAP/GOBOND \$57,937 Local match \$15,720
2024	SRTA011544	RTA Vehicle Replacement	SRTA - Purchase Replacement (1 CB) (5310)	GOBOND	\$113,500	\$25,354		\$25,354			11.12.15	Using FFY23 5310 apportionment Match FFY24 MAP/GOBOND \$25,353 Local Match \$22,700
2024	SRTA011545	RTA Vehicle Replacement	SRTA - CTGP Buy Replacement Van (5) (5310)	GOBOND	\$583,500	\$117,124		\$117,124			11.12.15	FFY23 5310 apportionment \$280,080 and carryover \$186,296 Match provided through FFY24 MAP/GOBOND \$117,124
2024	SRTA011546	RTA Vehicle Replacement	SRTA - CTGP Buy Expansion Van (8) - New Capital (5310)	GOBOND	\$746,624	\$22,769		\$22,769			11.13.15	Using FFY23 5310 Apportionment \$447,974 and carryover \$75,881 Match provided through FFY24 MAP/GOBOND \$222,768
2024	SRTA011569	RTA Fleet Upgrades	Family Service Association - BUY VAN FOR SVC EXPANSION (5310 Carryover)	GOBOND	\$121,000	\$10,422		\$10,422			11.13.15	1 Type Ca van, using \$96,800 FY22 5310 carryover, \$10,422 FY24 GOBOND MAP, and \$13,778 local match

STIP: 2023 - 2027 (D)											
Year	MassDOT Project ID	Program	MassDOT Project Description	Funding Source	Total Project Cost	Total Programmed Funds	Federal Funds	State Funds	Other Funds	FTA Line Item	Other Information
Federal Fiscal Year 2025						\$4,453,443	\$3,750,255	\$688,188	\$15,000		
Southeastern Regional Transit Authority						\$4,453,443	\$3,750,255	\$688,188	\$15,000		
2025	RTD0010824	Operating	SRTA - SHORT RANGE TRANSIT PLANNING	5307	\$75,000	\$60,000	\$60,000			44.24.00	
2025	RTD0010824	Operating	SRTA - SHORT RANGE TRANSIT PLANNING	LF	\$75,000	\$15,000			\$15,000	44.24.00	
2025	RTD0010821	RTA Facility & System Modernization	SRTA - ACQUIRE - TRANSIT ENHANCEMENTS	5307	\$10,000	\$8,000	\$8,000			11.92.02	
2025	RTD0010821	RTA Facility & System Modernization	SRTA - ACQUIRE - TRANSIT ENHANCEMENTS	RTACAP	\$10,000	\$2,000		\$2,000		11.92.02	
2025	RTD0010823	RTA Facility & System Modernization	SRTA - ACQUIRE - ADP HARDWARE / SOFTWARE (ITS)	5307	\$150,000	\$120,000	\$120,000			11.42.08	
2025	RTD0010823	RTA Facility & System Modernization	SRTA - ACQUIRE - ADP HARDWARE / SOFTWARE (ITS)	RTACAP	\$150,000	\$30,000		\$30,000		11.42.08	
2025	RTD0010816	RTA Facility & Vehicle Maintenance	SRTA - ACQUIRE - MISC OPS/MAINT SUPPORT EQUIPMENT	5307	\$80,000	\$64,000	\$64,000			11.42.20	
2025	RTD0010816	RTA Facility & Vehicle Maintenance	SRTA - ACQUIRE - MISC OPS/MAINT SUPPORT EQUIPMENT	RTACAP	\$80,000	\$16,000		\$16,000		11.42.20	
2025	RTD0010817	RTA Facility & Vehicle Maintenance	SRTA - ENGINEERING & DESIGN - BUS SUPPORT EQUIP/FACILITIES	5307	\$37,500	\$30,000	\$30,000			11.41.03	
2025	RTD0010817	RTA Facility & Vehicle Maintenance	SRTA - ENGINEERING & DESIGN - BUS SUPPORT EQUIP/FACILITIES	RTACAP	\$37,500	\$7,500		\$7,500		11.41.03	
2025	RTD0010825	RTA Facility & Vehicle Maintenance	SRTA - LEASE ASSOC CAP MAINT ITEMS (Tire Lease)	5307	\$90,000	\$72,000	\$72,000			11.16.40	
2025	RTD0010825	RTA Facility & Vehicle Maintenance	SRTA - LEASE ASSOC CAP MAINT ITEMS (Tire Lease)	RTACAP	\$90,000	\$18,000		\$18,000		11.16.40	
2025	RTD0010830	RTA Facility & Vehicle Maintenance	SRTA - REHAB/RENOVATE BUS SUPPORT FACIL/EQUIP	5339	\$180,943	\$144,755	\$144,755			11.44.03	
2025	RTD0010830	RTA Facility & Vehicle Maintenance	SRTA - REHAB/RENOVATE BUS SUPPORT FACIL/EQUIP	RTACAP	\$180,943	\$36,188		\$36,188		11.44.03	
2025	RTD0010818	RTA Vehicle Replacement	SRTA - ACQUIRE - OPS/MAINT SUPPORT VEHICLES (1)	5307	\$45,000	\$36,000	\$36,000			11.42.11	
2025	RTD0010818	RTA Vehicle Replacement	SRTA - ACQUIRE - OPS/MAINT SUPPORT VEHICLES (1)	RTACAP	\$45,000	\$9,000		\$9,000		11.42.11	
2025	RTD0010822	RTA Vehicle Replacement	SRTA - BUY REPLACEMENT VAN	5307	\$35,000	\$28,000	\$28,000			11.12.15	
2025	RTD0010822	RTA Vehicle Replacement	SRTA - BUY REPLACEMENT VAN	RTACAP	\$35,000	\$7,000		\$7,000		11.12.15	
2025	RTD0011183	RTA Vehicle Replacement	SRTA - BUY REPLACEMENT 35-FT BUS (5) 5339(b) Competitive: FTA-2021-008	OF	\$3,750,000	\$3,187,500	\$3,187,500			11.12.02	
2025	RTD0011183	RTA Vehicle Replacement	SRTA - BUY REPLACEMENT 35-FT BUS (5) 5339(b) Competitive: FTA-2021-008	RTACAP	\$3,750,000	\$562,500		\$562,500		11.12.02	

STIP: 2023 - 2027 (D)											
Year	MassDOT Project ID	Program	MassDOT Project Description	Funding Source	Total Project Cost	Total Programmed Funds	Federal Funds	State Funds	Other Funds	FTA Line Item	Other Information
Federal Fiscal Year 2026						\$4,657,295	\$2,525,836	\$2,116,459	\$15,000		
Southeastern Regional Transit Authority						\$4,657,295	\$2,525,836	\$2,116,459	\$15,000		
2026	RTD0010839	Operating	SRTA - SHORT RANGE TRANSIT PLANNING	5307	\$75,000	\$60,000	\$60,000			44.24.00	
2026	RTD0010839	Operating	SRTA - SHORT RANGE TRANSIT PLANNING	LF	\$75,000	\$15,000			\$15,000	44.24.00	
2026	RTD0010835	RTA Facility & System Modernization	SRTA - REHAB/RENOVATE BUS SUPPORT FACIL/EQUIP	5307	\$35,000	\$28,000	\$28,000			11.44.03	
2026	RTD0010835	RTA Facility & System Modernization	SRTA - REHAB/RENOVATE BUS SUPPORT FACIL/EQUIP	RTACAP	\$35,000	\$7,000		\$7,000		11.44.03	
2026	RTD0010836	RTA Facility & System Modernization	SRTA - ACQUIRE - TRANSIT ENHANCEMENTS	5307	\$10,000	\$8,000	\$8,000			11.92.02	
2026	RTD0010836	RTA Facility & System Modernization	SRTA - ACQUIRE - TRANSIT ENHANCEMENTS	RTACAP	\$10,000	\$2,000		\$2,000		11.92.02	
2026	RTD0010838	RTA Facility & System Modernization	SRTA - ACQUIRE - ADP SOFTWARE (ITS)	5307	\$150,000	\$120,000	\$120,000			11.42.08	
2026	RTD0010838	RTA Facility & System Modernization	SRTA - ACQUIRE - ADP SOFTWARE (ITS)	RTACAP	\$150,000	\$30,000		\$30,000		11.42.08	
2026	RTD0010834	RTA Facility & Vehicle Maintenance	SRTA - ENGINEERING & DESIGN - BUS SUPPORT EQUIP/FACIL	5307	\$37,500	\$30,000	\$30,000			11.41.03	
2026	RTD0010834	RTA Facility & Vehicle Maintenance	SRTA - ENGINEERING & DESIGN - BUS SUPPORT EQUIP/FACIL	RTACAP	\$37,500	\$7,500		\$7,500		11.41.03	
2026	RTD0010840	RTA Facility & Vehicle Maintenance	SRTA - LEASE ASSOC CAP MAINT ITEMS (Tire Lease)	5307	\$90,000	\$72,000	\$72,000			11.16.40	
2026	RTD0010840	RTA Facility & Vehicle Maintenance	SRTA - LEASE ASSOC CAP MAINT ITEMS (Tire Lease)	RTACAP	\$90,000	\$18,000		\$18,000		11.16.40	
2026	RTD0010841	RTA Facility & Vehicle Maintenance	SRTA - ACQUIRE - MISC SUPPORT EQUIPMENT	5307	\$20,000	\$16,000	\$16,000			11.42.20	
2026	RTD0010841	RTA Facility & Vehicle Maintenance	SRTA - ACQUIRE - MISC SUPPORT EQUIPMENT	RTACAP	\$20,000	\$4,000		\$4,000		11.42.20	
2026	RTD0010831	RTA Vehicle Replacement	SRTA - BUY REPLACEMENT 35-FT BUS (3) Statewide 5339	5339	\$2,400,000	\$1,200,000	\$1,200,000			11.12.02	
2026	RTD0010831	RTA Vehicle Replacement	SRTA - BUY REPLACEMENT 35-FT BUS (3) Statewide 5339	RTACAP	\$2,400,000	\$1,200,000		\$1,200,000		11.12.02	
2026	RTD0010832	RTA Vehicle Replacement	SRTA - BUY REPLACEMENT 35-FT BUS (2)	5307	\$1,600,000	\$800,000	\$800,000			11.12.02	
2026	RTD0010832	RTA Vehicle Replacement	SRTA - BUY REPLACEMENT 35-FT BUS (2)	RTACAP	\$1,600,000	\$800,000		\$800,000		11.12.02	
2026	RTD0010833	RTA Vehicle Replacement	SRTA - BUY REPLACEMENT VAN (3)	5339	\$194,795	\$155,836	\$155,836			11.12.15	
2026	RTD0010833	RTA Vehicle Replacement	SRTA - BUY REPLACEMENT VAN (3)	RTACAP	\$194,795	\$38,959		\$38,959		11.12.15	
2026	RTD0010837	RTA Vehicle Replacement	SRTA - ACQUIRE - SUPPORT VEHICLES (1)	5307	\$45,000	\$36,000	\$36,000			11.42.11	
2026	RTD0010837	RTA Vehicle Replacement	SRTA - ACQUIRE - SUPPORT VEHICLES (1)	RTACAP	\$45,000	\$9,000		\$9,000		11.42.11	

Year	MassDOT Project ID	Program	MassDOT Project Description	Funding Source	Total Project Cost	Total Programmed Funds	Federal Funds	State Funds	Other Funds	FTA Line Item	Other Information
Federal Fiscal Year 2027						\$32,638,443	\$31,910,755	\$712,688	\$15,000		
Southeastern Regional Transit Authority						\$32,638,443	\$31,910,755	\$712,688	\$15,000		
2027	RTD0011185	Operating	SRTA - SHORT RANGE TRANSIT PLANNING	5307	\$75,000	\$60,000	\$60,000			44.24.00	
2027	RTD0011185	Operating	SRTA - SHORT RANGE TRANSIT PLANNING	LF	\$75,000	\$15,000			\$15,000	44.24.00	
2027	RTD0011270	RTA Facility & System Modernization	SRTA - REHAB/RENOVATE BUS SUPPORT FACIL/EQUIP	5307	\$35,000	\$28,000	\$28,000			11.44.03	
2027	RTD0011270	RTA Facility & System Modernization	SRTA - REHAB/RENOVATE BUS SUPPORT FACIL/EQUIP	RTACAP	\$35,000	\$7,000		\$7,000		11.44.03	
2027	RTD0011271	RTA Facility & System Modernization	SRTA - ACQUIRE - TRANSIT ENHANCEMENTS	5307	\$10,000	\$8,000	\$8,000			11.92.02	
2027	RTD0011271	RTA Facility & System Modernization	SRTA - ACQUIRE - TRANSIT ENHANCEMENTS	RTACAP	\$10,000	\$2,000		\$2,000		11.92.02	
2027	RTD0011274	RTA Facility & System Modernization	SRTA - ACQUIRE - ADP SOFTWARE (ITS)	5307	\$150,000	\$120,000	\$120,000			11.42.08	
2027	RTD0011274	RTA Facility & System Modernization	SRTA - ACQUIRE - ADP SOFTWARE (ITS)	RTACAP	\$150,000	\$30,000		\$30,000		11.42.08	
2027	RTD0011277	RTA Facility & System Modernization	SRTA - CONSTRUCT - MAINTENANCE FACILITY	OF	\$35,000,000	\$28,000,000	\$28,000,000			11.43.02	
2027	RTD0011184	RTA Facility & Vehicle Maintenance	SRTA - LEASE ASSOC CAP MAINT ITEMS (Tire Lease)	5307	\$90,000	\$72,000	\$72,000			11.16.40	
2027	RTD0011184	RTA Facility & Vehicle Maintenance	SRTA - LEASE ASSOC CAP MAINT ITEMS (Tire Lease)	RTACAP	\$90,000	\$18,000		\$18,000		11.16.40	
2027	RTD0011269	RTA Facility & Vehicle Maintenance	SRTA - ENGINEERING & DESIGN -BUS SUPPORT EQUIP/FACIL	5307	\$37,500	\$30,000	\$30,000			11.41.03	
2027	RTD0011269	RTA Facility & Vehicle Maintenance	SRTA - ENGINEERING & DESIGN -BUS SUPPORT EQUIP/FACIL	RTACAP	\$37,500	\$7,500		\$7,500		11.41.03	
2027	RTD0011272	RTA Facility & Vehicle Maintenance	SRTA - ACQUIRE - MISC SUPPORT EQUIPMENT	5307	\$20,000	\$16,000	\$16,000			11.42.20	
2027	RTD0011272	RTA Facility & Vehicle Maintenance	SRTA - ACQUIRE - MISC SUPPORT EQUIPMENT	RTACAP	\$20,000	\$4,000		\$4,000		11.42.20	
2027	RTD0011268	RTA Vehicle Replacement	SRTA - BUY REPLACEMENT VAN (3)	5339	\$180,943	\$144,755	\$144,755			11.12.15	
2027	RTD0011268	RTA Vehicle Replacement	SRTA - BUY REPLACEMENT VAN (3)	RTACAP	\$180,943	\$36,188		\$36,188		11.12.15	
2027	RTD0011273	RTA Vehicle Replacement	SRTA - ACQUIRE - SUPPORT VEHICLES (1)	5307	\$40,000	\$32,000	\$32,000			11.42.11	
2027	RTD0011273	RTA Vehicle Replacement	SRTA - ACQUIRE - SUPPORT VEHICLES (1)	RTACAP	\$40,000	\$8,000		\$8,000		11.42.11	

STIP: 2023 - 2027 (D)											
Year	MassDOT Project ID	Program	MassDOT Project Description	Funding Source	Total Project Cost	Total Programmed Funds	Federal Funds	State Funds	Other Funds	FTA Line Item	Other Information
Federal Fiscal Year 2027						\$32,638,443	\$31,910,755	\$712,688	\$15,000		
Southeastern Regional Transit Authority						\$32,638,443	\$31,910,755	\$712,688	\$15,000		
2027	RTD0011275	RTA Vehicle Replacement	SRTA - BUY REPLACEMENT 35-FT BUS (3) Statewide 5339	OF	\$2,400,000	\$2,040,000	\$2,040,000			11.12.02	
2027	RTD0011275	RTA Vehicle Replacement	SRTA - BUY REPLACEMENT 35-FT BUS (3) Statewide 5339	RTACAP	\$2,400,000	\$360,000		\$360,000		11.12.02	
2027	RTD0011276	RTA Vehicle Replacement	SRTA - BUY REPLACEMENT 35-FT BUS (2)	OF	\$1,600,000	\$1,360,000	\$1,360,000			11.12.02	
2027	RTD0011276	RTA Vehicle Replacement	SRTA - BUY REPLACEMENT 35-FT BUS (2)	RTACAP	\$1,600,000	\$240,000		\$240,000		11.12.02	

Attachment 6

FFY 2023-2027

FEDERAL TARGET REPORTS



Program Target Report

Federal Fiscal Year 2023		STIP: 2023 - 2027 (D)		
		Federal Aid Funds	Matching Funds	FFY 2023 (Proposed) (Fed Aid + Match)
Balance Obligation Authority		\$738,636,044		
Planned Redistribution Request		\$50,000,000		
Total Non-earmarked Funding Available		\$788,636,044	\$262,878,681	\$1,051,514,725
Planning/Adjustments/Pass-throughs		\$155,881,356	\$15,657,165	\$171,538,521
GANS Repayment		\$89,510,000	\$0	\$89,510,000
Award Adjustments, Change Orders, etc.		\$27,019,379	\$6,412,171	\$33,431,550
Metropolitan Planning		\$10,886,010	\$2,721,503	\$13,607,513
State Planning & Research		\$22,955,893	\$5,738,973	\$28,694,866
Recreational Trails		\$1,194,736	\$298,684	\$1,493,420
Railroad Grade Crossings		\$0	\$0	\$0
SRTS Education		\$1,943,339	\$485,835	\$2,429,174
Transit Grant Program		\$0	\$0	\$0
Railroad Crossings		\$2,371,999	\$0	\$2,371,999
Regional Priorities				
Regional Share (%)	MPO	\$240,090,825	\$60,022,707	\$300,113,532
3.5596	Berkshire Region	\$8,546,273	\$2,136,568	\$10,682,841
42.9671	Boston Region	\$103,160,065	\$25,790,016	\$128,950,081
4.5851	Cape Cod	\$11,008,404	\$2,752,101	\$13,760,506
8.6901	Central Mass	\$20,864,133	\$5,216,033	\$26,080,166
2.5397	Franklin Region	\$6,097,587	\$1,524,397	\$7,621,983
0.3100	Martha's Vineyard	\$744,282	\$186,070	\$930,352
4.4296	Merrimack Valley	\$10,635,063	\$2,658,766	\$13,293,829
4.4596	Montachusett	\$10,707,090	\$2,676,773	\$13,383,863
0.2200	Nantucket	\$528,200	\$132,050	\$660,250
3.9096	Northern Middlesex	\$9,386,591	\$2,346,648	\$11,733,239
4.5595	Old Colony	\$10,946,941	\$2,736,735	\$13,683,676
10.8100	Pioneer Valley	\$25,953,818	\$6,488,455	\$32,442,273
8.9601	Southeastern Mass	\$21,512,378	\$5,378,095	\$26,890,473
Highway		\$407,211,417	\$90,153,698	\$497,365,115
Reliability		\$265,449,886	\$57,138,247	\$322,588,133
	Interstate Pavement	\$48,310,975	\$5,367,886	\$53,678,861
	Non-Interstate Pavement	\$58,162,826	\$14,540,707	\$72,703,533
	Roadway Improvements	\$1,177,510	\$294,378	\$1,471,888
	Safety Improvements	\$25,000,000	\$3,735,632	\$28,735,632
	Resiliency Improvements	\$0	\$0	\$0
	Bridge	\$132,798,575	\$33,199,644	\$165,998,219
	Bridge Inspections	\$0	\$0	\$0
	Bridge Systematic Maintenance	\$0	\$0	\$0
	Bridge On-system NHS	\$94,856,125	\$23,714,031	\$118,570,156
	Bridge On-system Non-NHS	\$0	\$0	\$0
	Bridge Off-system	\$37,942,450	\$9,485,613	\$47,428,063
Modernization		\$111,976,078	\$25,569,088	\$137,545,166
	ADA Retrofits	\$1,443,382	\$360,846	\$1,804,228
	Intersection Improvements	\$17,459,509	\$1,939,945	\$19,399,454
	Intelligent Transportation Systems	\$8,247,894	\$2,061,974	\$10,309,868
	Roadway Reconstruction	\$84,825,293	\$21,206,323	\$106,031,616
Expansion		\$29,785,453	\$7,446,363	\$37,231,816
	Bicycle and Pedestrian	\$29,785,453	\$7,446,363	\$37,231,816



Program Target Report

Federal Fiscal Year 2023		STIP: 2023 - 2027 (D)		
		Federal Aid Funds	Matching Funds	FFY 2023 (Proposed) (Fed Aid + Match)
	Capacity	\$0	\$0	\$0
Grand Total Formula Funds		\$803,183,598	\$165,833,570	\$969,017,168
Difference from Funds Available		\$-14,547,554	\$97,045,111	\$82,497,557
Highway (Non-Core)		\$264,256,191	\$57,616,941	\$321,873,132
<u>Reliability</u>		\$264,256,191	\$57,616,941	\$321,873,132
	Bridge	\$264,256,191	\$57,616,941	\$321,873,132
	Bridge Systematic Maintenance NB	\$40,000,000	\$10,000,000	\$50,000,000
	Bridge On-System NHS NB	\$180,652,075	\$45,163,019	\$225,815,094
	Bridge On-system Non-NHS NB	\$9,815,687	\$2,453,922	\$12,269,609
	Bridge Off-system NB	\$33,788,429	\$0	\$33,788,429
Grand Total + Non-Formula Programs		\$1,067,439,789	\$223,450,511	\$1,290,890,300



Program Target Report

Federal Fiscal Year 2024		STIP: 2023 - 2027 (D)		
		Federal Aid Funds	Matching Funds	FFY 2024 (Proposed) (Fed Aid + Match)
Balance Obligation Authority		\$753,409,685		
Planned Redistribution Request		\$50,000,000		
Total Non-earmarked Funding Available		\$803,409,685	\$267,803,228	\$1,071,212,913
Planning/Adjustments/Pass-throughs		\$160,760,739	\$15,755,620	\$176,516,359
GANS Repayment		\$93,985,000	\$0	\$93,985,000
Award Adjustments, Change Orders, etc.		\$27,227,636	\$6,461,594	\$33,689,230
Metropolitan Planning		\$11,103,730	\$2,775,933	\$13,879,663
State Planning & Research		\$22,934,299	\$5,733,575	\$28,667,874
Freight Plan Flex to Rail & Transit		\$0	\$0	\$0
Recreational Trails		\$1,194,736	\$298,684	\$1,493,420
Railroad Grade Crossings		\$0	\$0	\$0
SRTS Education		\$1,943,339	\$485,835	\$2,429,174
Transit Grant Program		\$0	\$0	\$0
Railroad Crossings		\$2,371,999	\$0	\$2,371,999
Regional Priorities				
Regional Share (%)	MPO	\$243,250,478	\$60,812,619	\$304,063,098
3.5596	Berkshire Region	\$8,658,744	\$2,164,686	\$10,823,430
42.9671	Boston Region	\$104,517,676	\$26,129,419	\$130,647,095
4.5851	Cape Cod	\$11,153,278	\$2,788,319	\$13,941,597
8.6901	Central Mass	\$21,138,710	\$5,284,677	\$26,423,387
2.5397	Franklin Region	\$6,177,832	\$1,544,458	\$7,722,290
0.3100	Martha's Vineyard	\$754,076	\$188,519	\$942,596
4.4296	Merrimack Valley	\$10,775,023	\$2,693,756	\$13,468,779
4.4596	Montachusett	\$10,847,998	\$2,712,000	\$13,559,998
0.2200	Nantucket	\$535,151	\$133,788	\$668,939
3.9096	Northern Middlesex	\$9,510,121	\$2,377,530	\$11,887,651
4.5595	Old Colony	\$11,091,006	\$2,772,751	\$13,863,757
10.8100	Pioneer Valley	\$26,295,377	\$6,573,844	\$32,869,221
8.9601	Southeastern Mass	\$21,795,486	\$5,448,872	\$27,244,358
Highway		\$399,667,610	\$89,634,060	\$489,301,670
Reliability		\$284,027,993	\$63,149,088	\$347,177,081
	Interstate Pavement	\$38,473,514	\$4,274,835	\$42,748,349
	Non-Interstate Pavement	\$58,162,826	\$14,540,707	\$72,703,533
	Roadway Improvements	\$1,177,510	\$294,378	\$1,471,888
	Safety Improvements	\$25,000,000	\$3,735,632	\$28,735,632
	Resiliency Improvements	\$14,095,568	\$3,523,892	\$17,619,460
	Bridge	\$147,118,575	\$36,779,644	\$183,898,219
	Bridge Inspections	\$14,320,000	\$3,580,000	\$17,900,000
	Bridge Systematic Maintenance	\$0	\$0	\$0
	Bridge On-system NHS	\$94,856,125	\$23,714,031	\$118,570,156
	Bridge On-system Non-NHS	\$0	\$0	\$0
	Bridge Off-system	\$37,942,450	\$9,485,613	\$47,428,063
Modernization		\$85,854,164	\$19,038,609	\$104,892,773
	ADA Retrofits	\$0	\$0	\$0
	Intersection Improvements	\$17,459,509	\$1,939,945	\$19,399,454
	Intelligent Transportation Systems	\$8,247,894	\$2,061,974	\$10,309,868
	Roadway Reconstruction	\$60,146,761	\$15,036,690	\$75,183,451



Program Target Report

Federal Fiscal Year 2024			STIP: 2023 - 2027 (D)	
			FFY 2024 (Proposed) (Fed Aid + Match)	
		Federal Aid Funds	Matching Funds	
Expansion		\$29,785,453	\$7,446,363	\$37,231,816
	Bicycle and Pedestrian	\$29,785,453	\$7,446,363	\$37,231,816
	Capacity	\$0	\$0	\$0
Grand Total Formula Funds		\$803,678,827	\$166,202,299	\$969,881,127
Difference from Funds Available		\$-269,142	\$101,600,929	\$101,331,786
Highway (Non-Core)		\$266,724,289	\$58,233,965	\$324,958,254
Reliability		\$266,724,289	\$58,233,965	\$324,958,254
	Bridge	\$266,724,289	\$58,233,965	\$324,958,254
	Bridge Systematic Maintenance NB	\$44,000,000	\$11,000,000	\$55,000,000
	Bridge On-System NHS NB	\$178,975,136	\$44,743,784	\$223,718,920
	Bridge On-system Non-NHS NB	\$9,960,724	\$2,490,181	\$12,450,905
	Bridge Off-system NB	\$33,788,429	\$0	\$33,788,429
Grand Total + Non-Formula Programs		\$1,070,403,116	\$224,436,264	\$1,294,839,381



Program Target Report

Federal Fiscal Year 2025		STIP: 2023 - 2027 (D)		
		Federal Aid Funds	Matching Funds	FFY 2025 (Proposed) (Fed Aid + Match)
Balance Obligation Authority		\$768,478,798		
Planned Redistribution Request		\$50,000,000		
Total Non-earmarked Funding Available		\$818,478,798	\$272,826,266	\$1,091,305,064
Planning/Adjustments/Pass-throughs		\$191,859,232	\$16,445,280	\$208,304,512
GANS Repayment		\$122,185,000	\$0	\$122,185,000
Award Adjustments, Change Orders, etc.		\$29,984,445	\$7,115,833	\$37,100,278
Metropolitan Planning		\$11,325,805	\$2,831,451	\$14,157,256
State Planning & Research		\$22,853,908	\$5,713,477	\$28,567,385
Recreational Trails		\$1,194,736	\$298,684	\$1,493,420
Railroad Grade Crossings		\$0	\$0	\$0
SRTS Education		\$1,943,339	\$485,835	\$2,429,174
Transit Grant Program		\$0	\$0	\$0
Railroad Crossings		\$2,371,999	\$0	\$2,371,999
Regional Priorities				
Regional Share (%)	MPO	\$239,118,189	\$59,779,547	\$298,897,735
3.5596	Berkshire Region	\$8,511,651	\$2,127,913	\$10,639,564
42.9671	Boston Region	\$102,742,151	\$25,685,538	\$128,427,689
4.5851	Cape Cod	\$10,963,808	\$2,740,952	\$13,704,760
8.6901	Central Mass	\$20,779,610	\$5,194,902	\$25,974,512
2.5397	Franklin Region	\$6,072,885	\$1,518,221	\$7,591,106
0.3100	Martha's Vineyard	\$741,266	\$185,317	\$926,583
4.4296	Merrimack Valley	\$10,591,979	\$2,647,995	\$13,239,974
4.4596	Montachusett	\$10,663,715	\$2,665,929	\$13,329,643
0.2200	Nantucket	\$526,060	\$131,515	\$657,575
3.9096	Northern Middlesex	\$9,348,565	\$2,337,141	\$11,685,706
4.5595	Old Colony	\$10,902,594	\$2,725,648	\$13,628,242
10.8100	Pioneer Valley	\$25,848,676	\$6,462,169	\$32,310,845
8.9601	Southeastern Mass	\$21,425,229	\$5,356,307	\$26,781,536
Highway		\$396,383,206	\$88,812,960	\$485,196,166
Reliability		\$279,300,208	\$61,967,142	\$341,267,350
	Interstate Pavement	\$38,473,514	\$4,274,835	\$42,748,349
	Non-Interstate Pavement	\$58,162,826	\$14,540,707	\$72,703,533
	Roadway Improvements	\$1,177,510	\$294,378	\$1,471,888
	Safety Improvements	\$25,000,000	\$3,735,632	\$28,735,632
	Resiliency Improvements	\$15,192,008	\$3,798,002	\$18,990,010
	Bridge	\$141,294,350	\$35,323,588	\$176,617,938
	Bridge Inspections	\$8,495,775	\$2,123,944	\$10,619,719
	Bridge Systematic Maintenance	\$0	\$0	\$0
	Bridge On-system NHS	\$94,856,125	\$23,714,031	\$118,570,156
	Bridge On-system Non-NHS	\$0	\$0	\$0
	Bridge Off-system	\$37,942,450	\$9,485,613	\$47,428,063
Modernization		\$87,297,545	\$19,399,455	\$106,697,000
	ADA Retrofits	\$1,443,382	\$360,846	\$1,804,228
	Intersection Improvements	\$17,459,509	\$1,939,945	\$19,399,454
	Intelligent Transportation Systems	\$8,247,894	\$2,061,974	\$10,309,868
	Roadway Reconstruction	\$60,146,760	\$15,036,690	\$75,183,450
Expansion		\$29,785,453	\$7,446,363	\$37,231,816
	Bicycle and Pedestrian	\$29,785,453	\$7,446,363	\$37,231,816



Program Target Report

Federal Fiscal Year 2025		STIP: 2023 - 2027 (D)		
		Federal Aid Funds	Matching Funds	FFY 2025 (Proposed) (Fed Aid + Match)
	Capacity	\$0	\$0	\$0
Grand Total Formula Funds		\$827,360,627	\$165,037,787	\$992,398,413
Difference from Funds Available		\$-8,881,829	\$107,788,479	\$98,906,651
Highway (Non-Core)		\$225,256,191	\$47,866,941	\$273,123,132
<u>Reliability</u>		\$225,256,191	\$47,866,941	\$273,123,132
	Bridge	\$225,256,191	\$47,866,941	\$273,123,132
	Bridge Systematic Maintenance NB	\$48,000,000	\$12,000,000	\$60,000,000
	Bridge On-System NHS NB	\$134,376,548	\$33,594,137	\$167,970,685
	Bridge On-system Non-NHS NB	\$9,091,214	\$2,272,804	\$11,364,018
	Bridge Off-system NB	\$33,788,429	\$0	\$33,788,429
Grand Total + Non-Formula Programs		\$1,052,616,818	\$212,904,728	\$1,265,521,545



Program Target Report

Federal Fiscal Year 2026		STIP: 2023 - 2027 (D)		
		Federal Aid Funds	Matching Funds	FFY 2026 (Proposed) (Fed Aid + Match)
Balance Obligation Authority		\$783,849,292		
Planned Redistribution Request		\$50,000,000		
Total Non-earmarked Funding Available		\$833,849,292	\$277,949,764	\$1,111,799,056
Planning/Adjustments/Pass-throughs		\$204,264,787	\$16,678,484	\$220,943,271
GANS Repayment		\$133,620,000	\$0	\$133,620,000
Award Adjustments, Change Orders, etc.		\$30,728,421	\$7,292,392	\$38,020,813
Metropolitan Planning		\$11,552,321	\$2,888,080	\$14,440,401
State Planning & Research		\$22,853,971	\$5,713,493	\$28,567,464
Recreational Trails		\$1,194,736	\$298,684	\$1,493,420
Railroad Grade Crossings		\$0	\$0	\$0
SRTS Education		\$1,943,339	\$485,835	\$2,429,174
Transit Grant Program		\$0	\$0	\$0
Railroad Crossings		\$2,371,999	\$0	\$2,371,999
Regional Priorities				
Regional Share (%)	MPO	\$233,268,129	\$58,317,030	\$291,585,158
3.5596	Berkshire Region	\$8,303,412	\$2,075,853	\$10,379,265
42.9671	Boston Region	\$100,228,550	\$25,057,137	\$125,285,687
4.5851	Cape Cod	\$10,695,577	\$2,673,894	\$13,369,471
8.6901	Central Mass	\$20,271,234	\$5,067,808	\$25,339,042
2.5397	Franklin Region	\$5,924,311	\$1,481,078	\$7,405,388
0.3100	Martha's Vineyard	\$723,131	\$180,783	\$903,914
4.4296	Merrimack Valley	\$10,332,845	\$2,583,211	\$12,916,056
4.4596	Montachusett	\$10,402,825	\$2,600,706	\$13,003,532
0.2200	Nantucket	\$513,190	\$128,297	\$641,487
3.9096	Northern Middlesex	\$9,119,851	\$2,279,963	\$11,399,813
4.5595	Old Colony	\$10,635,860	\$2,658,965	\$13,294,825
10.8100	Pioneer Valley	\$25,216,285	\$6,304,071	\$31,520,356
8.9601	Southeastern Mass	\$20,901,058	\$5,225,264	\$26,126,322
Highway		\$396,316,377	\$88,796,252	\$485,112,629
Reliability		\$280,676,761	\$62,311,280	\$342,988,041
	Interstate Pavement	\$38,473,514	\$4,274,835	\$42,748,349
	Non-Interstate Pavement	\$58,162,826	\$14,540,707	\$72,703,533
	Roadway Improvements	\$1,177,510	\$294,378	\$1,471,888
	Safety Improvements	\$25,000,000	\$3,735,632	\$28,735,632
	Resiliency Improvements	\$10,744,336	\$2,686,084	\$13,430,420
	Bridge	\$147,118,575	\$36,779,644	\$183,898,219
	Bridge Inspections	\$14,320,000	\$3,580,000	\$17,900,000
	Bridge Systematic Maintenance	\$0	\$0	\$0
	Bridge On-system NHS	\$94,856,125	\$23,714,031	\$118,570,156
	Bridge On-system Non-NHS	\$0	\$0	\$0
	Bridge Off-system	\$37,942,450	\$9,485,613	\$47,428,063
Modernization		\$85,854,163	\$19,038,609	\$104,892,772
	ADA Retrofits	\$0	\$0	\$0
	Intersection Improvements	\$17,459,509	\$1,939,945	\$19,399,454
	Intelligent Transportation Systems	\$8,247,894	\$2,061,974	\$10,309,868
	Roadway Reconstruction	\$60,146,760	\$15,036,690	\$75,183,450
Expansion		\$29,785,453	\$7,446,363	\$37,231,816
	Bicycle and Pedestrian	\$29,785,453	\$7,446,363	\$37,231,816



Program Target Report

Federal Fiscal Year 2026			STIP: 2023 - 2027 (D)	
			FFY 2026 (Proposed) (Fed Aid + Match)	
		Federal Aid Funds	Matching Funds	
	Capacity	\$0	\$0	\$0
Grand Total Formula Funds		\$833,849,293	\$163,791,766	\$997,641,058
Difference from Funds Available		\$-1	\$114,157,998	\$114,157,998
Highway (Non-Core)		\$225,256,191	\$47,866,940	\$273,123,131
<u>Reliability</u>		\$225,256,191	\$47,866,940	\$273,123,131
	Bridge	\$225,256,191	\$47,866,941	\$273,123,132
	Bridge Systematic Maintenance NB	\$52,000,000	\$13,000,000	\$65,000,000
	Bridge On-System NHS NB	\$132,710,693	\$33,177,673	\$165,888,366
	Bridge On-system Non-NHS NB	\$6,757,069	\$1,689,267	\$8,446,336
	Bridge Off-system NB	\$33,788,429	\$0	\$33,788,429
Grand Total + Non-Formula Programs		\$1,059,105,484	\$211,658,706	\$1,270,764,189



Program Target Report

Federal Fiscal Year 2027		STIP: 2023 - 2027 (D)		
		Federal Aid Funds	Matching Funds	FFY 2027 (Proposed) (Fed Aid + Match)
Balance Obligation Authority		\$799,527,245		
Planned Redistribution Request		\$50,000,000		
Total Non-earmarked Funding Available		\$849,527,245	\$283,175,748	\$1,132,702,993
Planning/Adjustments/Pass-throughs		\$189,409,405	\$13,158,891	\$202,568,296
GANS Repayment		\$133,620,000	\$0	\$133,620,000
Award Adjustments, Change Orders, etc.		\$15,411,805	\$3,657,491	\$19,069,296
Metropolitan Planning		\$11,552,321	\$2,888,080	\$14,440,401
State Planning & Research		\$23,315,205	\$5,828,801	\$29,144,006
Recreational Trails		\$1,194,736	\$298,684	\$1,493,420
Railroad Grade Crossings		\$0	\$0	\$0
SRTS Education		\$1,943,339	\$485,835	\$2,429,174
Railroad Crossings		\$2,371,999	\$0	\$2,371,999
Regional Priorities				
Regional Share (%)	MPO	\$245,853,753	\$61,463,439	\$307,317,191
3.5596	Berkshire Region	\$8,751,410	\$2,187,853	\$10,939,263
42.9671	Boston Region	\$105,636,228	\$26,409,057	\$132,045,285
4.5851	Cape Cod	\$11,272,640	\$2,818,160	\$14,090,801
8.6901	Central Mass	\$21,364,937	\$5,341,234	\$26,706,171
2.5397	Franklin Region	\$6,243,948	\$1,560,987	\$7,804,935
0.3100	Martha's Vineyard	\$762,147	\$190,537	\$952,683
4.4296	Merrimack Valley	\$10,890,338	\$2,722,584	\$13,612,922
4.4596	Montachusett	\$10,964,094	\$2,741,023	\$13,705,117
0.2200	Nantucket	\$540,878	\$135,220	\$676,098
3.9096	Northern Middlesex	\$9,611,898	\$2,402,975	\$12,014,873
4.5595	Old Colony	\$11,209,702	\$2,802,425	\$14,012,127
10.8100	Pioneer Valley	\$26,576,791	\$6,644,198	\$33,220,988
8.9601	Southeastern Mass	\$22,028,742	\$5,507,186	\$27,535,928
Highway		\$414,264,087	\$93,283,179	\$507,547,266
Reliability		\$272,037,986	\$60,151,586	\$332,189,572
	Interstate Pavement	\$38,473,514	\$4,274,835	\$42,748,349
	Non-Interstate Pavement	\$58,162,826	\$14,540,707	\$72,703,533
	Roadway Improvements	\$1,177,510	\$294,378	\$1,471,888
	Safety Improvements	\$25,000,000	\$3,735,632	\$28,735,632
	Resiliency Improvements	\$7,587,549	\$1,896,887	\$9,484,436
	Bridge	\$141,636,587	\$35,409,147	\$177,045,734
	Bridge Inspections	\$8,838,012	\$2,209,503	\$11,047,515
	Bridge Systematic Maintenance	\$0	\$0	\$0
	Bridge On-system NHS	\$94,856,125	\$23,714,031	\$118,570,156
	Bridge On-system Non-NHS	\$0	\$0	\$0
	Bridge Off-system	\$37,942,450	\$9,485,613	\$47,428,063
Modernization		\$112,440,648	\$25,685,230	\$138,125,878
	ADA Retrofits	\$1,750,000	\$437,500	\$2,187,500
	Intersection Improvements	\$17,459,509	\$1,939,945	\$19,399,454
	Intelligent Transportation Systems	\$8,247,894	\$2,061,974	\$10,309,868
	Roadway Reconstruction	\$84,983,245	\$21,245,811	\$106,229,056
Expansion		\$29,785,453	\$7,446,363	\$37,231,816
	Bicycle and Pedestrian	\$29,785,453	\$7,446,363	\$37,231,816
	Capacity	\$0	\$0	\$0



Program Target Report

Federal Fiscal Year 2027

STIP: 2023 - 2027 (D)

		Federal Aid Funds	Matching Funds	FFY 2027 (Proposed) (Fed Aid + Match)
Grand Total Formula Funds		\$849,527,245	\$167,905,509	\$1,017,432,753
Difference from Funds Available		\$0	\$115,270,239	\$115,270,240
Highway (Non-Core)		\$225,256,191	\$47,866,940	\$273,123,131
<u>Reliability</u>		\$225,256,191	\$47,866,940	\$273,123,131
	Bridge	\$225,256,191	\$47,866,941	\$273,123,132
	Bridge Systematic Maintenance NB	\$56,000,000	\$14,000,000	\$70,000,000
	Bridge On-System NHS NB	\$128,710,693	\$32,177,673	\$160,888,366
	Bridge On-system Non-NHS NB	\$6,757,069	\$1,689,267	\$8,446,336
	Bridge Off-system NB	\$33,788,429	\$0	\$33,788,429
Grand Total + Non-Formula Programs		\$1,074,783,436	\$215,772,449	\$1,290,555,884

Attachment 7

FFY 2023-2027

SUPPLEMENTAL PROJECT LIST

FFY2023-2027 TIP Supplemental Project List

MassDOT Project ID	MassDOT Project Description	FFY2023 Cost	FFY2024 (Cost with 4% Inflation)	FFY2025 (Cost with 8% Inflation)	FFY2026 (Cost with 12% Inflation)	FFY2027 (Cost with 16% Inflation)	Evaluation Criteria Score / Status
610929	FALL RIVER- BEDFORD STREET CORRIDOR IMPROVEMENTS	\$12,003,401	\$12,483,537	\$12,963,673	\$13,443,809	\$13,923,945	59 / Pre 25% Design
610669	DARTMOUTH- CROSS ROAD CORRIDOR IMPROVEMENTS	\$2,525,000	\$2,626,000	\$2,727,000	\$2,828,000	\$2,929,000	46 / Pre 25% Design
607820	DARTMOUTH- RECONSTRUCTION & RELATED WORK OF FAUNCE CORNER ROAD, FROM OLD FALL RIVER ROAD SOUTHERLY TO THE MASSDOT OWNED RAILROAD CROSSING	\$7,311,930	\$7,604,407	\$7,896,884	\$8,189,362	\$8,481,839	35 / Pre 25% Design

Other Projects for Consideration

MassDOT Project ID	MassDOT Project Description	FFY2023 Cost	FFY2024 (Cost with 4% Inflation)	FFY2025 (Cost with 8% Inflation)	FFY2026 (Cost with 12% Inflation)	FFY2027 (Cost with 16% Inflation)	Status
612611	ACUSHNET- RECONSTRUCTION OF SOUTH MAIN STREET, FROM MAIN STREET TO ALDEN ROAD	\$13,437,675	\$13,975,182	\$14,512,689	\$15,050,196	\$15,587,703	Pre 25% Design
612229	MARION- IMPROVEMENTS ON ROUTE 6, FROM CONVERSE ROAD TO POINT ROAD	\$14,930,750	\$15,527,980	\$16,125,210	\$16,722,440	\$17,319,670	Pre 25% Design
610827	NEW BEDFORD- CORRIDOR IMPROVEMENTS ON ROUTE 18 BETWEEN ROUTE 6 AND ROUTE I-195	\$14,000,008	\$14,560,008	\$15,120,009	\$15,680,009	\$16,240,009	Pre 25% Design
610807	PLAINVILLE- CORRIDOR IMPROVEMENTS ON ROUTE 1, FROM ROUTE 106 TO ROUTE 152	\$10,888,500	\$11,324,040	\$11,759,580	\$12,195,120	\$12,630,660	Pre 25% Design
609442	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	\$14,228,100	\$14,797,224	\$15,366,348	\$15,935,472	\$16,504,596	Pre 25% Design
610799	WESTPORT- CORRIDOR IMPROVEMENTS ON ROUTE 6	\$14,980,001	\$15,579,201	\$16,178,401	\$16,777,601	\$17,376,801	Pre 25% Design

Attachment 8

FFY 2021

OBLIGATED PROJECTS



SRPEDD

Southeastern **Regional Planning**
& **Economic Development** District

Annual Listing of Federally Funded Obligated Projects for Federal Fiscal Year 2021

December 2021

In accordance with 23 CFR § 450.334, Southeastern Regional Planning & Economic Development District (SRPEDD) is making the Federal Fiscal Year (FFY) 2021 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),
GATRA), and
SRTA)

FFY 2021 ANNUAL LISTING OF OBLIGATED PROJECTS PER 23 CFR 450.334

MassDOT Project ID	MassDOT Project Description ▼	Advertis. / Obligation Date	FFY 2021 Programmed Federal Fund	FFY 2021 Obligated Federal Fund	Remaining Advance Construction Fund
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SOUTHEASTERN MASS REGION

605888	TAUNTON- INTERCHANGE IMPROVEMENTS AT ROUTES 24 & 140, INCLUDING REPLACING T-01-045 AND T-01-046	20-Sep-21	\$8,459,656.80	\$10,481,766.03	\$6,704,216.94
605888	TAUNTON- INTERCHANGE IMPROVEMENTS AT ROUTES 24 & 140, INCLUDING REPLACING T-01-045 AND T-01-046	09-Feb-21	\$45,839,716.80	\$45,734,735.48	
608267	RAYNHAM- RESURFACING AND RELATED WORK ON ROUTE 138	31-Jul-21	\$18,213,856.50	\$18,139,557.61	
608481	SEEKONK- RESURFACING AND RELATED WORK ON ROUTE 44	13-Mar-21	\$1,960,894.40	\$2,030,558.40	
608536	NEW BEDFORD- INTERSECTION IMPROVEMENTS AND RELATED WORK AT ROCKDALE AVENUE AND ALLEN STREET	24-Apr-21	\$2,319,674.40	\$2,292,881.71	
608597	ATTLEBORO- STORMWATER IMPROVEMENTS ALONG INTERSTATE 95	15-May-21	\$1,007,008.80	\$961,720.76	
608618	REHOBOTH- BRIDGE REPLACEMENT, R-04-004, REED STREET OVER PALMER RIVER	04-Sep-21	\$3,180,704.80	\$3,148,744.74	
608619	FALL RIVER- BRIDGE REPLACEMENT, F-02-019, WEAVER STREET OVER MASSACHUSETTS COASTAL RAILROAD	19-Jun-21	\$5,569,898.40	\$5,394,193.20	

SOUTHEASTERN MASS REGION TOTAL :

\$86,551,410.90

\$88,184,157.93

\$6,704,216.94

FFY 2021 ANNUAL LISTING OF OBLIGATED PROJECTS PER 23 CFR 450.334

MassDOT Project ID	MassDOT Project Description ▼	Advertis. / Obligation Date	FFY 2021 Programmed Federal Fund	FFY 2021 Obligated Federal Fund	Remaining Advance Construction Fund
STATEWIDE					
608210	FOXBOROUGH- PLAINVILLE- WRENTHAM- FRANKLIN- INTERSTATE MAINTENANCE & RELATED WORK ON I-495 NORTHBOUND	05-Dec-20	\$5,951,259.90	\$5,804,662.84	
608485	PITTSFIELD- LANESBOROUGH- RESURFACING AND RELATED WORK ON ROUTE 8 (FROM MM 44.43 TO MM 47.77)	28-Aug-21	\$2,977,581.60	\$2,856,639.23	
608551	DISTRICT 2- SYSTEMATIC BRIDGE MAINTENANCE AT VARIOUS LOCATIONS (2021)	20-Feb-21	\$1,060,689.60	\$1,343,296.86	
608574	BURLINGTON TO TYNGSBOROUGH- GUIDE AND TRAFFIC SIGN REPLACEMENT ON A SECTION OF US 3	12-Dec-20	\$5,023,654.40	\$5,353,986.10	
608590	DISTRICT 3- CLEAN AND PAINT STRUCTURAL STEEL BRIDGES ON I-190 AND I-290	19-Dec-20	\$884,138.40	\$1,185,904.00	
608593	DISTRICT 5- SYSTEMATIC BRIDGE PRESERVATION ALONG THE I-195 CORRIDOR	07-Nov-20	\$1,366,929.60	\$1,473,956.00	
608605	DISTRICT 4- ADA RETROFITS AT VARIOUS LOCATIONS	11-Sep-21	\$672,000.00	\$932,567.40	
608606	DISTRICT 5- ADA RETROFITS AT VARIOUS LOCATIONS	04-Sep-21	\$618,736.00	\$699,070.40	
608620	ANDOVER- TEWKSBURY- HIGHWAY LIGHTING SYSTEM REHABILITATION AND REPAIR AT THE INTERCHANGE OF INTERSTATE ROUTES 93 AND 495	27-Mar-21	\$5,695,797.60	\$5,195,327.99	
610712	STATEWIDE- ITS HARDWARE AND SOFTWARE TO SUPPORT HIGHWAY OPERATIONS	31-Jul-21	\$560,000.00	\$560,000.00	
610723	BOLTON- BOXBOROUGH- HARVARD- LITTLETON- PAVEMENT PRESERVATION ON I-495	06-Mar-21	\$13,558,509.90	\$12,262,614.74	
610791	DISTRICT 4- DISTRICT 6- ITS ROADWAY EQUIPMENT FOR HIGHWAY OPERATIONS	05-Jun-21	\$1,446,709.60	\$1,733,596.48	
610792	DISTRICT 3- ITS ROADWAY EQUIPMENT FOR HIGHWAY OPERATIONS	22-May-21	\$1,446,709.60	\$1,791,840.00	
610858	DISTRICT 1- DISTRICT 2- RESURFACING AND HIGH FRICTION SURFACE TREATMENT AND RELATED WORK AT MULTIPLE LOCATIONS	29-May-21	\$2,557,487.70	\$2,552,377.42	

FFY 2021 ANNUAL LISTING OF OBLIGATED PROJECTS PER 23 CFR 450.334

MassDOT Project ID	MassDOT Project Description ▼	Advertis. / Obligation Date	FFY 2021 Programmed Federal Fund	FFY 2021 Obligated Federal Fund	Remaining Advance Construction Fund
611993	BOSTON- SPACE MODERNIZATION FOR THE HIGHWAY OPERATIONS CENTER (HOC)	28-Aug-21	\$2,000,880.00	\$2,259,827.52	
S10690	State Planning and Research Work Program I (SPR I), Planning (FFY 2022)	22-Sep-21	\$19,293,524.00	\$19,293,524.00	
S10691	State Planning and Research Work Program II (SPR II), Research (FFY 2022)	22-Sep-21	\$6,267,000.80	\$6,267,000.80	
S10700	Metropolitan Planning (FFY 2022 UPWPs) - PL	03-Sep-21	\$12,062,540.00	\$12,062,540.00	
S10701	Metropolitan Planning (FFY 2022 UPWPs) - SPR	03-Sep-21	\$1,138,976.00	\$308,387.10	
S10726	Recreational Trails (FFY 2021)	14-Sep-21	\$1,186,728.80	\$1,186,729.00	
S10731	Railroad Grade Crossings (FFY 2021)	22-Sep-21	\$1,777,777.60	\$2,475,000.00	
S10736	SRTS Education (FFY 2021)	02-Dec-20	\$1,280,602.40	\$1,280,608.00	
S10772	ABP GANS FFY 2021	15-Dec-20	\$13,390,000.00	\$13,390,000.00	
S10772	ABP GANS FFY 2021	15-Jun-21	\$68,985,000.00	\$68,985,000.00	
S10811	STATEWIDE- TECHNICAL SUPPORT FOR INTELLIGENT TRANSPORTATIONS SYSTEMS (ITS)	28-Apr-21	\$960,000.00	\$960,000.00	
S10812	STATEWIDE- PROBE DATA ANALYTICS DASHBOARD	15-Sep-21	\$140,000.00	\$140,000.00	
S10859	FFY 2021 SPR Pooled Fund Transfer Projects	09-Mar-21	\$1,134,461.00	\$1,134,461.00	
STATEWIDE TOTAL :			\$173,437,694.50	\$173,488,916.88	
			\$732,140,330.60	\$760,214,608.65	\$119,604,305.46

Transit Agency	Project Number	FTA Activity Line Item	Project Description	Obligation Date	FFY2021 Programmed Federal Funds	Programmed State Funds	Local Funds	Total Cost	Grant#	Obligated Amount
Southeastern Regional Transit Authority	RTD0008643	442400	SHORT RANGE TRANSIT PLANNING	11/30/2020	\$72,000	\$0	\$18,000	\$90,000	2021-001	\$72,000
Southeastern Regional Transit Authority	RTD0008646	114220	ACQUIRE - TRANSIT ENHANCEMENTS	11/30/2020	\$8,000	\$2,000	\$0	\$10,000	2021-001	\$8,000
Southeastern Regional Transit Authority	RTD0008644	114220	ACQUIRE - MISC OPS/MAINT SUPPORT EQUIPMENT	11/30/2020	\$32,000	\$8,000	\$0	\$40,000	2021-001	\$32,000
Southeastern Regional Transit Authority	RTD0008647	114211	ACQUIRE - OPS/MAINT SUPPORT VEHICLES REPLACEMENTS (1)	11/30/2020	\$32,000	\$8,000	\$0	\$40,000	2021-001	\$32,000
Southeastern Regional Transit Authority	RTD0008668	111640	LEASE ASSOC CAP MAINT ITEMS (Tire Lease)	11/30/2020	\$72,000	\$18,000	\$0	\$90,000	2021-001	\$72,000
Southeastern Regional Transit Authority	RTD0008999	114100	ENGINEERING & DESIGN - BUS SUPPORT EQUIP/FACILITIES	11/30/2020	\$30,000	\$7,500	\$0	\$37,500	2021-001	\$30,000
Southeastern Regional Transit Authority	RTD0008649	111202	BUY REPLACEMENT 35-FT BUS (2)	4/5/2021	\$147,109	\$500,000	\$0	\$1,000,000	2020-036	\$147,109
Southeastern Regional Transit Authority	RTD0009000	114400	REHAB/RENOVATE BUS SUPPORT FACIL/EQUIP - Small Urban 5339	12/14/2020	\$300,000	\$75,000	\$0	\$375,000	2021-004	\$300,000

Attachment 9

FFY 2023-2027

**MassDOT Operation &
Maintenance Expenditures**

Operating and Maintenance Expenditures as of March 2022						
Statewide and District Contracts plus Expenditures within MPO boundaries						
Program Group/Sub Group	Est SFY 2022 Spending	Est SFY 2023 Spending	Est SFY 2024 Spending	Est SFY 2025 Spending	Est SFY 2026 Spending	
Part 1: Non-Federal Aid						
Section I - Non Federal Aid Maintenance Projects - State Bondfunds						
01 - ADA Retrofits						
Sidewalk Construction and Repairs	\$ 78,719	\$ 114,000	\$ 52,000	\$ -	\$ -	
02 - Bicycles and pedestrians program						
Bikeway/Bike Path Construction	\$ -	\$ -	\$ -	\$ -	\$ -	
03 - Bridge						
Bridge Maintenance	\$ 47,360,434	\$ 22,008,112	\$ 7,019,328	\$ 345,318	\$ -	
Bridge Maintenance - Deck Repairs	\$ 13,072,586	\$ 8,334,358	\$ 5,311,045	\$ 443,585	\$ -	
Bridge Maintenance - Joints	\$ 3,793,035	\$ 2,804,206	\$ 1,208,481	\$ 68,432	\$ -	
Bridge Preservation	\$ 2,882,033	\$ 11,816,698	\$ 4,974,667	\$ 317,981	\$ -	
Drawbridge Maintenance	\$ 5,575,223	\$ 2,560,174	\$ -	\$ -	\$ -	
Painting - Structural	\$ 6,162,363	\$ 1,605,861	\$ -	\$ -	\$ -	
Structures Maintenance	\$ 284,948	\$ 142,680	\$ -	\$ -	\$ -	
04 - Capacity						
Highway Relocation	\$ -	\$ -	\$ -	\$ -	\$ -	
Hwy Reconstr - Added Capacity	\$ -	\$ -	\$ -	\$ -	\$ -	
Hwy Reconstr - Major Widening	\$ -	\$ -	\$ -	\$ -	\$ -	
05 - Facilities						
Vertical Construction (Ch 149)	\$ 6,669,216	\$ 5,718,204	\$ 1,651,487	\$ 114,754	\$ -	
07 - Intersection Improvements						
Traffic Signals	\$ 3,488,759	\$ 2,224,126	\$ 1,914,764	\$ 94,957	\$ -	
08 - Interstate Pavement						
Resurfacing Interstate	\$ -	\$ -	\$ -	\$ -	\$ -	
09 - Intelligent Transportation Systems Program						
Intelligent Transportation System	\$ -	\$ -	\$ -	\$ -	\$ -	
10 - Non-interstate DOT Pavement Program						
Milling and Cold Planing	\$ 625,000	\$ 695,000	\$ 65,316	\$ -	\$ -	
Resurfacing	\$ 6,415,673	\$ 4,437,466	\$ 3,658,730	\$ 956,730	\$ -	
Resurfacing DOT Owned Non-Interstate	\$ 5,222,136	\$ 3,704,756	\$ 1,345,715	\$ 178,272	\$ -	
11 - Roadway Improvements						
Asbestos Removal	\$ -	\$ -	\$ -	\$ -	\$ -	
Catch Basin Cleaning	\$ 1,966,347	\$ 1,455,089	\$ 310,866	\$ -	\$ -	
Contract Highway Maintenance	\$ 3,190,450	\$ 3,000,531	\$ 1,668,618	\$ 100,901	\$ -	
Crack Sealing	\$ 1,672,864	\$ 1,194,760	\$ 706,377	\$ 109,600	\$ -	
Culvert Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -	
Culvert Reconstruction/Rehab	\$ -	\$ -	\$ -	\$ -	\$ -	
Drainage	\$ 7,341,532	\$ 6,292,153	\$ 1,154,896	\$ 103,925	\$ -	
Dredging	\$ -	\$ -	\$ -	\$ -	\$ -	
Guard Rail & Fencing	\$ 3,429,456	\$ 4,146,615	\$ 1,845,428	\$ 278,197	\$ -	
Highway Sweeping	\$ 963,234	\$ 1,007,278	\$ 141,245	\$ -	\$ -	
Landscaping	\$ 233,427	\$ 600,000	\$ 244,014	\$ -	\$ -	
Mowing and Spraying	\$ 2,002,002	\$ 1,038,229	\$ 357,576	\$ 29,565	\$ -	
Sewer and Water	\$ 3,904	\$ 20,843	\$ 10,580	\$ -	\$ -	
Tree Trimming	\$ 3,939,855	\$ 2,625,059	\$ 722,777	\$ -	\$ -	
12 - Roadway Reconstruction						
Hwy Reconstr - No Added Capacity	\$ 6,001	\$ -	\$ -	\$ -	\$ -	
Hwy Reconstr - Restr and Rehab	\$ 646,014	\$ 109,047	\$ 265,670	\$ 177,113	\$ -	
Roadway - Reconstr - Sidewalks and Curbing	\$ 1,879,857	\$ 748,676	\$ -	\$ -	\$ -	
13 - Safety Improvements						
Electrical	\$ 398,549	\$ -	\$ -	\$ -	\$ -	
Impact Attenuators	\$ 1,068,681	\$ 911,141	\$ 346,248	\$ 129,196	\$ -	
Lighting	\$ 3,735,830	\$ 2,267,423	\$ 1,281,166	\$ 116,870	\$ -	
Pavement Marking	\$ 3,332,465	\$ 3,166,821	\$ 1,623,975	\$ 343,891	\$ -	
Safety Improvements	\$ 227,620	\$ 33,595	\$ -	\$ -	\$ -	
Sign Installation/Upgrading	\$ 545,832	\$ 833,711	\$ 827,507	\$ 65,739	\$ -	
Structural Signing	\$ 359,312	\$ 129,607	\$ -	\$ -	\$ -	
Section I Total:	\$ 138,573,354	\$ 95,746,219	\$ 38,708,474	\$ 3,975,025	\$ -	
Section II - Non Federal Aid Highway Operations - State Operating Budget Funding						
Snow and Ice Operations & Materials						
	\$ 83,800,000	\$ 95,000,000	\$ 95,000,000	\$ 95,000,000	\$ 95,000,000	
District Maintenance Payroll						
Mowing, Litter Mgmt, Sight Distance Clearing, Etc.	\$ 34,400,000	\$ 35,440,000	\$ 36,510,000	\$ 37,610,000	\$ 38,740,000	
Section II Total:	\$ 118,200,000	\$ 130,440,000	\$ 131,510,000	\$ 132,610,000	\$ 133,740,000	
Grand Total NFA:	\$ 256,773,354	\$ 226,186,219	\$ 170,218,474	\$ 136,585,025	\$ 133,740,000	

Operating and Maintenance Expenditures as of March 2022						
Statewide and District Contracts plus Expenditures within MPO boundaries						
Program Group/Sub Group	Est SFY 2022 Spending	Est SFY 2023 Spending	Est SFY 2024 Spending	Est SFY 2025 Spending	Est SFY 2026 Spending	
Part 2: Federal Aid						
Section I - Federal Aid Maintenance Projects						
01 - ADA Retrofits						
Sidewalk Construction and Repairs	\$ -	\$ -	\$ -	\$ -	\$ -	-
02 - Bicycles and pedestrians program						
Bikeway/Bike Path Construction	\$ -	\$ -	\$ -	\$ -	\$ -	-
03 - Bridge						
Bridge Maintenance	\$ 3,805,564	\$ 502,504	\$ 2,357,142	\$ -	\$ -	-
Bridge Maintenance - Deck Repairs	\$ -	\$ -	\$ 1,038,762	\$ 952,198	\$ -	-
Bridge Maintenance - Joints	\$ -	\$ -	\$ -	\$ -	\$ -	-
Bridge Preservation	\$ -	\$ -	\$ -	\$ -	\$ -	-
Bridge Reconstruction/Rehab	\$ -	\$ -	\$ -	\$ -	\$ -	-
Drawbridge Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -	-
Painting - Structural	\$ 3,401,816	\$ 378,207	\$ -	\$ -	\$ -	-
Structures Maintenance	\$ 238,348	\$ 2,860,181	\$ 1,430,090	\$ -	\$ -	-
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	\$ 5,557,056	\$ 9,931	\$ 978,483	\$ -	\$ -	-
Pavement Marking	\$ -	\$ -	\$ -	\$ -	\$ -	-
Safety Improvements	\$ -	\$ -	\$ -	\$ -	\$ -	-
Sign Installation/Upgrading	\$ -	\$ -	\$ -	\$ -	\$ -	-
Structural Signing	\$ 583,693	\$ 99,450	\$ -	\$ -	\$ -	-
Section I Total:	\$ 13,586,477	\$ 3,850,272	\$ 5,804,478	\$ 952,198	\$ -	-
Grand Total Federal Aid:						
	\$ 13,586,477	\$ 3,850,272	\$ 5,804,478	\$ 952,198	\$ -	-

Operating and Maintenance Expenditures as of March 2022

Statewide and District Contracts

Program Group/Sub Group	Est SFY 2022 Spending	Est SFY 2023 Spending	Est SFY 2024 Spending	Est SFY 2025 Spending	Est SFY 2026 Spending
Part 1: Non-Federal Aid					
Section I - Non Federal Aid Maintenance Projects - State Bondfunds					
01 - ADA Retrofits					
Sidewalk Construction and Repairs	\$ 78,719	\$ 114,000	\$ 52,000	\$ -	\$ -
02 - Bicycles and pedestrians program					
Bikeway/Bike Path Construction	\$ -	\$ -	\$ -	\$ -	\$ -
03 - Bridge					
Bridge Maintenance	\$ 36,405,775	\$ 18,815,892	\$ 6,183,863	\$ 345,318	\$ -
Bridge Maintenance - Deck Repairs	\$ 13,072,586	\$ 8,334,358	\$ 5,311,045	\$ 443,585	\$ -
Bridge Maintenance - Joints	\$ 3,793,035	\$ 2,804,206	\$ 1,208,481	\$ 68,432	\$ -
Bridge Preservation	\$ 722,817	\$ 1,510,000	\$ 635,000	\$ -	\$ -
Drawbridge Maintenance	\$ 5,575,223	\$ 2,560,174	\$ -	\$ -	\$ -
Painting - Structural	\$ 4,516,054	\$ 1,605,861	\$ -	\$ -	\$ -
Structures Maintenance	\$ 284,948	\$ 142,680	\$ -	\$ -	\$ -
04 - Capacity					
Highway Relocation	\$ -	\$ -	\$ -	\$ -	\$ -
Hwy Reconstr - Added Capacity	\$ -	\$ -	\$ -	\$ -	\$ -
Hwy Reconstr - Major Widening	\$ -	\$ -	\$ -	\$ -	\$ -
05 - Facilities					
Vertical Construction (Ch 149)	\$ 4,429,468	\$ 2,368,944	\$ 929,429	\$ 114,754	\$ -
07 - Intersection Improvements					
Traffic Signals	\$ 3,488,759	\$ 2,224,126	\$ 1,914,764	\$ 94,957	\$ -
08 - Interstate Pavement					
Resurfacing Interstate	\$ -	\$ -	\$ -	\$ -	\$ -
09 - Intelligent Transportation Systems Program					
Intelligent Transportation System	\$ -	\$ -	\$ -	\$ -	\$ -
10 - Non-Interstate DOT Pavement Program					
Milling and Cold Planning	\$ 625,000	\$ 695,000	\$ 65,316	\$ -	\$ -
Resurfacing	\$ 6,415,673	\$ 4,437,466	\$ 3,658,730	\$ 956,730	\$ -
Resurfacing DOT Owned Non-Interstate	\$ 5,203,927	\$ 3,704,756	\$ 1,345,715	\$ 178,272	\$ -
11 - Roadway Improvements					
Asbestos Removal	\$ -	\$ -	\$ -	\$ -	\$ -
Catch Basin Cleaning	\$ 1,966,347	\$ 1,455,089	\$ 310,866	\$ -	\$ -
Contract Highway Maintenance	\$ 3,055,450	\$ 2,387,018	\$ 1,154,312	\$ 72,342	\$ -
Crack Sealing	\$ 1,672,864	\$ 1,194,760	\$ 706,377	\$ 109,600	\$ -
Culvert Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -
Culvert Reconstruction/Rehab	\$ -	\$ -	\$ -	\$ -	\$ -
Drainage	\$ 6,789,520	\$ 5,478,547	\$ 1,040,684	\$ 103,925	\$ -
Dredging	\$ -	\$ -	\$ -	\$ -	\$ -
Guard Rail & Fencing	\$ 3,429,456	\$ 4,146,615	\$ 1,845,428	\$ 278,197	\$ -
Highway Sweeping	\$ 963,234	\$ 1,007,278	\$ 141,245	\$ -	\$ -
Landscaping	\$ 233,427	\$ 600,000	\$ 244,014	\$ -	\$ -
Mowing and Spraying	\$ 1,984,043	\$ 822,728	\$ 177,992	\$ 29,565	\$ -
Sewer and Water	\$ 3,904	\$ 20,843	\$ 10,580	\$ -	\$ -
Tree Trimming	\$ 3,939,855	\$ 2,625,059	\$ 722,777	\$ -	\$ -
12 - Roadway Reconstruction					
Hwy Reconstr - No Added Capacity	\$ 6,001	\$ -	\$ -	\$ -	\$ -
Hwy Reconstr - Restr and Rehab	\$ 646,014	\$ 109,047	\$ 265,670	\$ 177,113	\$ -
Roadway - Reconstr - Sidewalks and Curbing	\$ 1,879,857	\$ 748,676	\$ -	\$ -	\$ -
13 - Safety Improvements					
Electrical	\$ 398,549	\$ -	\$ -	\$ -	\$ -
Impact Attenuators	\$ 1,068,681	\$ 842,686	\$ 181,956	\$ 47,050	\$ -
Lighting	\$ 3,735,830	\$ 2,267,423	\$ 1,281,166	\$ 116,870	\$ -
Pavement Marking	\$ 3,332,465	\$ 3,166,821	\$ 1,623,975	\$ 343,891	\$ -
Safety Improvements	\$ 227,620	\$ 33,595	\$ -	\$ -	\$ -
Sign Installation/Upgrading	\$ 467,832	\$ 573,711	\$ 646,592	\$ 65,739	\$ -
Structural Signing	\$ 359,312	\$ 129,607	\$ -	\$ -	\$ -
Section I Total:	\$ 120,772,243	\$ 76,926,966	\$ 31,657,976	\$ 3,546,339	\$ -
Section II - Non Federal Aid Highway Operations - State Operating Budget Funding					
Snow and Ice Operations & Materials					
District Maintenance Payroll	\$ 83,800,000	\$ 95,000,000	\$ 95,000,000	\$ 95,000,000	\$ 95,000,000
Mowing, Litter Mgmt, Sight Distance Clearing, Etc.	\$ 34,400,000	\$ 35,440,000	\$ 36,510,000	\$ 37,610,000	\$ 38,740,000
Section II Total:	\$ 118,200,000	\$ 130,440,000	\$ 131,510,000	\$ 132,610,000	\$ 133,740,000
Grand Total NFA:	\$ 238,972,243	\$ 207,366,966	\$ 163,167,976	\$ 136,156,339	\$ 133,740,000

Operating and Maintenance Expenditures as of March 2022

Statewide and District Contracts

Program Group/Sub Group	Est SFY 2022 Spending	Est SFY 2023 Spending	Est SFY 2024 Spending	Est SFY 2025 Spending	Est SFY 2026 Spending
Part 2: Federal Aid					
Section I - Federal Aid Maintenance Projects					
01 - ADA Retrofits					
Sidewalk Construction and Repairs	\$ -	\$ -	\$ -	\$ -	\$ -
02 - Bicycles and pedestrians program					
Bikeway/Bike Path Construction	\$ -	\$ -	\$ -	\$ -	\$ -
03 - Bridge					
Bridge Maintenance	\$ 2,557,469	\$ 502,504	\$ -	\$ -	\$ -
Bridge Maintenance - Deck Repairs	\$ -	\$ -	\$ -	\$ -	\$ -
Bridge Maintenance - Joints	\$ -	\$ -	\$ -	\$ -	\$ -
Bridge Preservation	\$ -	\$ -	\$ -	\$ -	\$ -
Bridge Reconstruction/Rehab	\$ -	\$ -	\$ -	\$ -	\$ -
Drawbridge Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -
Painting - Structural	\$ 3,401,816	\$ 378,207	\$ -	\$ -	\$ -
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	\$ 583,693	\$ 99,450	\$ -	\$ -	\$ -
Section I Total:	\$ 6,542,978	\$ 980,161	\$ -	\$ -	\$ -
Grand Total Federal Aid:					
	\$ 6,542,978	\$ 980,161	\$ -	\$ -	\$ -

Operating and Maintenance Expenditures as of March 2022						
Southeastern Mass						
Program Group/Sub Group	Est SFY 2022 Spending	Est SFY 2023 Spending	Est SFY 2024 Spending	Est SFY 2025 Spending	Est SFY 2026 Spending	
Part 1: Non-Federal Aid						
Section I - Non Federal Aid Maintenance Projects - State Bondfunds						
01 - ADA Retrofits						
Sidewalk Construction and Repairs	\$ -	\$ -	\$ -	\$ -	\$ -	-
02 - Bicycles and pedestrians program						
Bikeway/Bike Path Construction	\$ -	\$ -	\$ -	\$ -	\$ -	-
03 - Bridge						
Bridge Maintenance	\$ 4,402,017	\$ 724,800	\$ -	\$ -	\$ -	-
Bridge Maintenance - Deck Repairs	\$ -	\$ -	\$ -	\$ -	\$ -	-
Bridge Maintenance - Joints	\$ -	\$ -	\$ -	\$ -	\$ -	-
Bridge Preservation	\$ -	\$ -	\$ -	\$ -	\$ -	-
Drawbridge Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -	-
Painting - Structural	\$ -	\$ -	\$ -	\$ -	\$ -	-
Structures Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -	-
04 - Capacity						
Highway Relocation	\$ -	\$ -	\$ -	\$ -	\$ -	-
Hwy Reconstr - Added Capacity	\$ -	\$ -	\$ -	\$ -	\$ -	-
Hwy Reconstr - Major Widening	\$ -	\$ -	\$ -	\$ -	\$ -	-
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	\$ 135,000	\$ 613,513	\$ 514,306	\$ 28,559	\$ -	-
Crack Sealing	\$ -	\$ -	\$ -	\$ -	\$ -	-
Culvert Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -	-
Culvert Reconstruction/Rehab	\$ -	\$ -	\$ -	\$ -	\$ -	-
Drainage	\$ -	\$ -	\$ -	\$ -	\$ -	-
Dredging	\$ -	\$ -	\$ -	\$ -	\$ -	-
Guard Rail & Fencing	\$ -	\$ -	\$ -	\$ -	\$ -	-
Highway Sweeping	\$ -	\$ -	\$ -	\$ -	\$ -	-
Landscaping	\$ -	\$ -	\$ -	\$ -	\$ -	-
Mowing and Spraying	\$ -	\$ -	\$ -	\$ -	\$ -	-
Sewer and Water	\$ -	\$ -	\$ -	\$ -	\$ -	-
Tree Trimming	\$ -	\$ -	\$ -	\$ -	\$ -	-
12 - Roadway Reconstruction						
Hwy Reconstr - No Added Capacity	\$ -	\$ -	\$ -	\$ -	\$ -	-
Hwy Reconstr - Restr and Rehab	\$ -	\$ -	\$ -	\$ -	\$ -	-
Roadway - Reconstr - Sidewalks and Curbing	\$ -	\$ -	\$ -	\$ -	\$ -	-
13 - Safety Improvements						
Electrical	\$ -	\$ -	\$ -	\$ -	\$ -	-
Impact Attenuators	\$ -	\$ 68,455	\$ 164,291	\$ 82,146	\$ -	-
Lighting	\$ -	\$ -	\$ -	\$ -	\$ -	-
Pavement Marking	\$ -	\$ -	\$ -	\$ -	\$ -	-
Safety Improvements	\$ -	\$ -	\$ -	\$ -	\$ -	-
Sign Installation/Upgrading	\$ 78,000	\$ 260,000	\$ 180,915	\$ -	\$ -	-
Structural Signing	\$ -	\$ -	\$ -	\$ -	\$ -	-
Section I Total:	\$ 4,615,017	\$ 1,666,768	\$ 859,513	\$ 110,704	\$ -	-
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:	\$ 4,615,017	\$ 1,666,768	\$ 859,513	\$ 110,704	\$ -	-

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?	Max of 5 points +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
Total COMMUNITY IMPACT & SUPPORT Points			14

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 or identified during design +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 OR +3 Exceeds statewide average crash rates and is identified in the Regional Transportation Plan or a state level source (HSIP, Top 200)	0 to 6
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 OR Project is not addressing safety concerns outlined in a study	0 to 6
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	-6 to +6
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	0 to 4
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	0 to 3
Total SAFETY & SECURITY Points			25

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	0 to 6
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	0 to 4
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	0 to 4
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	0 to 3
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	0 to 3
Total MOBILITY/CONGESTION Points			20

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 to/from/within Economic Target Areas, Economic Opportunity Areas, Priority Development Areas, 43D sites, Transit Oriented Developments (TOD's) or Environmental Justice areas ?	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
Total LIVABILITY / SUSTAINABLE DEVELOPMENT EFFECTS Points			14

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 23-27 Project Descriptions

Project Location: Rehoboth

Project Name: Intersection Improvements and Related Work at Winthrop Street (Route 44) and Anawan Street (Route 118)

MassDOT Project ID: 608230

TIP Year: 2023

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 (2014-2016). 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.



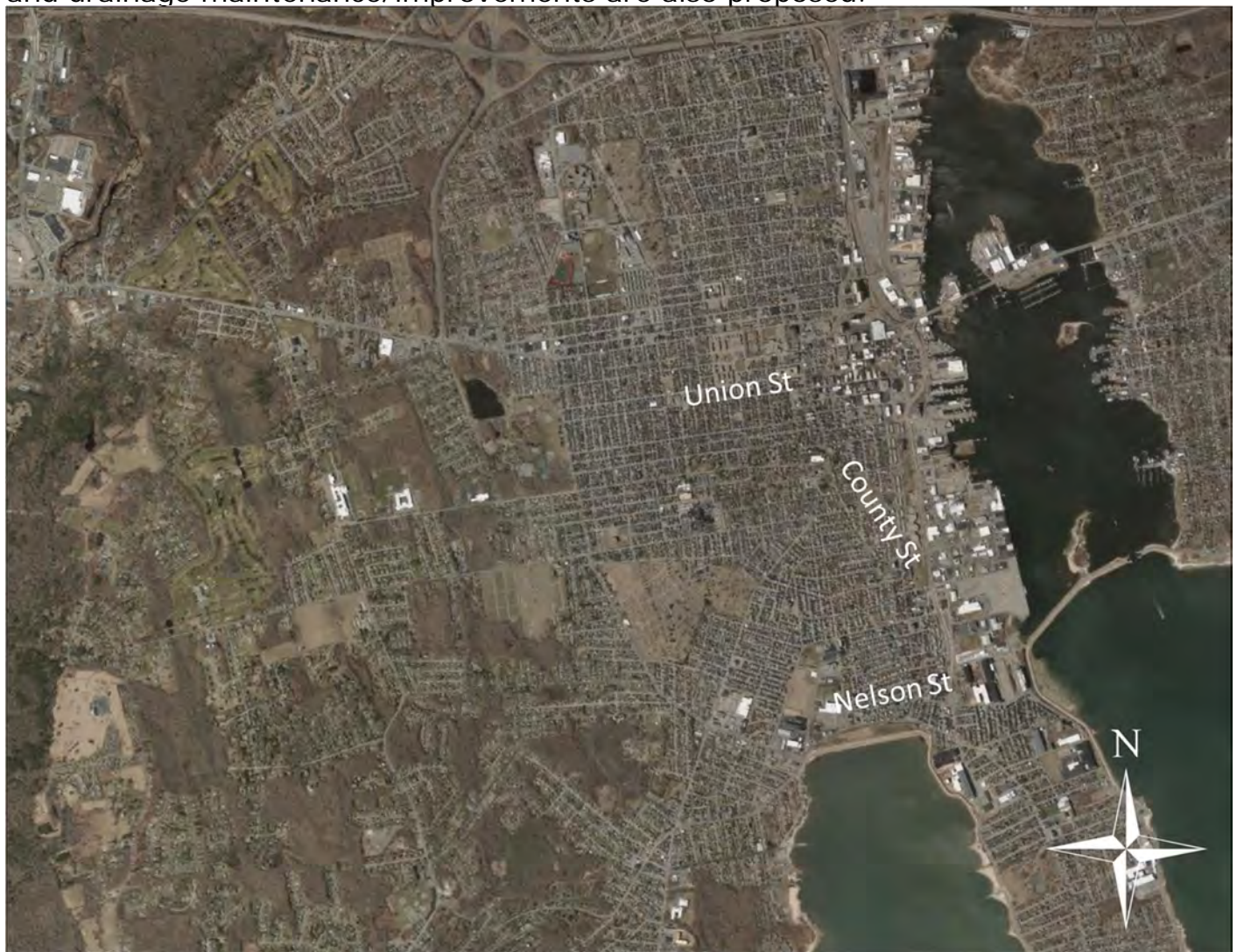
Project Location: New Bedford

Project Name: Corridor Improvements and Related Work on County Street from Nelson Street to Union Street

MassDOT Project ID: 608535

TIP Year: 2023

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.



Project Location: Dartmouth

Project Name: Corridor Improvements on Route 6 from Faunce Corner Road to Hathaway Road

MassDOT Project ID: 607871

TIP Year: 2024

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



Project Location: Taunton

Project Name: Corridor Improvement and Related Work on Broadway (Route 138), from Purchase Street to Jackson Street (Phase 2)

MassDOT Project ID: 608753

TIP Year: 2024

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.



Project Location: Wareham

Project Name: Corridor Improvements on Route 6 at Swifts Beach Road

MassDOT Project ID: 610647

TIP Year: 2024

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.



Project Location: Mansfield

Project Name: Reconstruction on Chauncy Street (Route 106)

MassDOT Project ID: 608944

TIP Year: 2024

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.



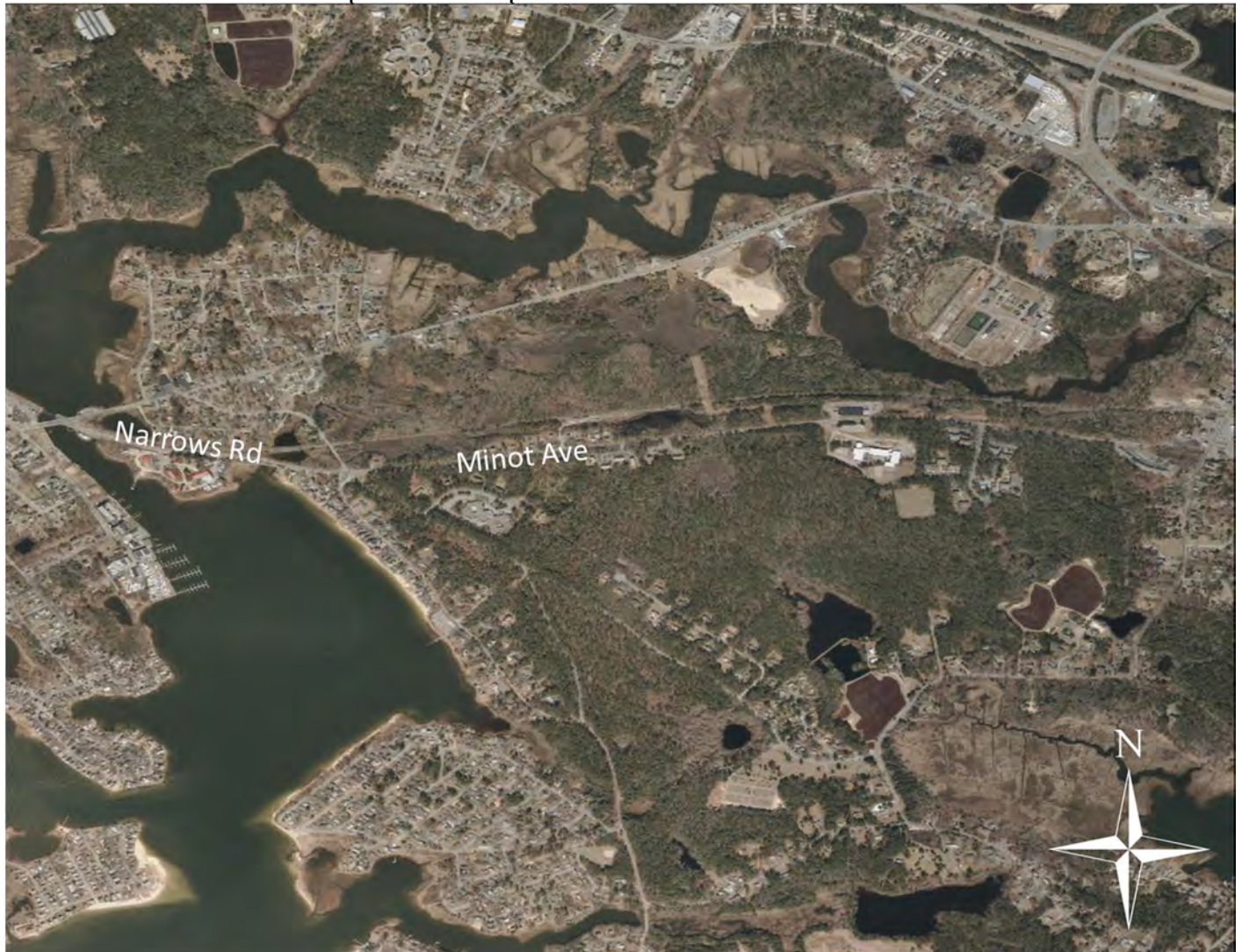
Project Location: Wareham

Project Name: Shared Use Path Construction Adjacent to Narrows Road and Minot Avenue

MassDOT Project ID: 607825

TIP Year: 2025

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.



Project Location: Lakeville

Project Name: Reconstruction and Related Work on Rhode Island Road (Route 79) from the Taunton City Line to Clear Pond Road

MassDOT Project ID: 606715

TIP Year: 2025

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.



Project Location: Norton

Project Name: Intersection Improvements at West Main Street (Route 123), North Worcester Street and South Worcester Street

MassDOT Project ID: 609193

TIP Year: 2025

Project Description: This project entails the reconstruction for the Route 123 and North and South Worcester Street intersection. Work on Route 123 and Worcester Street will consist of reconstructing the roadway to include opposing left turn lanes, roadway shoulders to better accommodate bicycle travel, and new sidewalks to accommodate pedestrians. North and South Worcester Street will be realigned and may include right turn slip ramps. The intersection will also include a new traffic signal.



Project Location: Mansfield

Project Name: Corridor Improvements and Related Work on School Street, from Spring Street to West Street

MassDOT Project ID: 609255

TIP Year: 2025

Project Description: This project aims to improve safety on the corridor through rehabilitation of the roadway, providing bicycle accommodations, and introducing a sidewalk with a pedestrian signal. The project will also provide additional consideration through a traffic signal warrant analysis at both the School Street and Spring Street intersections in order to reduce congestion in the area.



Project Location: Mattapoisett

Project Name: Corridor Improvements and Related Work on Main Street, Water Street, Beacon Street, and Marion Road

MassDOT Project ID: 607440

TIP Year: 2026

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.



Project Location: Plainville

Project Name: Reconstruction of South Street (Route 1A) from Sharlene Lane to Everett Street and Related Work

MassDOT Project ID: 608750

TIP Year: 2026

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.



Project Location: New Bedford

Project Name: Intersection Improvements at Mount Pleasant Street and Nash Road

MassDOT Project ID: 610798

TIP Year: 2026

Project Description: This project aims to improve the safety and operation of Mount Pleasant Street especially at the intersection of Nash Road. The project includes plans for additional bicycle and pedestrian accommodation, updated traffic signals, and the addition of dedicated turning lanes.



Project Location: Dartmouth

Project Name: Corridor Improvements on Dartmouth Street and Prospect Street

MassDOT Project ID: 608586

TIP Year: 2027

Project Description: Work on this project consists of corridor improvements on Dartmouth Street from Howland Street to Middle Street/Prospect Street and extends on Prospect Street to Elm Street. This is the third and final phase of improvements on Dartmouth Street, which consists of pavement rehabilitation and bicycle/pedestrian accommodation. In addition, drainage, curbing, pavement and signage need improvement. Improvements at the intersection at Prospect and Middle Streets are being considered, including the possible construction of a roundabout.



Project Location: Westport

Project Name: Intersection Improvements at Route 177 and Roberts Road/Tickle Road

MassDOT Project ID: 610927

TIP Year: 2027

Project Description: Work on this project includes constructing a single lane roundabout with a 110-foot inscribed circle, shifted off-center within the existing intersection. The roundabout is sized to accommodate a WB-50 design vehicle. This work will require utility pole relocations. New stormwater and drainage improvements will be included. Sidewalks and bike lanes are not present at the existing intersection but will be evaluated as part of the proposed work. Roadway approaches will be reconstructed as required to match to existing grade and provide smooth transitions.



Project Location: Mansfield

Project Name: Chauncy Street (Route 106) Improvements (Phase 2)

MassDOT Project ID: 612268

TIP Year: 2027

Project Description: Work on this project is intended to reduce congestion and improve safety along the corridor for all users. This will be accomplished with anticipated construction of a new traffic signal serving the primary access to the Mansfield MBTA Commuter Rail station, improvements to an existing traffic signal at North Main Street, and improvements in pedestrian and bicycle facility upgrades matching and continuing improvements proposed under Chauncy Street (Route 106) Improvements Phase 1 (#608944).



Project Location: Dartmouth

Project Name: Reconstruction and Related Work of Faunce Corner Road from Old Fall River Road Southerly to the MassDOT Owned Railroad Crossing

MassDOT Project ID: 607820

TIP Year: 2027

Project Description: Work on this project is expected to consist of the rehabilitation of the roadway in order to incorporate travel lanes, shoulders, curbing, sidewalks, drainage, and a potential roundabout at the intersection of Faunce Corner Road and Old Fall River Road.



APPENDIX C

ACRONYMS

Transportation 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.

BIL – Bipartisan Infrastructure Law

The Bipartisan Infrastructure Law (Public Law 117-58) was signed into law on November 15, 2021 by President Biden as part of the Infrastructure Investment and Jobs Act (IIJA). The BIL is the largest long-term investment in our infrastructure and economy in our Nation's history. It provides \$550 billion over fiscal years 2022 through 2026 in new Federal investment in infrastructure, including in roads, bridges, and mass transit, water infrastructure, resilience, and broadband.

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

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.

Transportation Acronyms

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.

Transportation Acronyms

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**.

Transportation Acronyms

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.

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.

Transportation Acronyms

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. Jamey Tesler, Transportation Secretary and CEO of MassDOT, is the chair for the **SMMPO**.

MaPIT - MassDOT's Project Intake Tool

MassDOT's digital online comprehensive project screening tool assist communities in initiating new projects.

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.

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.

Transportation Acronyms

NOFO - Notice of Funding Opportunity

Announcement of the availability of Funding Opportunities which include the awarding agency and the entities that are eligible to apply with details regarding project eligibility and funding proportions.

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.

Pinfo – MassDOT's Project Information Tracking System

MassDOT's on-line project tracking system which provides information on all Highway projects.

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 project need. 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.

Transportation Acronyms

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.

Transportation Acronyms

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.

Transportation Acronyms

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.