Transportation Improvement Program

2024-2028

SRPEDD
Southeastern Regional Planning & Economic Development District

SMMPO

Improving
OUR COMMUNITIES

Endorsed - May 16, 2023

Amendment #1 - November 21, 2023

Adjustment #1 - November 21, 2023

The preparation of this report has been financed in part through grant[s] from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 505 [or Metropolitan Planning Program, Section 104(f)] of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

2024-2028
TRANSPORTATION IMPROVEMENT PROGRAM
For the SOUTHEASTERN MASSACHUSETTS METROPOLITAN PLANNING ORGANIZATION

SOUTHEASTERN REGIONAL PLANNING AND ECONOMIC DEVELOPMENT DISTRICT

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Southeastern Massachusetts Metropolitan Planning Organization (SMMPO) Title VI Coordinator

SRPEDD

88 Broadway, Taunton, MA 02780

Phone: 508 824-1367 or dial 711 to use MassRelay 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 711 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

Massachusetts Public Accommodation Law (M.G.L. c 272 §§92a, 98, 98a) and Executive Order 526 section 4 also prohibit discrimination in public accommodations based on religion, creed, class, race, color, denomination, sex, sexual orientation, nationality, disability, gender identity and expression, and veteran's status, and SRPEDD and the SMMPO assures compliance with these laws. Public Accommodation Law concerns can be brought to SRPEDD's Title VI / Nondiscrimination Coordinator or to file a complaint alleging a violation of the state's Public Accommodation Law, contact the Massachusetts Commission Against Discrimination (MCAD) within 300 days of the alleged discriminatory conduct.

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 ext 235.

Spanish: Si necesita esta información en otro idioma, por favor contacte al coordinador de SRPEDD del Título VI al (508) 824-1367ext 235.

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Traditional Chinese: 如果需要使用其他語言瞭解資訊，請聯繫馬薩諸塞州東南部 大都會規劃組織《民權法案》第六章協調員，電話508-824-1367, 轉235。

Simplified Chinese: 如果您需要其他语言的信息，请联系马萨诸塞州东南部 都市规划组织《民权法案》第六章协调员，电话508-824-1367, 转235。

Mon Khmer Cambodian: (Khmer):របសិនបើព័ត៌ មាននេះរត វការផ ង ស្ម ក់ទងអ្នក កស្រមប ស្រម ល Title VI របស់ SRPEDD មទូរស័ព្ទ (508) 824-1367 ផ្នែកបន្ថែម 235។.

SOUTHEASTERN MASSACHUSETTS METROPOLITAN PLANNING ORGANIZATION

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Vice-Chairperson

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Paul Coogan, Mayor of the City of Fall River

Jonathan F. Mitchell, Mayor of the City of New Bedford

Shaunna O'Connell, Mayor of the City of Taunton

Jonathan Gulliver, Administrator, MassDOT Highway Division

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Mark Germain, Select Board Chair, Town of Middleborough

Erik Rousseau, Administrator of the Southeastern Regional Transit Authority (SRTA)

Mary Ellen DeFrias, Administrator of the Greater Attleboro-Taunton Regional Transit Authority (GATRA)

Ex-officio, non-voting members:

Joi Singh, FHWA Division Administrator

Peter Butler, FTA Acting Regional Administrator

Stephanie Crampton, Joint Transportation Planning Group Chair

SOUTHEASTERN MASSACHUSETTS
JOINT TRANSPORTATION PLANNING GROUP
(JTPG)

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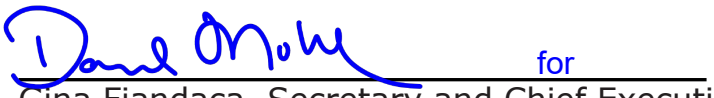
Other Agency Members:
Erik Rousseau, SRTA
Mary Ellen DeFrias, GATRA
Raissah Kouame, MassDOT Planning
Pamela Haznar, MassDOT District 5
Barbara LaChance, MassDOT District 5
Andrew Reovan, FHWA

Southeastern Massachusetts Metropolitan Planning Organization Endorsement of the FFY 2024-2028 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 2024-2028 Transportation Improvement Program (TIP) for the region. Furthermore, the SMMPO certifies that the FFY 2024-2028 TIP conforms with the existing FFY 2020 Regional Transportation Plan for the region. The SMMPO hereby endorses the FFY 2024-2028 Transportation Improvement Program.

The endorsement of this document was administered on May 16, 2023 at a virtual SMMPO meeting in compliance with the state's open meeting law.

The Secretary and CEO of the Massachusetts Department of Transportation (MassDOT) hereby signs on behalf of the SMMPO members endorsing the FFY 2024-2028 Transportation Improvement Program.



for

Gina Fiandaca, Secretary and Chief Executive Officer
Massachusetts Department of Transportation
Chair, SMMPO

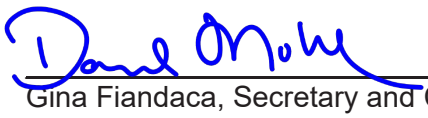
May 16, 2023

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.



for

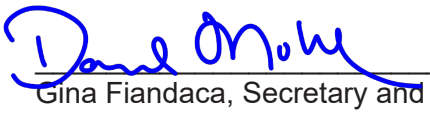
Gina Fiandaca, Secretary and CEO
Massachusetts Department of Transportation (MassDOT);
Chair, Southeastern Massachusetts Metropolitan Planning Organization (SMMPO)

May 16, 2023
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 CFR 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.



for _____

Gina Fiandaca, Secretary and Chief Executive Officer
Massachusetts Department of Transportation
Chair, SMMPO

May 16, 2023

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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 five sections:

FIRST YEAR ELEMENT - Transportation projects proposed for construction/ implementation during federal fiscal year **2024 (October 1, 2023 to September 30, 2024)**. 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 **2025 (October 1, 2024 to September 30, 2025)**. 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 **2026 (October 1, 2025 to September 30, 2026)**.

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

FIFTH YEAR ELEMENT - Transportation projects proposed for construction/ implementation during federal fiscal year **2028 (October 1, 2027 to September 30, 2028)**.

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.

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.

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 & National 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 Nation 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.

More recently, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) Offices of Planning have issued **Planning Emphasis Areas**, that with considerable flexibility, can be incorporated into the Metropolitan Planning Organizations' transportation planning process. Planning Emphasis Areas include but are not limited to the following: Equity and Justice40 in Transportation Planning, Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future, and Complete Streets.

Equity and Justice40 in Transportation Planning
Increase efforts to advance racial equity and support for underserved and disadvantaged communities. This will help ensure public involvement in the planning process and that plans, and strategies reflect various perspectives, concerns, and priorities from impacted areas. Encourage the use of strategies that: (1) improve infrastructure for non-motorized travel, public transportation access, and increased public transportation service in underserved communities; (2) plan for the safety of all road users, particularly those on arterials, through infrastructure improvements and advanced speed management; (3) reduce single-occupancy vehicle travel and associated air pollution in communities near high- volume corridors; (4) offer reduced public transportation fares as appropriate; (5) target demand-response service towards communities with higher concentrations of older adults and those with poor access to essential services; and (6) consider equitable and sustainable practices while developing transit-oriented development including affordable housing strategies and consideration of environmental justice populations.

Public Involvement
Early, effective, and continuous public involvement brings diverse viewpoints into the decision-making process. FHWA Division and FTA regional offices should encourage MPOs, State DOTs, and providers of public transportation to increase meaningful public involvement in transportation planning by integrating Virtual Public Involvement (VPI) tools into the overall public involvement approach while ensuring continued public participation by individuals without access to computers and mobile devices. The use of VPI broadens the reach of information to the public and makes participation more convenient and affordable to greater numbers of people. Virtual tools provide increased transparency and access to transportation planning activities and decision-making processes. Many virtual tools also provide information in visual and interactive formats that enhance public and stakeholder understanding of proposed plans, programs, and projects. Increasing participation earlier in the process can reduce project delays and lower staff time and costs.

Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future
Consider strategies and future infrastructure investments to help achieve the national greenhouse gas reduction goals of 50-52 percent below 2005 levels by 2030, and net-zero emissions by 2050, and increase resilience to extreme weather events and other disasters resulting from the increasing effects of climate change. Utilize the transportation planning process to encourage and accelerate the transition toward electric and other alternative fueled vehicles, plan for a sustainable infrastructure system that works for all users and undertake actions to prepare for and adapt to the impacts of climate change.

Complete Streets
Plan, develop, and operate streets and networks that prioritize safety, comfort, and access to destinations for people who use the street network, including pedestrians, bicyclists, transit riders, micro-mobility users, freight delivery services, and motorists. The goal is to provide an equitable and safe transportation network for travelers of all ages and abilities, including those from marginalized communities facing historic disinvestment. This vision is not achieved through a one- size-fits-all solution – each complete street is unique and developed to best serve its community context and its primary role in the network.

The SMMPO's current strategies, incorporated into the planning process by the SRPEDD staff, presently include a good deal of those stated above in the Planning Emphasis Areas, including our Evaluation Criteria. The criteria includes safety, bicycle and pedestrian, transit, Title VI & EJ, storm water runoff mitigation, and Complete Streets to name a few. Justice 40, a federal initiative resulting from Executive Order 13985 emphasizes and further details the efforts the SMMPO currently carries out as part of the planning process.

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 2024-2028 TIP is not required. Please see the Greenhouse Gas Emissions section for more information.

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. PM1 improves safety, PM2 maintains pavement and bridge conditions and PM3 improves 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 2022. CY2023 targets were adopted by the SMMPO on January 10, 2023. 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.

Due to higher rates of speeding caused by decreased vehicle miles traveled (VMT) amid pandemic shutdowns in 2020 and the lingering impacts in 2021, 2020 and 2021 fatalities and serious injuries increased relative to previous years. This increase means MassDOT was unable to use a pure trendline approach to set CY2023 targets that "demonstrate constant or improved performance" as required by the Infrastructure Investment and Jobs Act (IIJA). Rather than adopt a target that depicts an increase in the trend line, MassDOT developed targets by projecting 2022 and 2023 fatalities and serious injuries numbers based on a rate of change consistent with recent trends. This methodology was developed to project a future downward trend without it being significantly influenced by the lingering impacts of the pandemic.

In recent years, MassDOT and the SMMPO have invested in "complete streets," bicycle and pedestrian infrastructure, intersection and safety improvements in both the Capital Investment Plan (CIP) and Statewide Transportation Improvement Program (STIP) to address increasing mode share and to incorporate safety mitigation elements into projects. Moving forward, SMMPO, alongside MassDOT, is actively seeking to improve data collection and methodology for bicycle and pedestrian VMT counts and to continue analyzing crash clusters and crash counts that include both motorized and non-motorized modes in order to address safety issues at these locations.

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 to establish their own each year. The Joint Transportation Planning Group (JTPG) adopted a Safe Streets and Roads for All Strategy Resolution on September 14, 2022, that supports the development of a Regional Safety Action Plan to achieve the elimination of roadway fatalities and serious injuries by 2050, which will aid in achieving safety targets.

The safety measures MassDOT has established for 2023, that the SMMPO has adopted, are described on the following pages.

Fatalities – Total Fatalities and Fatality Rate

The target number of fatalities for years CY 2023 is 355, down from an average of 360 fatalities for the years 2017-2021. The target fatality rate for years CY 2023 is 0.59, equivalent to the 0.59 average for years 2017-2021. See Figure 1 for a comparison of SMMPO trends vs. statewide trends for this performance measure

The SMMPO total fatalities five-year averages have remained steady over the last 3 time periods and show a decrease from historical numbers. 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.

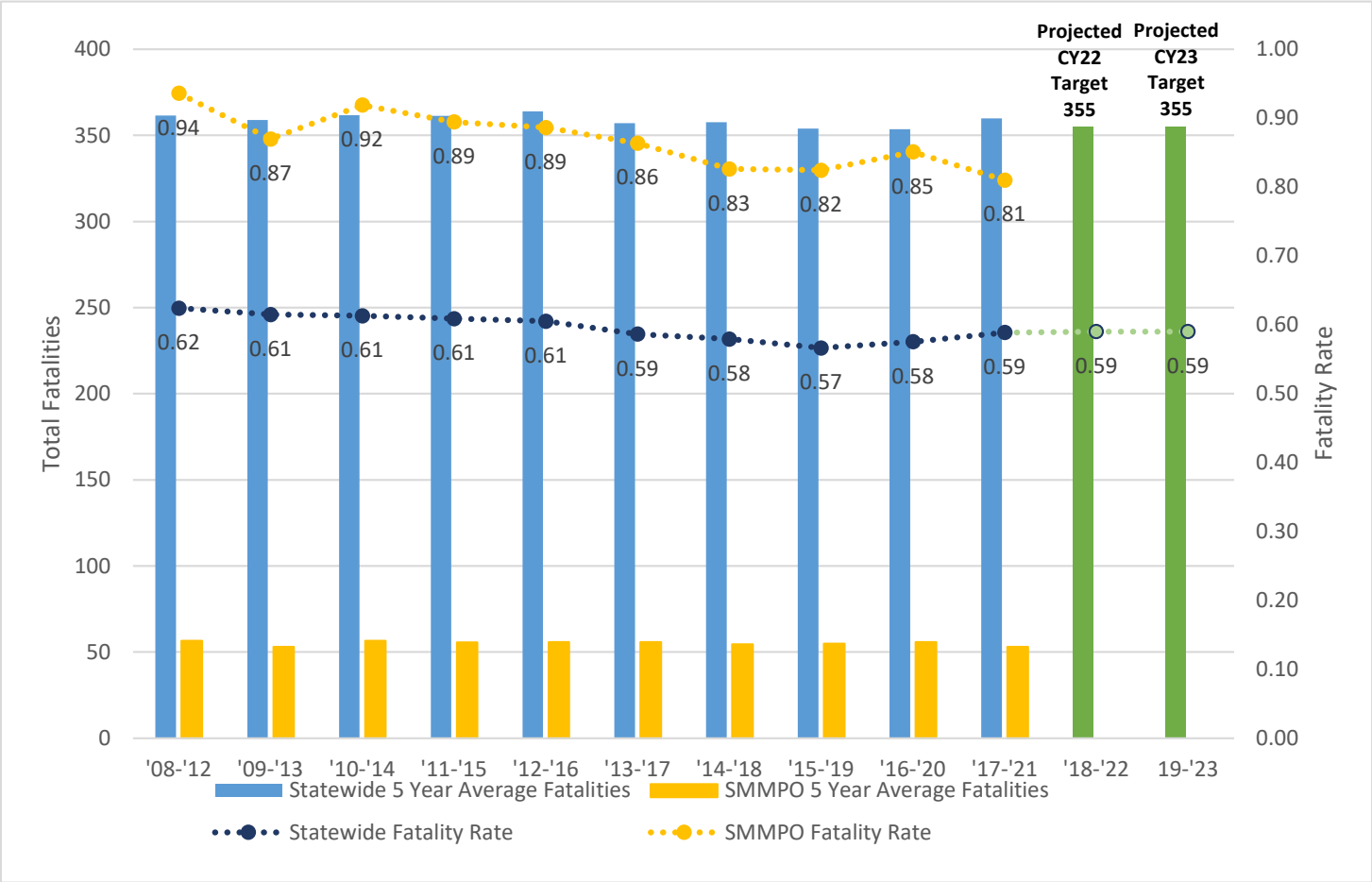


Figure 1: SMMPO vs. Statewide Five-Year Total Average Fatalities, Fatality Rates, and Statewide CY 2023 Targets

Serious Injuries – Total Serious Injuries and Serious Injury Rates
Serious Injuries: The target number of incapacitating injuries for CY 2023 is 2,569, down from the average of 2,626 for years 2017-2021. The incapacitating injury rate (Incapacitating Injuries per 100 million VMT) target for CY 2023 is 4.25 per year, down from the 4.30 average rate for years 2017-2021.

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.

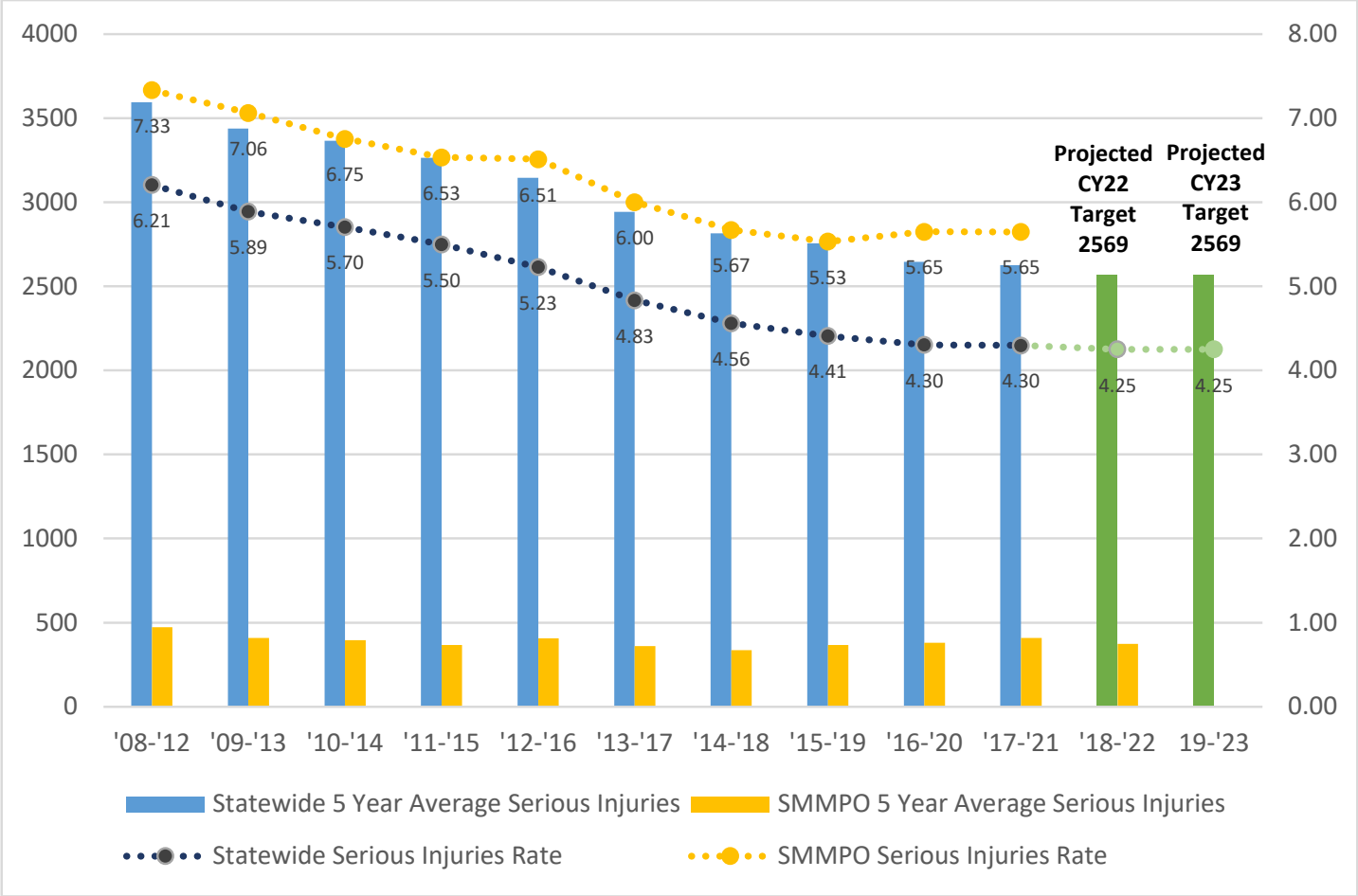


Figure 2: SMMPO vs. Statewide 5-Year Total Average Serious Injuries, Serious Injury Rates, and Statewide CY2023 Targets

Total Number of Non-Motorized Fatalities and Serious Injuries

Total Number of Combined Incapacitating Injuries and Fatalities for Non-Motorized Modes: The CY 2023 target number of fatalities and incapacitating injuries for non-motorists is 437 per year, down from an average of 467 for years 2017-2021. See Figure 3 for Our MPO vs. statewide comparison of the trend for this performance measure. The SMMPO regional trends have remained fairly level over the last five reporting periods.

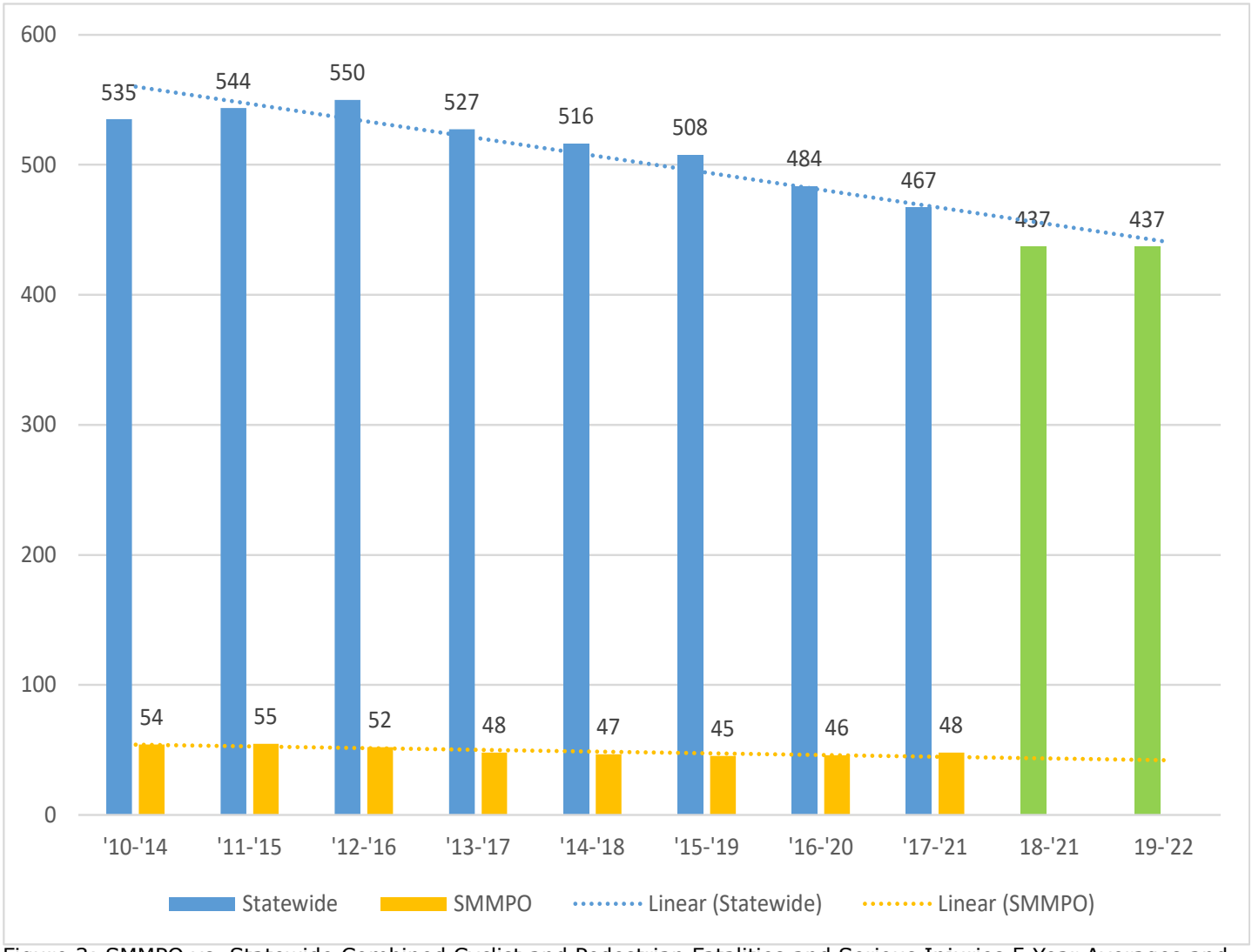


Figure 3: SMMPO vs. Statewide Combined Cyclist and Pedestrian Fatalities and Serious Injuries 5-Year Averages and Statewide CY2022 and CY2023 Targets

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. SRPEDD, as staff to the SMMPO, was awarded a Safe Streets and Roads for All (SS4A) grant in 2023 to create a Regional Safety Action Plan. The Regional Safety Action Plan will identify high crash locations and crash types and will provide recommendations for improving safety for all road users in the region.

Bridge & Pavement Performance Measures (PM2)

The SMMPO has chosen to adopt the 2-year (2024) and 4-year (2026) statewide bridge and pavement performance measure targets set by MassDOT. MassDOT was required to adopt a statewide target by December 16th, 2022. The SMMPO adopted these targets on February 21, 2023, which are shown in Table 1. 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 the above performance measures are tracked in greater detail in MassDOT's 2022 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 (2024), 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 (2024)	4-year target (2026)
Percentage of NHS Bridges Classified as in Good Condition	16%	16%	16%
Percentage of NHS Bridges Classified as in Poor Condition	12.2%	12%	12%
Percentage of Pavements of the Interstate System in Good Condition	71.8%	70%	70%
Percentage of Pavements of the Interstate System in Poor Condition	0.0%	2%	2%
Percentage of Pavements of the Non- Interstate NHS in Good Condition		30%	30%
Percentage of Pavements of the Non- Interstate NHS in Poor Condition		5%	5%

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. SRPEDD, as staff to the SMMPO, runs a pavement management program that assesses the pavement condition of all federal aid eligible roads and provides the data to the region's communities to assist with efforts to improve pavement conditions.

Reliability, Congestion, & Emissions Performance Measures (PM3)

The SMMPO has chosen to adopt the 2-year (2024) and 4-year (2026) statewide reliability, congestion, and emissions performance measure targets set by MassDOT. MassDOT was required to adopt a statewide target by December 16, 2022, and the SMMPO chose to adopt the statewide target on January 17, 2023.

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.

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 (2024) and 4-year (2026) 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. This metric is based on the percentage of people commuting to work using a mode other than a single occupancy vehicle. In the Boston UZA, the proportion of non-SOV travel has been steadily increasing and is projected to continue increasing at a rate of 1.4% 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 10:00am, and between 3:00pm and 7:00pm) divided by the total UZA population. For this reporting period, targets are proposed considering the uncertainty of the trend post-pandemic and follow a trendline approach similar to TTR measures. In the Boston UZA, the 2024 target is set at a realistic 24, while the 2026 target of 22 is proposed to establish an improving target and one that is below pre-pandemic numbers.

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 (2024)	4-year (2026)
Non-Interstate LOTTR	84.2%	74.0%	76.0%
Interstate LOTTR	87.2%	85.0%	87.0%
Truck Travel Time Reliability (TTTR) Index	1.61	1.80	1.75
PHED (Boston UZA)	18.0	24.0	22.0
% non-SOV (Boston UZA)	36.9%	38.8%	39.8%
Emissions Reductions: PM2.5			
Emissions Reductions: NOx	0.490	0.000	0.000
Emissions Reductions: VOC	0.534	0.000	0.000
Emissions Reductions: PM10			
Emissions Reductions: CO	6.637	0.354	0.354

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 originally adopted by the SMMPO on March 19, 2019. SRTA's updated TAM plan was adopted by the SMMPO on April 18, 2023. GATRA's TAM plan is in the process of being updated.

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 2023-2026	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 benchmark	Bus	28%	39%	39%	36%	28%	25%	10%	10%
	Cutaway	29%	62%	52%	39%	29%	N/A	35%	30%
	Minibus						N/A	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

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 2024- 2028.

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. 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 originally adopted safety targets for GATRA and SRTA on January 19, 2021 and adopted updated targets on March 21, 2023.

GATRA

GATRA's Safety Performance Targets, developed as part of the PTASP and adopted by the SMMPO on March 21, 2023, 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 March 21, 2023, 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)

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: https://www.mass.gov/info-details/massdot-highway-initiating-a-project.

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 workflow, 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 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 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 steps that are followed. 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 8, 2023, March 8, 2023 & April 12, 2022, via Zoom Virtual Meeting. These meetings were advertised through SRPEDD's social media network, including Facebook, and Twitter, and posted on SRPEDD's website.

The preliminary draft TIP was approved for public review and comment by the SMMPO on April 18, 2023, via Zoom Virtual Meeting. The final draft TIP had an advertised minimum 21-day public comment period from April 18, 2023, to May 16, 2023. 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, 2023, via Zoom Virtual Meeting. The SMMPO met on May 16, 2023, via Zoom Virtual Meeting to consider and endorse the TIP. See Table 8 for Public Comments received during the development of the draft FFY2024- 2028 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: FFY2024-2028 TIP Development Public Comments

Date	Meeting (If Applicable)	Comment Type	Commenter	Comment	Response
2/21/2023	SMMPO	Verbal	Kevin Dumas, Mansfield Representative	Kevin Dumas asked about the Mansfield project being moved back to 2025	Ms. Jones explained how that is being combined with the Route 140 at Route 106 project and there might be design changes or ROW additions.
2/21/2023	SMMPO	Verbal	Kevin Dumas, Mansfield Representative	Kevin Dumas said that the state did not tell them this would cause the project to be delayed by a year.	Pamela Haznar stated that the biggest concern for the two Mansfield projects being combined into one is to finalize the right of way process in FFY2024, which is very time consuming. She reiterated that projects require lots of time to go from initiation to preliminary design to PS&E. The push back into the next year might not delay the construction timeline.
2/21/2023	SMMPO	Verbal	Alan Slavin, Wareham Representative	Alan Slavin informed the group that a large 40B development is going in near the Wareham path project and this delay would cause a lot of push back from residents.	Ms. Haznar informed them the ROW and other issues are slowing the process. MassDOT is recommending the project for FFY2025.
3/8/2023	Joint Transportation Planning Group Meeting	Verbal	Paul Foley, Fairhaven Representative	Paul Foley asked whether there is a place on SRPEDD or MassDOT website where members can view design plans for existing projects beyond spreadsheets and numbers.	Ms. Estrela-Pedro responded that existing TIP projects have descriptions in the TIP document on SRPEDD's website and that SRPEDD typically does not have design plans in house, just project descriptions.
3/8/2023	Joint Transportation Planning Group Meeting	Verbal	Alan Slavin, Wareham Representative	Mr. Slavin commented that Wareham uses Community Preservation Act funds to fund shared use paths and reminded them that there is another potential stream of funding for those projects.	Ms. Estrela-Pedro responded that projects with higher scores are a regional priority, but SRPEDD wants to know if members prefer to see smaller projects programmed or are members interested in funding multi-use paths.
3/8/2023	Joint Transportation Planning Group Meeting	Verbal	Paul Foley, Fairhaven Representative	Mr. Foley stated the members may not have enough information to vote on the TIP scenarios as presented.	Ms. Estrela-Pedro stated that SRPEDD staff will send out write-ups of project scopes to the JTPG group to assist.
3/8/2023	Joint Transportation Planning Group Meeting	Verbal	Kevin Dumas, Mansfield Representative	Kevin Dumas mentioned to Pam Haznar about the Route 106/140 Phase 1 timing as there was a decision to move this project into FFY 2025.	Ms. Haznar responded that she would follow up with the project managers and the review sections that have a strong bearing on the advertising date, such as environmental and right of way; it was agreed that FFY 2025 was the better fit for advertising this project. Ms. Estrela Pedro reminded Mr. Dumas that the project may get pushed back based on readiness and funding.
3/21/2023	SMMPO	Verbal	Derek Krevat, Acting MPO Chair	Derek Krevat informed the group that he was notified by MassDOT's highway division that, based on conversations with communities and designers, they believe that the Wareham project 610647 could remain programmed in FFY2024 and that there's potential for our statewide programs to essentially share costs with the Dartmouth corridor improvements on Route 6, because it is on State Highway, and it was initiated by the district. It seems like the Lakeville project will have to remain in FFY2025, so this will allow the TIP to remain fiscally constrained and for projects to stay where they are.	Ms. Estela-Pedro thanked Mr. Krevat for the information and the assistance on the funding.
4/17/2023		e-mail	Phillip Duarte Taunton City Councilor & Chair, Pathways Committee	"Excerpts and Objective - I am writing to respectfully request that you reconsider the TIP funding scenario for FFY28 and select Scenario 2, which includes the Taunton River Trail. Unlike the other projects in the FFY28 scenarios, this is the only project that does not primarily focus on a roadway. The project scores lower on the TIP evaluation criteria, but this is likely due to the fact that the criteria were designed to predominantly evaluate roadway projects. The SMMPO has severely underperformed in its goal of spending 10% of its TIP funds on bike/ped projects. Funding the Taunton River Trail would help achieve this goal, as well as begin to execute a forward-thinking approach to the TIP that promotes shared-use paths as alternative mobility options."	
4/17/2023		Letter (transmitted via e-mail)	Kara Civale, Taunton Resident	"Excerpts and Objective - I am writing to respectfully request that you reconsider the TIP funding scenario for FFY28 and select Scenario 2, which includes the Taunton River Trail. In conclusion, the Taunton River Trail is not just a transportation project; it is one that simultaneously supports public health and recreation, safety-centered infrastructure, economic development, climate resiliency, and community-building in a Gateway City with a great deal of unrealized potential."	

Date	Meeting (If Applicable)	Comment Type	Commenter	Comment	Response
4/17/2023		Letter (transmitted via e-mail)	"Jamie Kelley, Taunton Resident"	"Excerpts and Objective - I am writing to respectfully request that you reconsider the TIP funding scenario for FFY28 and select Scenario 2, which includes the Taunton River Trail. For myself, this project would provide lots of opportunity for bike and pedestrian activities with friends and family. I am always looking for areas to walk my dogs and enjoy nature because my street is dangerous. Currently, I literally drive 30 minutes across town to Massasoit State Park because there is nowhere closer for us to go. I personally would look forward to being able to walk along and enjoy parts of the Taunton River that in the 30+ years I've lived here, I have never been able to access. So much of the river throughout town is inaccessible and that is very sad as it is such a wonderful natural asset."	
4/17/2023		Letter (transmitted via e-mail)	Carol Doherty, State Representative Third Bristol District	"Excerpts and Objective - I am writing to respectfully request that you reconsider the TIP funding scenario for FFY28 and select Scenario 2, which includes the Taunton River Trail. This project will promote economic development and revitalization in Taunton's Weir neighborhood, as well as recreation and waterfront access along the Taunton River along a section which has not been accessible for centuries due to the operation of the railroad corridor and the privacy associated with the Taunton Municipal Lighting Plant. In addition to the communities mentioned above, future plans also include connecting to the Boyden Wildlife Sanctuary, Taunton Green, Memorial Park, and Massasoit State Park. This section of the Taunton River Trail will also provide public access (that does not currently exist) to the Walker-Blake Graveyard, which is one of the oldest cemeteries in the City of Taunton and contains the oldest gravestone in the City."	
4/17/2023		Letter (transmitted via e-mail)	Lisa Field, Taunton Resident	"Excerpt and Objective - I am writing to respectfully request that you reconsider the TIP funding scenario for FFY28 and select Scenario 2, which includes the Taunton River Trail."	
4/18/2023		Letter (transmitted via e-mail)	Eileen Kelleher, Taunton Resident	"Excerpt and Objective - I am writing to respectfully request that you reconsider the TIP funding scenario for FFY28 and select Scenario 2, which includes the Taunton River Trail. My family are avid hikers and bikers as well as people who are very interested in local history. The addition of a trail like this would allow us to explore biking in areas that are beautiful, close to home, and that will enable us to explore historically significant locations that have not been accessible in our lifetimes. We would truly enjoy being able to bike along the scenic Taunton River. Additionally, safe bikeways are in need more than ever due to increased dangers for bikers on roadways shared with motor vehicles. This trail would help address that concern as well. "	
4/21/2023		table transmitted via email	Raissah Kouame, MassDOT	The table included 18 comments, five comments were related to formatting and three were related to typos. The following comments were related to content: Please update the Appendix with the FFY2024-2028 Operations and Maitenance Expenditures. Please reference the planning factors as "national planning factors" rather than "Federal Metropolitan Planning Factors" Please evaluate whether the Appendix B Highway FFY 24-28 is a necessary addition and remove if necessary Please change "events set in motion" to "steps that are followed" Please consider removing "beyond the agency's control" Please consider removing Figure 21. Regional Target Funds Distribution by MPO as it is repetitive due to FFY 2024 - 2028 Federal Target Reports in the appendix Please ensure that the scenario selected by MPO members is reflected (i.e FFY 2028 regional target projects are 612672 New Bedford, 613094 Taunton, 607825 Wareham) Please ensure that the "Adjusted TFPC" is included as a column as part of the Highway TIP Please consider softening the language regarding communities' participation in the TIP process	We have made all requested and suggested changes with the exception of the removal of Figure 21 and the Highway Project Description Appendix, we feel that these provide information that is helpful to understand the TIP and funding. In the case of the Highway Project Description appendix, this information was requested recently by a member of the JTPG to aid in decision making.
5/15/2023		email	Raissah Kouame, MassDOT	Please update the list of Ex – Officio, non-voting members by adding Joi Singh as the FHWA Division Administrator instead of Jeffrey McEwen	

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 coordinators in Fall River, New Bedford, and Taunton, the South Coast Bikeway Alliance (includes members from: Swansea, Somerset, Fall River, Westport, Dartmouth, New Bedford, Fairhaven, Mattapoisett, Marion & Wareham), the Taunton River Trail committee (includes: Taunton Pathways, Dighton Pathways, and Somerset), Taunton River Stewardship Council, and the 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) and 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 displays each project's effect on advancing documented performance measures and regional goals.

Of the current 18 projects programmed in FFY'S 2024-2028; six have been identified as addressing high crash locations on corridors; four as congested corridors also identified as high bicycle crash corridors with high crash locations; one as a congested and high crash intersection; one as a congestion intersection; one as a high crash bicycle corridor; two as advancing the routing of the Southcoast Bikeway, and one is a pavement preservation project that will include multimodal facilities. In addition, two projects were developed as the result of a signal warrant analysis, while the outlier is a system preservation project.

If applicable, different scenarios are developed based on available funding and projects for consideration. The scenarios are presented to the JTPG for their review. The JTPG ultimately is responsible for selecting the preferred scenario to be presented to the SMMPO as their recommendation for project programming. A Draft TIP is compiled and presented to the SMMPO for their review and approval to release for a 21-day comment period in accordance with the SMMPO's public participation plan.

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

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

Table 9: Evaluation Criteria Scores

Programmed Year	MassDOT 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)**
2024	608753	TN	TAUNTON - CORRIDOR IMPROVEMENTS AND RELATED WORK ON BROADWAY (ROUTE 138), FROM PURCHASE STREET TO JACKSON STREET (PHASE 2)	10	10	21	11	10	11	**73**
2024	610647	WA	WAREHAM - CORRIDOR IMPROVEMENTS ON ROUTE 6 AT SWIFTS BEACH ROAD	9	6	15	7	12	0	**49**
2025	607871	DA	CORRIDOR IMPROVEMENTS ON ROUTE 6, FROM FAUNCE CORNER ROAD TO HATHAWAY ROAD (Formerly Tucker Road Relocation)	10	12	19	9	13	7	**70**
2025	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**
2025	609255	MN	MANSFIELD - CORRIDOR IMPROVEMENTS AND RELATED WORK ON SCHOOL STREET, FROM SPRING STREET TO WEST STREET	3	12	6	8	8	5	**42**
2026	607440	MT	MATTAPOISETT - CORRIDOR IMPROVEMENTS AND RELATED WORK ON MAIN STREET, WATER STREET, BEACON STREET, AND MARION ROAD	9	13	9	5	5	10	**51**
2026	608750	PL	PLAINVILLE - RECONSTRUCTION OF SOUTH STREET (ROUTE 1A), FROM SHARLENE LANE TO EVERETT STREET AND RELATED WORK	9	13	18	10	12	6	**68**
2026	610798	NB	NEW BEDFORD - INTERSECTION IMPROVEMENTS AT MOUNT PLEASANT AND NASH ROAD	11	7	9	11	13	2	**53**
2026	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
2027	608586	DA	DARTMOUTH - CORRIDOR IMPROVEMENTS ON DARTMOUTH STREET AND PROSPECT STREET	6	8	8	6	12	2	42
2027	612268	MN	MANSFIELD- CHAUNCY STREET (ROUTE 106) IMPROVEMENTS (PHASE 2)	9	12	12	12	10	6	61
2027	610927	WT	WESTPORT - INTERSECTION IMPROVEMENTS AT ROUTE 177 AND ROBERTS ROAD/TICKLE ROAD	3	13	5	3	8	2	34
2027	608530	MB	MIDDLEBOROUGH - RECONSTRUCTION AND RELATED WORK ON WAREHAM STREET AND WOOD STREET	10	13	17	7	11	3	61
2028	607825	WA	WAREHAM- SHARED USE PATH CONSTRUCTION ADJACENT TO NARROWS ROAD AND MINOT AVENUE	11	7	6	5	9	6	44
2028	613094	TN	TAUNTON- TAUNTON RIVER RAIL TRAIL CONSTRUCTION	11	0	6	4	10	8	39
2028	612672	NB	NEW BEDFORD- CORRIDOR IMPROVEMENTS ON TARKILN HILL ROAD AND ASHLEY BOULEVARD	8	10	16	8	13	2	57

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)*	
2024	AUNTON- 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 • 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) • 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) • 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 • Congestion Reduction: Reduce traffic congestion and improve LOS and access management
2025	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 Bypass Study (June 1995)		RSA (March 2015) State Road (Route 6) Corridor (Prepared by McMahon for MassDOT)	SMMPO Performance Measures • 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) • 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) • Noted in the congestion intersection tables in RTP, Improvement will contribute to goals in this section
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 • 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) • 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 • 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) • 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 • 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
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 • 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) • Listed as dangerous crash location intersection, improvements would relate to all vision zero goals

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)*	
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 • 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) • Project addresses high crash location
2026	NORTON- INTERSECTION IMPROVEMENTS AT WEST MAIN STREET (ROUTE 123), NORTH WORCESTER STREET AND SOUTH WORCESTER STREET	Yes, Identified as Congestion Projects Awaiting Action	dentified in Regional Bicycle Plan as a segment of proposed Seekonk, Attleboro, Taunton Connection		Signal Warrant Analysis performed (2016)		SMMPO Performance Measures • 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) • 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 • 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) • Project addresses provision of bicycle and pedestrian facilities Bridge and Pavement Performance Measures (PM2) • Project intended to improve pavement conditions Reliability, Congestion & Emissions Performance Measures (PM3) • 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 • 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) • Project intended to improve pavement conditions
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 • 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) • 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) • Noted in the congestion intersection tables in RTP. Improvement will contribute to goals in this section.

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	MIDDLEBOROUGH- RECONSTRUCTION AND RELATED WORK ON WARE-HAM STREET AND WOOD STREET	Consistent with LRTP goals	Included in Regional Bicycle Plan as recommended bicycle connec-tion for Taunton, Lakeville, and Middleboro				SMMPO Performance Measures • 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) • Improvements to existing intersection geometry Bridge and Pave-ment Performance Measures (PM2) • Project improves pavement conditions in corridor Reliability, Con-gestion & Emissions Performance Measures (PM3) • Intersection improvements provides facilities for alternate modes of travel
2027	ATTLEBORO- COR-RIDOR IMPROVE-MENTS ON ROUTE 123, FROM LATHROP ROAD TO THACHER STREET	Consistent with LRTP goals		Route 1/1A/123, Attleboro Safety Study (September 1998)		RSA (August 2019) South Ave-nue (Route 123) at I-95 North-bound Ramps and Lathrop Road (Prepared by McMahon Associ-ates for MassDOT)	SMMPO Performance Measures • Safety: Narrowing roadways promotes slower speeds to reduce serious traffic crashes and improves street lighting • Congestion Reduction: Promotion of alternate modes may decrease the number of vehicle users and reduce congestion • System Reliability: Project promotes use for all users by bicycling and pedestrian alternatives Safety Performance Measures (PM1) • Project proposal improves safety conditions for different types of roadway users Reliability, Congestion & Emissions Performance Measures (PM3) • Project improvements provides facilities for alternate modes of travel
2028	WAREHAM- SHARED USE PATH CON-STRUCTION ADJA-CENT 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 • 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 occu-pancy vehicles • Environmental Sustainability: Reduce VMT by promoting facilities for bicycle and pedestrian mobility Safety Performance Measures (PM1) • Providing separate shared use path will remove bicycle from potential dangers of using roadways
2028	TAUNTON- TAUNTON RIVER RAIL TRAIL CONSTRUCTION	Consistent with LRTP goals	Identified in Regional Bicycle Plan as in conceptual design				• "SMMPO Performance Measures • Safety: Intersection reconfiguration intended to address crash patterns • System Reliability: Project promotes use for all users by bicy-cling and pedestrian alternatives Safety Performance Measures (PM1) • Project proposal improves safety conditions for different types of roadway users Reliability, Congestion & Emissions Performance Measures (PM3) • Project improvements provides facilities for alternate modes of travel"
2028	NEW BEDFORD- CORRIDOR IM-PROVEMENTS ON TARKILN HILL ROAD AND ASHLEY BOU-LEVARD	Consistent with LRTP goals					• "SMMPO Performance Measures • Safety: Project intended to improve safety at particular crash clusters • Infrastructure Condition: Project proposes improvements and resurfacing for current infrastructure • System Reliability: Project proposes improvements to the effi-ciency of the transportation system for all users while promoting transit, bicycling, and pedestrian alternatives with potential for a shared-use path Safety Performance Measures (PM1) • Improvements intended to address safety problems in project area Reliability, Congestion & Emissions Performance Measures (PM3) • 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
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 provides an on-demand microtransit service, called GATRA GO United, to the towns of Norton, Mansfield, and part of Plainville. In addition to the above, GATRA also provides demand response (Dial-A-Ride) service for people with disabilities and seniors to all its 29-member communities. Figure 4 shows GATRA's fixed route and on-demand microtransit service.

Over the next five years GATRA's programmed operating funds will contribute to the operation of fixed route, dial-a-ride, ADA paratransit (Americans with Disabilities Act), and on-demand microtransit services as well as upgrades to their buses. Facility and modernization funds will be dedicated to upgrading the Taunton Terminal and Maintenance facilities. Transit planning funds will assist with numerous services and tasks such as: service analysis, continued 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 mobility office staffing and software) will assist with maintaining their mobility management program.

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

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 ADA service for people with disabilities to all its 10-member communities. Figure 5 shows SRTA's fixed route service in the Fall River and New Bedford areas.

Over the next five years SRTA's programmed operating funds will contribute to the operation of both fixed route and demand response ADA 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.

In Fiscal Year 2022, SRTA's top three performing routes were New Bedford Route 1 - Fort Rodman, New Bedford Route 2 – Lund's Corner, and the New Bedford/Fall River Intercity Route. System ridership tends to peak in the fall and spring months. Demand Response service accounts for 5% of total unlinked passenger trips.

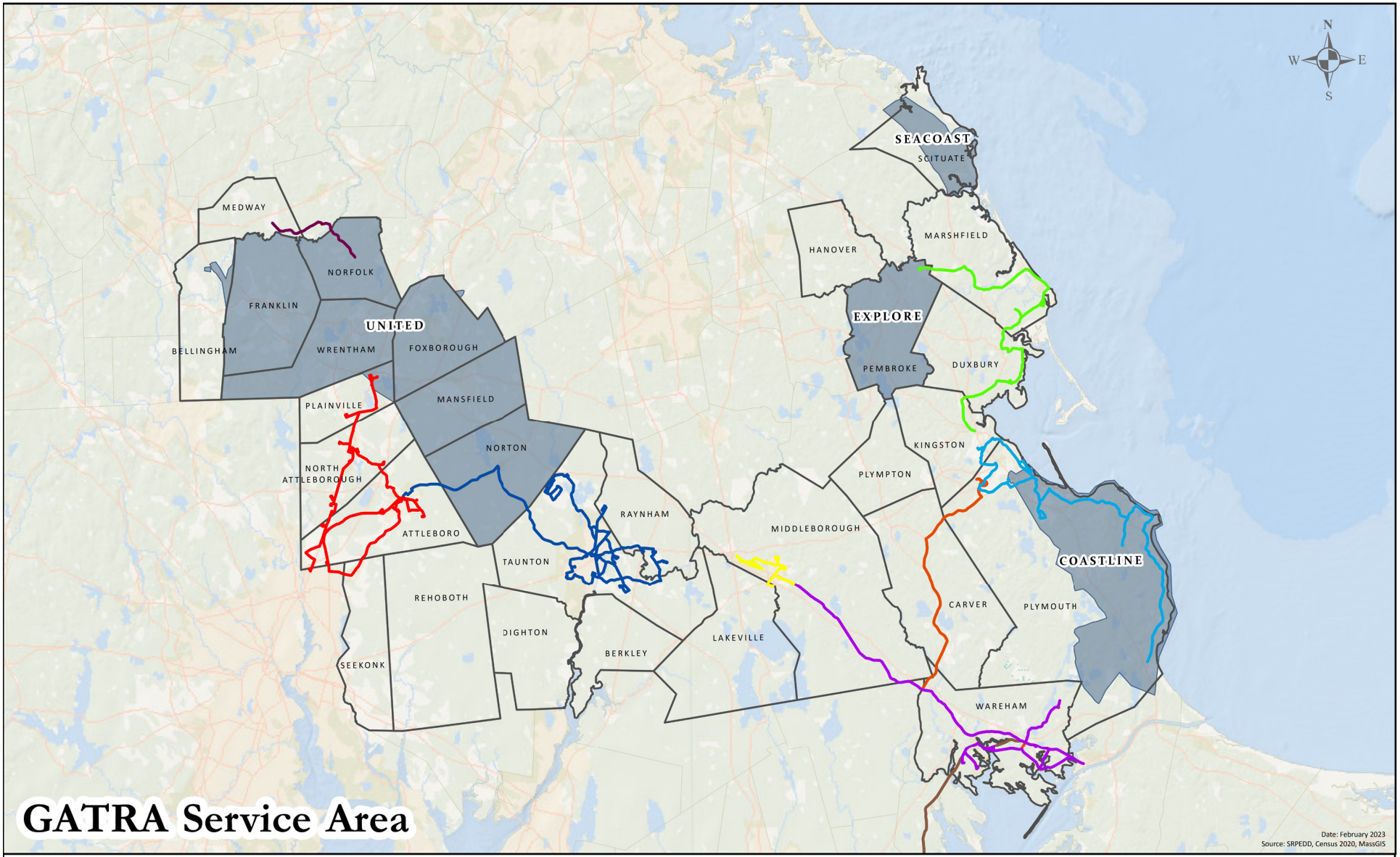


Figure 4: GATRA Service Area

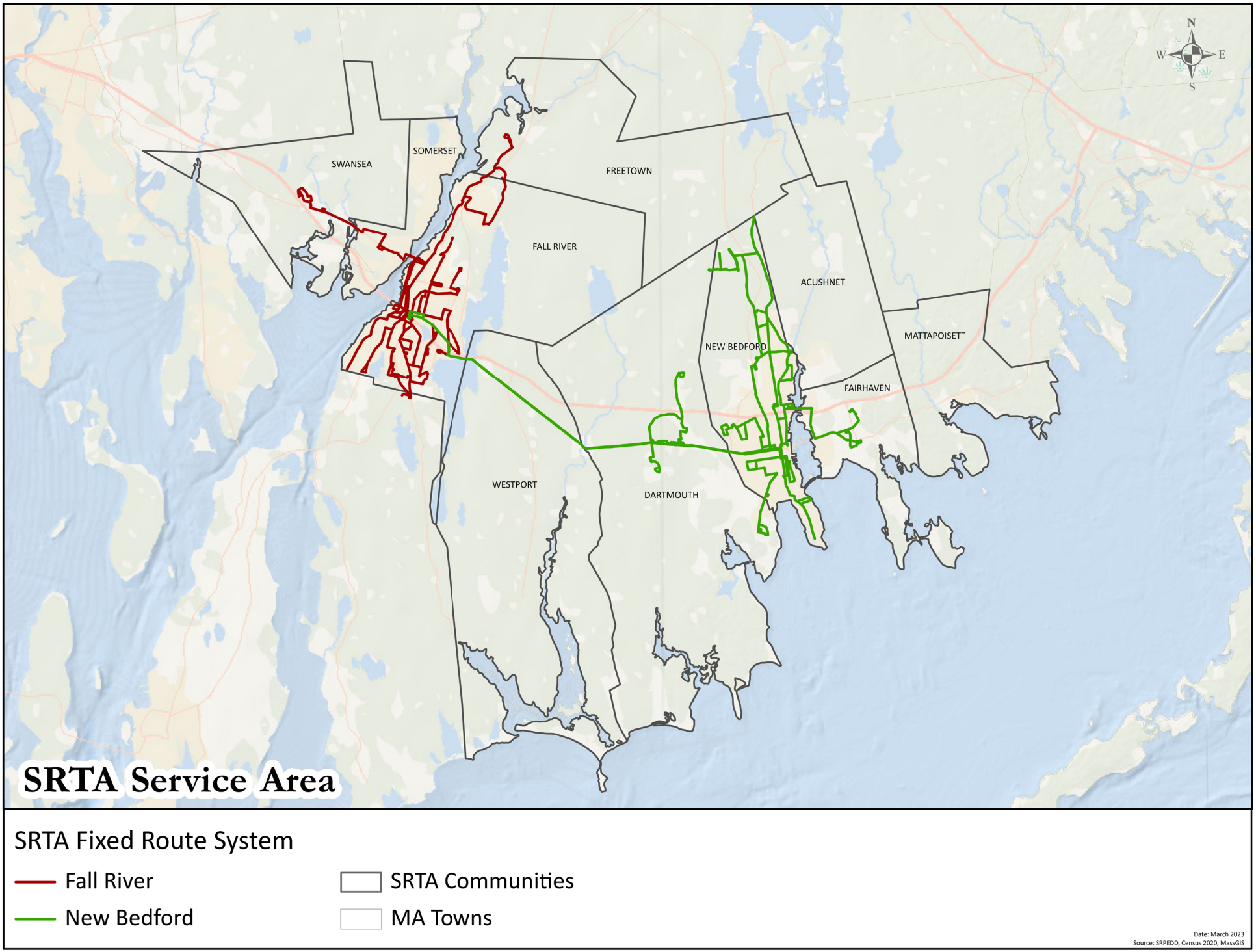


Figure 5: SRTA Service Area

Title VI and Environmental Justice

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 development including public outreach, MaPIT tool assistance, and any additional requests. 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 65+), and disability as populations of concern for our Transportation Evaluation Criteria, public outreach purposes, transit route/fare equity analyses, 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 FFY2024-FFY2028 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 2020 Census and/or the 2017-2021 American Community Survey. Minority (BIPOC) is defined as those persons who identify as other than white, including Hispanics. Low-income (poverty) is defined as persons living below the regional average poverty level. Limited English Proficient (LEP) refers to any person aged 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 and Title VI populations have been identified if they are above the SRPEDD regional average for that population. The data for EJ and Title VI populations are displayed as a threshold as well as a dot density on each map to grant a better perspective of where these populations of concern are located. Density 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. Minority population is calculated using the 2020 Census, while low income (poverty), LEP, Age 65+, and Disability is calculated using the 2017-2021 American Community Survey (ACS). The ACS is an ongoing survey by the U.S. Census Bureau.

Regional averages for all of the population groups were determined by thresholds. For minority/BIPOC populations, the regional average is 20.05%. The regional average for low-income (or percent below the poverty level) is 10.58% and for LEP populations the regional average is 7.37%. The regional average for older adults is 17.50%, and for persons with disabilities it is 14.06%.

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.

FFY2024-2028 TIP (Current) Analysis

The geographical distribution of the current FFY2024-2028 Transportation Improvement Program (TIP) projects were mapped with EJ and Title VI thresholds and density. To account for populations that could be affected outside of the immediate TIP project area, a half-mile buffer zone was created around each project. If a project was located within an area identified as having a population of concern above SRPEDD's regional average or by dot density, we included the project as serving or impacting an EJ or Title VI area. Of the 17 total projects in 12 communities in the current

FFY2024-2028 TIP, there are only 2 projects that are not serving or affected an EJ or Title VI area.

Please see maps entitled Concentrations of Minority Populations with 2024-2028 TIP Project Locations (Figure 6); Concentrations of Low-Income Populations with 2024-2028 TIP Project Locations (Figure 7) ; Concentrations of Limited English Proficiency (LEP) Populations with 2024-2028 TIP Project Locations (Figure 8) ; Concentrations of Populations Age 65 and over with 2024-2028 TIP Project Locations (Figure 9); and

Concentrations of Populations with a Disability with 2024-2028 TIP Project Locations Figure 10).

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.

In addition to 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's stricter design standards that now include Complete Streets, and significantly raise the scope and the cost of a project. Those communities not seeking this assistance will obviously not benefit to the same extent in the number of projects and/or amount of funding as the communities in this region that are proactive in the TIP process.

FFY2024-2028 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, 6 projects affect or serve all three Title VI populations, while 6 affect or serve two of the populations and 2 affect or serve at least one of the Title VI populations. There are 3 projects which do not serve any Title VI populations. This is displayed in Table 11. The anticipated improvements (safety, congestion, bicycle and pedestrian, and ADA) of these projects are expected to result in improved system efficiency and roadway conditions. This may include reductions in congestion and travel time, improved access to transit, improved transit time, and improvements in travel options and infrastructure conditions. These benefits may also extend beyond the project area, which was also considered in the identification of affected populations. The project details and all anticipated improvements were reviewed and are also displayed in Table 11.

For social equity with Environmental Justice impacts, we considered Low-Income and Minority (Poverty) populations to evaluate if any project will place disparate impacts or

disproportionate burdens on our EJ populations. Out of the 17 projects, 7 projects affect or serve both Minority and Low-income populations, while 3 projects affect or serve low-income populations only and one project affects or serves Minority populations only. There are 6 projects which do not affect or serve any EJ populations. This is displayed in Table 11. The anticipated improvements (safety, congestion, bicycle and pedestrian, and ADA) of these projects may result in improved system efficiency and roadway conditions. This may include reductions in congestion and travel time, improved access to transit, improved transit time, and improvements in travel options and infrastructure conditions. These benefits may also extend beyond the project area, which was also considered in the identification of 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.

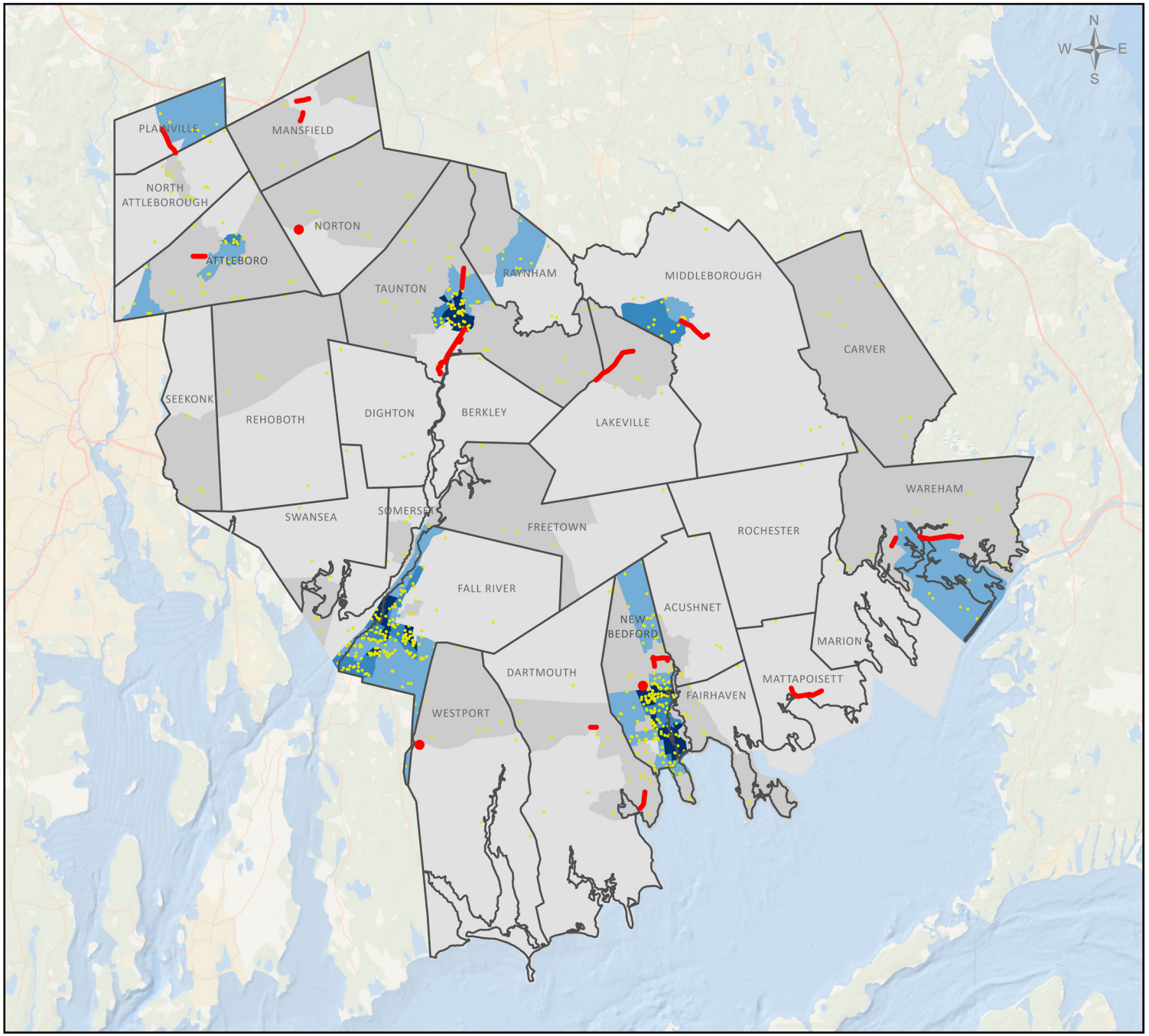
Table 11: FFY2024-2028 TIP Projects with Title VI & Environmental Justice Populations

Project	Environmental Justice Populations Affected / Served	Title VI Populations Affected / Served	Anticipated Benefits / Positive Affects	Disproportionate Burdens / Adverse Affects
Attleboro - Corridor improvements on Route 123, from Lathrop Road to Thatcher Street.	Minority and Low Income	LEP and Disability	Additions of bike lanes, ADA compliant sidewalks, new lighting	No identified burdens/adverse effects
Dartmouth - Corridor improvements on Dartmouth Street and Prospect Street.	No EJ	Disability and Age	Improved travel options with bicycle/pedestrian accommodations. SRTA bus stop just north.	No identified burdens/adverse effects
Dartmouth - Corridor improvements on Route 6, from Faunce Corner Road to Hathaway Road.	No EJ	Disability and Age	Safety improvements, new traffic signal, enhances bike and pedestrian accommodations. On major SRTA transit route	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.	No EJ	No Title VI	Safety improvements, bicycle lanes and sidewalks	N/A
Mansfield - Chauncy Street (Route 106) Improvements (Phase 2).	Minority	No Title VI	Congestion, safety improvements, bike lanes, pedestrian signal and new sidewalk, on a GATRA bus route, improved access to commuter rail.	No identified burdens/adverse effects
Mansfield - Corridor improvements and related work on School Street, from Spring Street to West Street.	No EJ	No Title VI	Improve safety and congestion and adds travel options. New sidewalk with pedestrian signal, and bike accommodations.	N/A

Project	Environmental Justice Populations Affected / Served	Title VI Populations Affected / Served	Anticipated Benefits / Positive Affects	Disproportionate Burdens / Adverse Affects
Mattapoisett - Corridor improvements and related work on Main Street, Water Street, Beacon Street and Marion Road.	No EJ	Age	Infrastructure improvements and pedestrian accommodation improvements.	N/A
Middleborough - Reconstruction and related work on Wareham Street and Wood Street.	Low-Income	Disability and Age	Sidewalks and curbing near a school for improved travel options, bike accommodations, and ADA improvements	No identified burdens/ adverse effects
New Bedford - Corridor improvements on Tarkiln Hill Road and Ashley Boulevard.	Minority and Low Income	LEP, Disability, and Age	Improvements to safety, ped & bike accommodations, ADA compliance, emergency evac, freight routes, multi-modal access	No identified burdens/ adverse effects
New Bedford - Intersection improvements at Mount Pleasant Street and Nash Road.	Minority and Low Income	LEP, Disability, and Age	Safety and 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
Norton - Intersection improvements at West Main Street (Route 123), North Worcester Street and South Worcester Street.	No EJ	Age	New traffic signal with left-turn lanes, bike and pedestrian accommodations, safety and congestion improvements, and travel options.	No identified burdens/ adverse effects
Plainville - Reconstruction of South Street (Route 1A), from Sharlene Lane to Everett Street and related work.	Minority and Low Income	LEP, Disability, and Age	New and improved sidewalks, ADA curb ramps, improves congestion and air quality. ON a GATRA bus route.	No identified burdens/ adverse effects

Project	Environmental Justice Populations Affected / Served	Title VI Populations Affected / Served	Anticipated Benefits / Positive Affects	Disproportionate Burdens / Adverse Affects
Taunton - Taunton River Rail Trail construction.	Minority and Low Income	LEP, Disability, and Age	Improvements to ped & bike accommodations, air quality, culverts, multi-modal access, and access to employment, commercial, and historic areas.	No identified burdens/adverse effects
Taunton - Corridor improvements and related work on Broadway (Route 138), from Purchase Street to Jackson Street (phase 2).	Minority and Low Income	LEP, Disability, and Age	Safety improvements, updated signals, ADA curb ramps, reconstructed sidewalks, bike lanes, access to Morton Hospital, on a GATRA bus route.	No identified burdens/adverse effects
Wareham - Corridor improvements on Route 6 at Swifts Beach Road.	Low-Income	Disability and Age	Signalization, safety improvements, improved sidewalks, new crosswalks. ADA curb ramps, bicycle accommodations, On two GATRA bus routes.	No identified burdens/adverse effects
Wareham - Shared use path construction adjacent to Narrows Road and Minot Avenue.	Low-Income	Disability and Age	Improved bike and pedestrian accommodations. Adds travel options. Connects to an employment center, on a GATRA bus route.	No identified burdens/adverse effects
Westport - Intersection improvements at Route 177 and Roberts Road/Tickle Road.	Minority and Low Income	LEP, Disability, and Age	Construction of a single-lane roundabout.	No identified burdens/adverse effects

Concentrations of Low-Income Populations with 2024-2028 TIP Project Locations



TIP Project

- Intersection
- Corridor

Low-Income Population

- 1 Dot = 100 Persons

Percent Low-Income by Census Tract

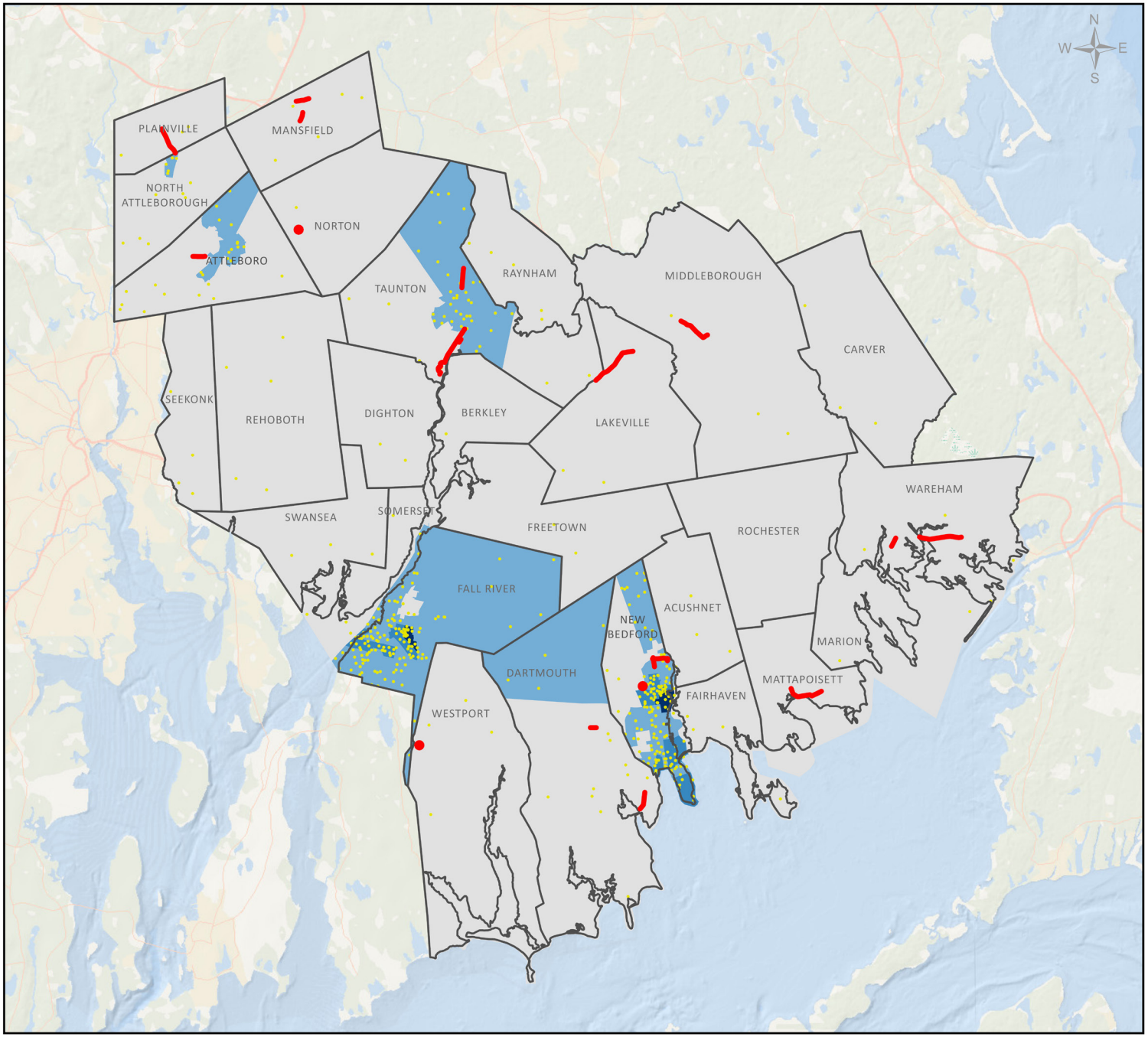
- < 5%
- 5% - < 10.57%
- Regional Average 10.58%
- 10.58% - < 20%
- 20% - < 30%
- 30% - 51%

SRPEDD
Southeastern Regional Planning & Economic Development District

Data Sources: SRPEDD, MassGIS, MassgeoDOT, ACS 2017-2021

Figure 6: Concentrations of Low-Income Populations with 2024- 2028 TIP Project Locations

Concentrations of Limited English Proficiency (LEP) Populations with 2024-2028 TIP Project Locations



TIP Project

- Intersection
- Corridor

LEP Population

- 1 Dot = 100 Persons

Percent LEP by Census Tract

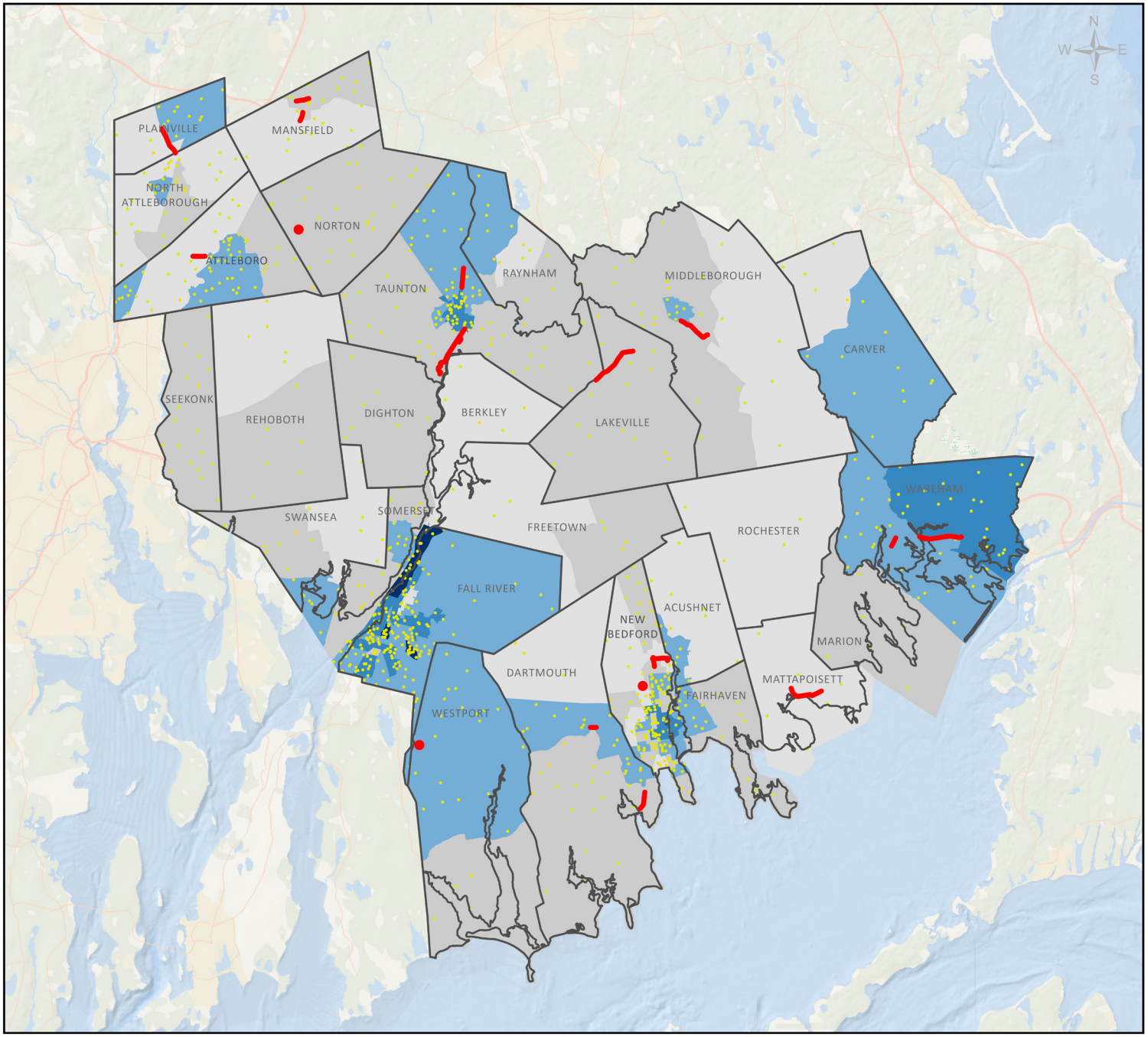
- < 7.37%
- Regional Average 7.37%
- 7.37% - < 20%
- 20% - < 30%
- 30% - 42%

SRPEDD
Southeastern Regional Planning & Economic Development District

Data Sources: SRPEDD, MassGIS, MassgeoDOT, ACS 2017-2021

Figure 7: Concentrations of Limited English Proficiency (LEP) Populations with 2024-2028 TIP Project Locations

Concentrations Populations with a Disability with 2024-2028 TIP Project Locations



TIP Project

- Intersection
- Corridor

Population with a Disability

- 1 Dot = 100 Persons

Percent Disability by Census Tract

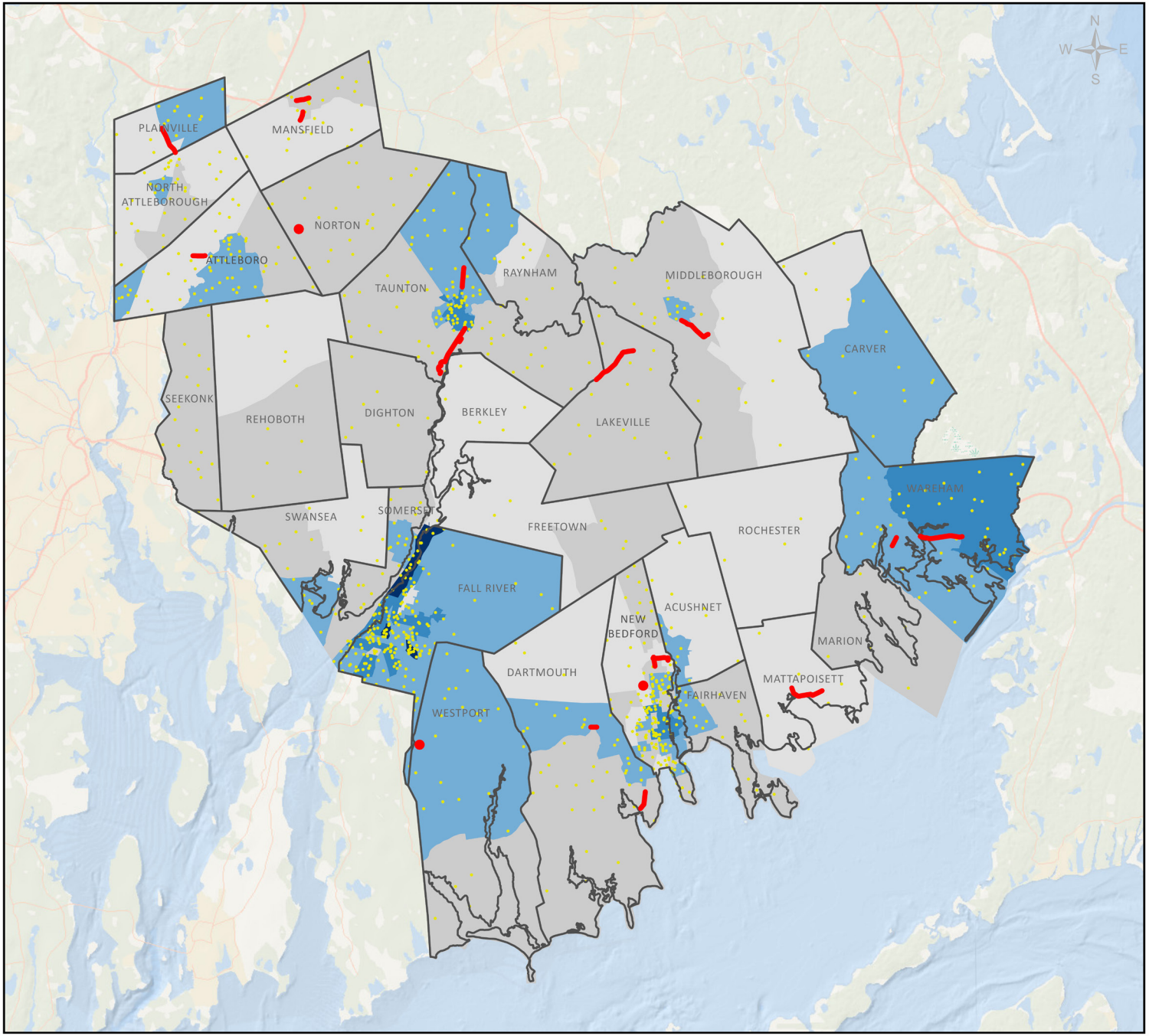
- < 10%
- 10% - < 14%
- Regional Average 14.06%
- 14% - < 20%
- 20% - < 30%
- 30% - 51%

SRPEDD
Southeastern Regional Planning & Economic Development District

Data Sources: SRPEDD, MassGIS, MassgeoDOT, ACS 2017-2021

Figure 8: Concentrations of Populations Age 65 and over with 2024-2028 TIP Project Locations

Concentrations Populations with a Disability with 2024-2028 TIP Project Locations



TIP Project

- Intersection
- Corridor

Population with a Disability

- 1 Dot = 100 Persons

Percent Disability by Census Tract

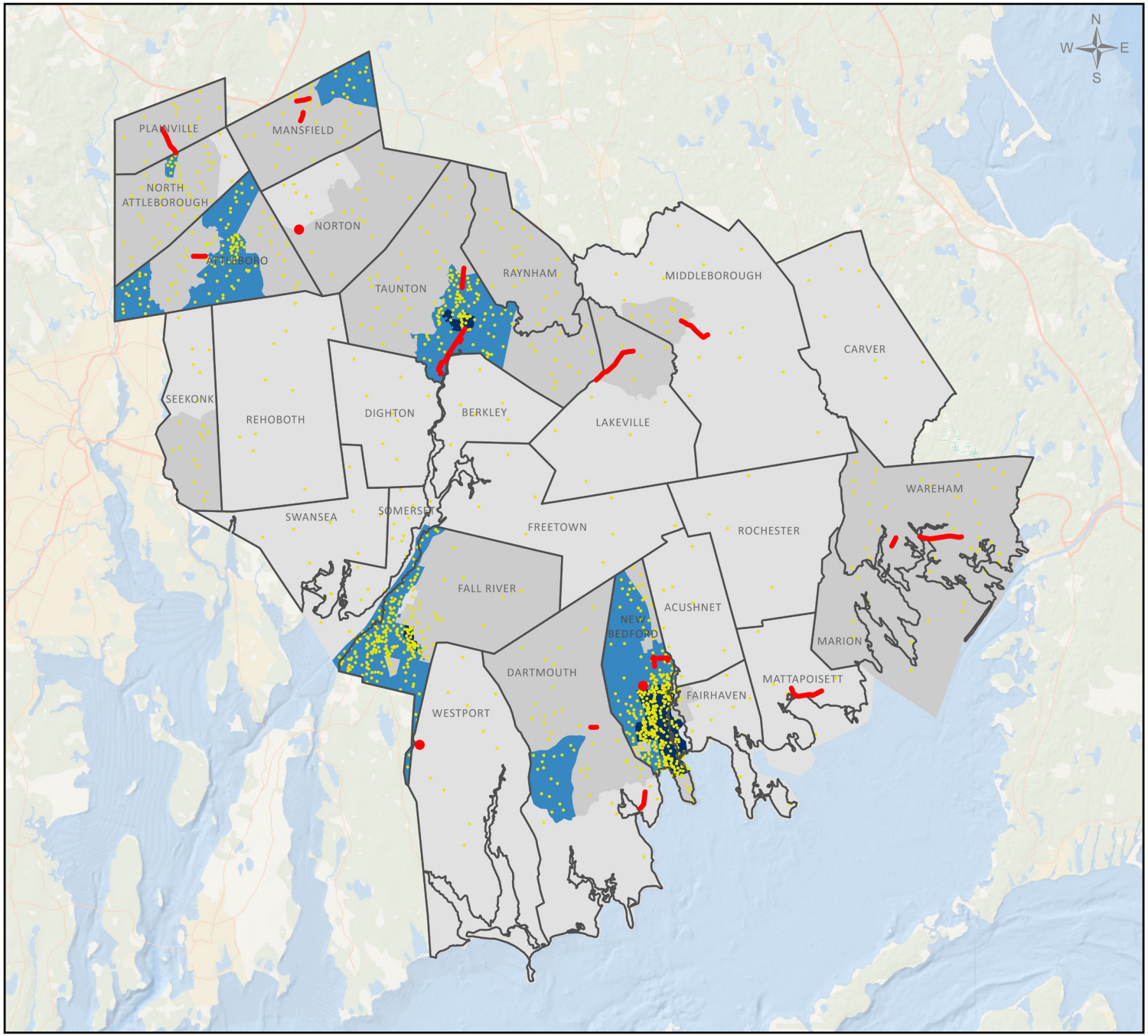
- < 10%
- 10% - < 14%
- Regional Average 14.06%
- 14% - < 20%
- 20% - < 30%
- 30% - 51%

SRPEDD
Southeastern Regional Planning & Economic Development District

Data Sources: SRPEDD, MassGIS, MassgeoDOT, ACS 2017-2021

Figure 9: Concentrations of TIP Populations with a Disability with 2024-2028 TIP Project Locations

Concentrations of Minority Populations with 2024-2028 TIP Project Locations



TIP Project

- Intersection
- Corridor

Minority Population

- 1 Dot = 100 Persons

Percent Minority by Census Tract

- < 10%
- 10% - < 20%
- Regional Average 20.05%
- 20% - < 40%
- 40% - 74%

SRPEDD
Southeastern Regional Planning & Economic Development District

Data Sources: SRPEDD, MassGIS, MassgeoDOT, Census 2020

Figure 10:Concetrations of Minority Populations with 2024-2028 TIP Project Locations

The number of projects programmed in the existing FFY2024-2028 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 (Dighton, Raynham, Rehoboth, Seekonk) had projects programmed in the FFY2019-2023 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 current projects in the TIP programmed with regional target funds. However, Fairhaven, Fall River, Marion, and Swansea have developed projects that are programmed with statewide funds; these projects are not part of this analysis. In addition, Fall River and Swansea are also developing projects that are currently on the supplemental list. Berkley has recently become a voting member of the SMMPO, and Freetown has been attending the JTPG and they also recently took advantage of SRPEDD's services to have a community tech study completed. 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, North Attleborough, and Rochester) 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, Freetown, North Attleborough, Rochester 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 FFY2024-2028 TIP, there are 7 communities with 1 project in the TIP. These communities are Attleboro, Lakeville, Mattapoisett, Middleborough, Norton, Plainville, and Westport. There are 5 communities, Dartmouth, Mansfield, New Bedford, Taunton, and Wareham with 2 projects for a total of 17. (Please see figure 11 titled Number of 2024-2028 TIP Projects by Municipality.)

Figure 11: Number of FFY2024-2028 TIP Projects by Municipality

Total project expenditures were calculated by community and per capita for minority, low-income (poverty), LEP, older adults, and persons with a disability. The median per capita spending for the 12 communities with projects programmed in the FFY2024-2028 TIP is $411. Among those communities, per capita spending ranges from $112 per capita in Norton to $1,516 in Mattapoisett. (See table 12 entitled SRPEDD 2024-2028 TIP Projects by Municipality with Project Expenditure and Title VI and EJ Criteria.)

Of the 15 communities with no projects in the FFY2024-2028 TIP, three, Berkley, Dighton, and Rochester have no populations of concern. Of the communities with no projects in the current TIP programmed with regional target funds, (Acushnet, Berkley, Carver, Dighton, Fairhaven, Fall River, Freetown, Marion, North Attleborough, Raynham, Rehoboth, Rochester, Seekonk, Somerset, and Swansea), 4 communities, Dighton, Raynham, Rehoboth, and Seekonk, each had a project in the FFY2019-2023 look-back TIP.

If Fairhaven, Fall River, Marion, and Swansea are excluded from the 15 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, Freetown, North Attleborough, and Somerset) with no past or current projects, which is 19% of SMMPO communities with populations of concern that are not presently actively seeking projects through the TIP.

Table 12: SRPEDD 2024-2028 TIP Projects by Municipality

Municipality	Number of Projects	Total Population (Census 2020)	Project Expenditures	Per Capita Expenditure	Project(s) Serves or Affects an EJ Area (# of projects)	Project(s) Serves or Affects a Title VI Area (# of projects)
Attleboro	1	46,461	$6,751,136	$145	Yes	Yes
Dartmouth	2	33,783	$17,041,816	$504	No	Yes (2)
Lakeville	1	11,523	$14,286,309	$1,240	No	No
Mansfield	2	23,860	$15,337,572	$643	Yes (1)	No (2)
Mattapoisett	1	6,508	$9,866,720	$1,516	No	Yes
Middleborough	1	24,245	$4,754,216	$196	Yes	Yes
New Bedford	2	101,079	$14,727,232	$146	Yes (2)	Yes (2)
Norton	1	19,202	$2,149,816	$112	No	Yes
Plainville	1	9,945	$10,427,826	$1,049	Yes	Yes
Taunton	2	59,408	$18,922,406	$319	Yes (2)	Yes (2)
Wareham	2	23,303	$12,650,058	$543	Yes (2)	Yes (2)
Westport	1	16,339	$3,523,936	$216	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 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 15 out of the 17 projects in the FFY2024-2028 TIP fall within a half-mile buffer zone that serves Title VI or EJ populations which is 88% of the projects.

While most of our communities are active participants in the regional planning process and pursue TIP funding, there are several communities with no projects in the current or look-back TIPs. However, five of these communities have taken advantage of the Shared Streets & Spaces and Complete Streets state funding programs as shown in Table? Municipality Grant Program Participation. Many of the communities do not actively seek projects through the TIP process or attend the Joint Transportation Planning Group (JTPG) meetings or take advantage of the array of services and technical assistance

offered by the staff of the SMMPO. This reinforces the trend of particular SMMPO communities involved in the TIP process that tend to seek participation, and those that do not, likely due to the sometimes difficult and strict design process, as well as staffing challenges to manage these processes.
Although 88% of our current projects serve populations of concern, we will continue to support and prioritize projects, through our evaluation criteria process, that serve these populations.

FFY2019-2023 TIP (Look Back) Analysis
The geographical distribution of the FFY2019-2023 Transportation Improvement Program (TIP) projects were mapped with EJ and Title VI thresholds and density. To account for populations that could be affected outside of the immediate TIP project area, a half-mile buffer zone was created around each project. If a project was located within an area identified as having a population of concern above SRPEDD's regional average or by dot density, we included the project as serving or affecting an EJ or Title VI area. Of the 15 total projects in 9 communities in the look-back period, there were 14 projects that were located within or directly connected or served identified populations of concern.

Please see maps entitled Concentrations of Minority Populations with 2019-2023 TIP Project Locations (Figure 12); Concentrations of Low-Income Populations with 2019-2023 TIP Project Locations (Figure 13); Concentrations of Limited English Proficiency (LEP) Populations with 2019-2032 TIP Project Locations (Figure 14); Concentrations of Populations Age 65 and over with 2019-2023 TIP Project Locations (Figure 15); and Concentrations of Populations with a Disability with 2019-2023 TIP
Project Locations (Figure 16).

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

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

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

FFY2019-2023 TIP (Look Back) Results

For social equity with Title VI implications, the 15 TIP projects in 9 communities were analyzed considering Limited English Proficient (LEP), age (particularly older adults) and disability populations. Out of the 15 projects, 7 projects serve all three Title VI populations, while 2 projects serve two of the populations, and 6 projects serve one of the Title VI populations. There are no projects which do 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, 9 projects serve both Minority and Low-income populations, while 1 project serves low-income populations only. There are 5 projects which do not affect or serve any EJ populations. This is displayed in Table 13. The anticipated improvements (safety, congestion, bicycle and pedestrian, and ADA) of these projects may result in improved system efficiency and roadway conditions. This may include reductions in congestion and travel time, improved access to transit, improved transit time, and improvements in travel options and infrastructure conditions. These benefits may also extend beyond the project area, which was also considered in the identification of affected 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.

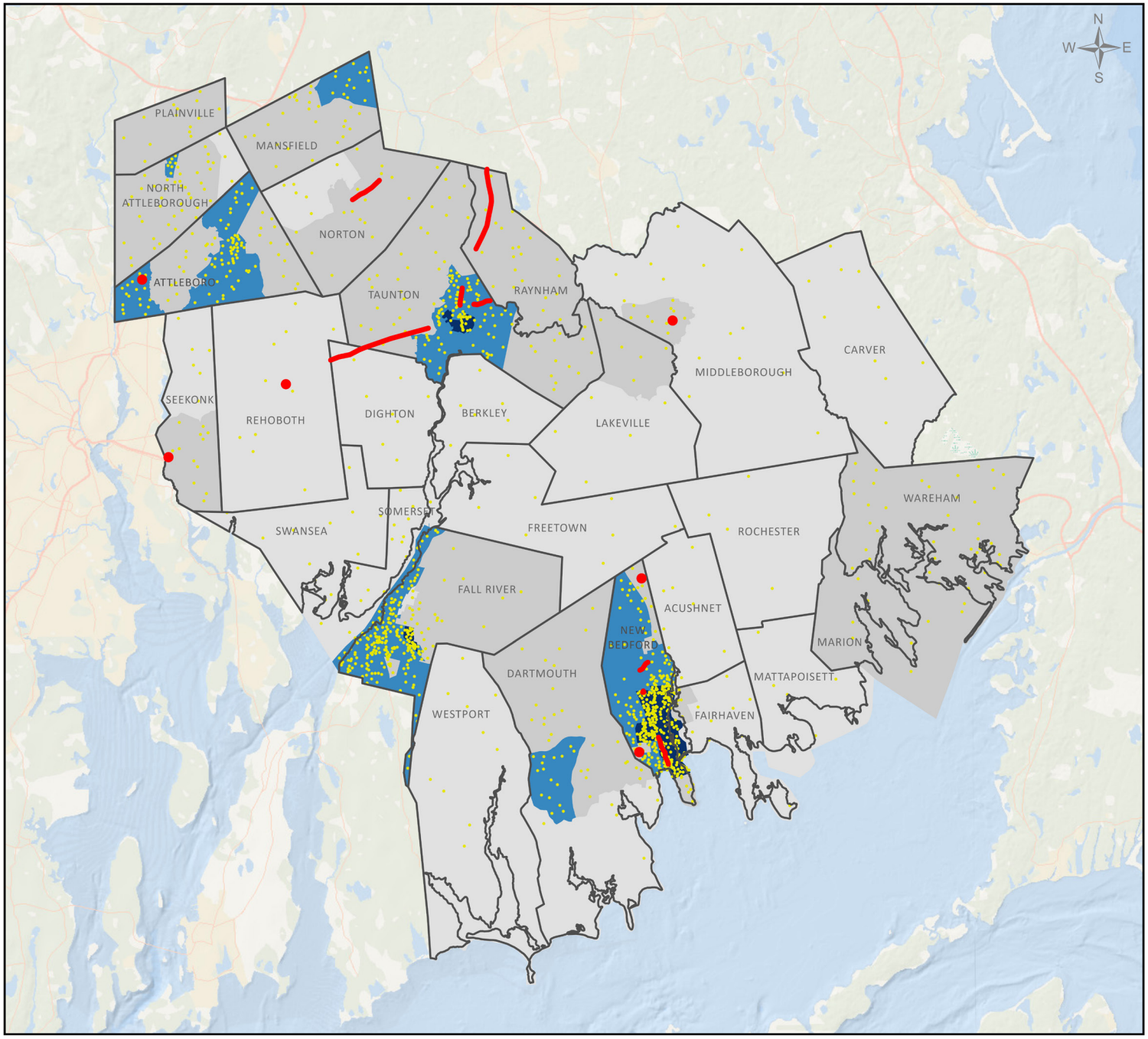
Table 13: FFY2019-2023 TIP Projects with Title VI & Environmental Justice Populations

Project	Environmental Justice Populations within buffer	Title VI Populations within buffer	Anticipated Benefits / Positive Impacts	Disproportionate Burdens / Adverse Effects
Attleboro - Intersection improvements at Route 1 (Washington Street)/Route 1A (Newport Avenue) and Route 123 (Highland Avenue).	Minority and Low-Income	Disability	Congestion reductions, safety improvements, and travel option improvements	No identified burdens/ adverse effects
Dighton - Resurfacing and related work on Route 44.	No EJ	Age	Infrastructure condition	No identified burdens/adverse effects
Middleborough - Intersection improvements and related work at Everett Square.	Low-Income	Disability	Safety improvements	No identified burdens/ adverse effects
New Bedford - Corridor improvements and related work on County Street from Nelson Street to Union Street.	Minority and Low-Income	LEP, Disability, and Age	Addition of bike lanes, ADA compliant sidewalks, new lighting, on a SRTA transit route.	No identified burdens/ adverse effects
New Bedford - Corridor improvements and related work on Kings Highway, from Church Street to the Kings Highway Bridge (N-06-036) over Route 140.	Minority and Low-Income	LEP, Disability, and Age	Safety improvements, travel option improvements, and infrastructure condition	No identified burdens/ adverse effects
New Bedford - Intersection improvements and related work at Rockdale Avenue and Allen Street.	Minority and Low-Income	LEP, Disability, and Age	Safety improvements	No identified burdens/ adverse effects
New Bedford - Intersection improvements at Hathaway Road, Mount Pleasant Street, and Nauset Street.	Minority and Low-Income	LEP, Disability, and Age	Safety improvements	No identified burdens/ adverse effects
New Bedford - Intersection improvements on Acushnet Avenue at Peckham Road/Sassaquin Avenue.	Minority and Low-Income	LEP and Age	Safety improvements and travel option improvements	No identified burdens/ adverse effects
Norton - Corridor improvements and related work on East Main Street (Route 123), from Pine Street to I-495.	No EJ	Age	Infrastructure condition and travel option improvements	No identified burdens/adverse effects

Table 13 (continued): FFY2019-2023 TIP Projects with Title VI & Environmental Justice Populations

Project	Environmental Justice Populations within buffer	Title VI Populations within buffer	Anticipated Benefits / Positive Impacts	Disproportionate Burdens / Adverse Effects
Raynham - Resurfacing and related work on Route 138.	No EJ	Disability and Age	Safety improvements, travel option improvements, and infrastructure condition	No identified burdens/adverse effects
Rehoboth - Intersection improvements and related work at Winthrop Street (Route 44) and Anawan Street (Route 118).	No EJ	Age	Safety improvements	No identified burdens/adverse effects
Seekonk - Intersection improvements and related work at Fall River Avenue (Route 114A) and County Street.	No EJ	Age	Congestion reductions, safety improvements, and travel option improvements	No identified burdens/adverse effects
Taunton - corridor improvements and related work on Broadway (Route 138), from Leonard Street northerly to Purchase Street (phase I).	Minority and Low-Income	LEP, Disability, and Age	Safety improvements, travel option improvements, and infrastructure condition	No identified burdens/adverse effects
Taunton - Reconstruction of Route 44 (Dean Street), from Arlington Street to Route 104 (South Main Street).	Minority and Low-Income	LEP, Disability, and Age	Congestion reductions, safety improvements, and travel option improvements	No identified burdens/adverse effects
Taunton - Resurfacing and related work on Route 44.	Minority and Low-Income	LEP, Disability, and Age	Infrastructure Condition	No identified burdens/adverse effects

Concentrations of Minority Populations with 2019-2023 TIP Project Locations



TIP Project

- Intersection
- Corridor

Minority Population

- 1 Dot = 100 Persons

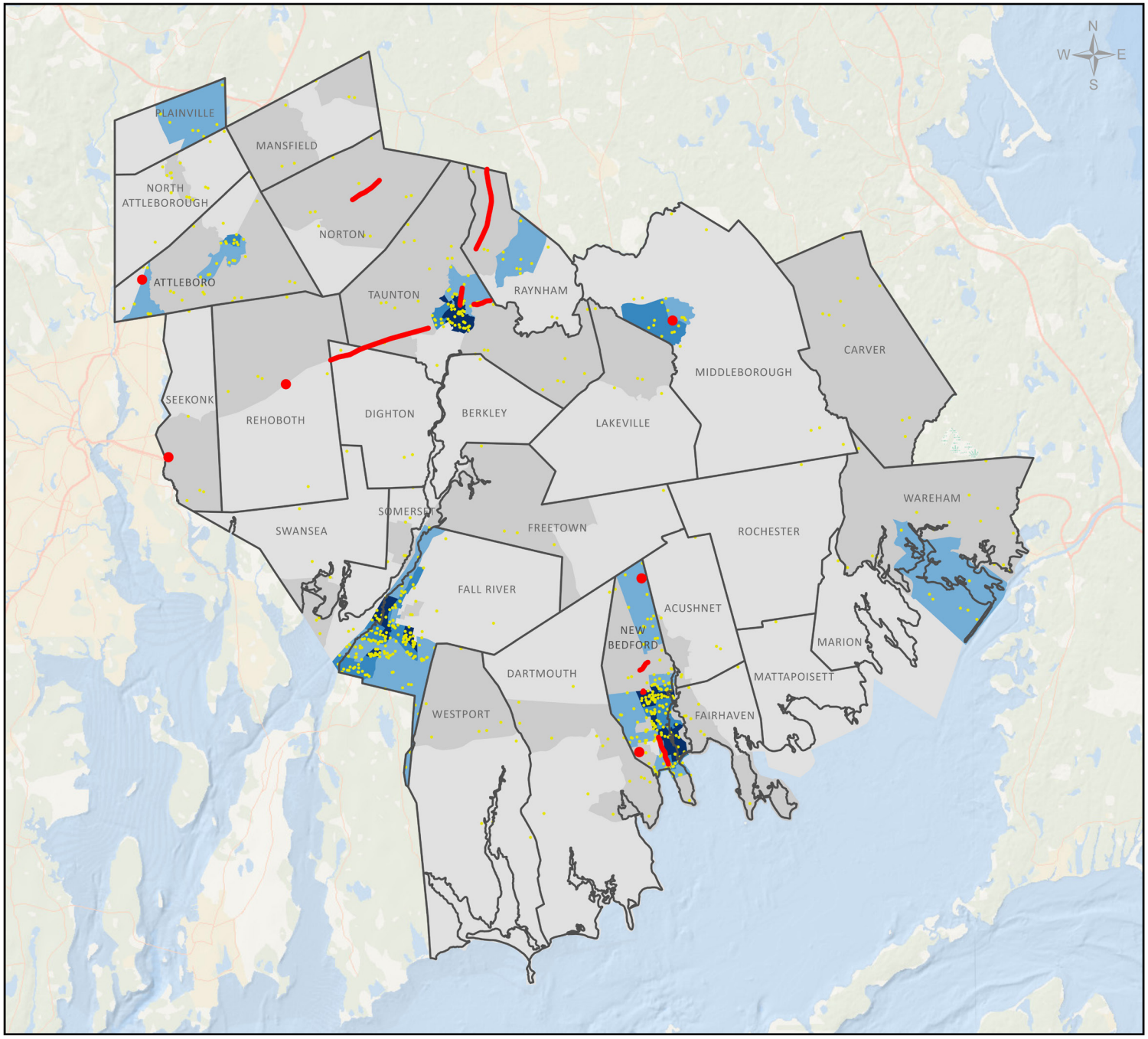
Percent Minority by Census Tract

- < 10%
- 10% - < 20%
- Regional Average 20.05%
- 20% - < 40%
- 40% - 74%

SRPEDD
Southeastern Regional Planning & Economic Development District

Data Sources: SRPEDD, MassGIS, MassgeoDOT, Census 2020

Concentrations of Low-Income Populations with 2019-2023 TIP Project Locations



TIP Project

- Intersection
- Corridor

Low-Income Population

- 1 Dot = 100 Persons

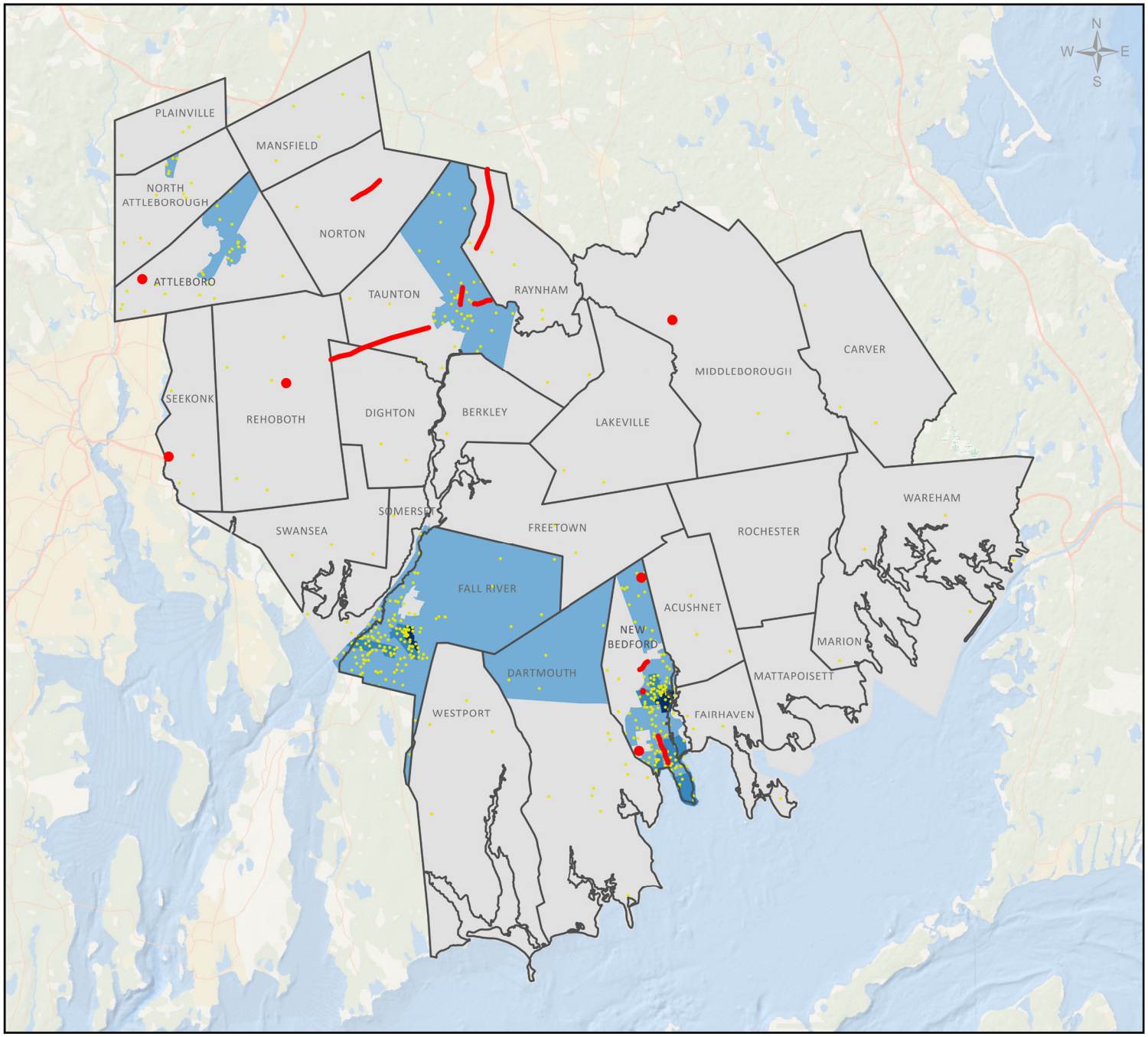
Percent Low-Income by Census Tract

- < 5%
- 5% - < 10.57%
- Regional Average 10.58%
- 10.58% - < 20%
- 20% - < 30%
- 30% - 51%

SRPEDD
Southeastern Regional Planning & Economic Development District

Data Sources: SRPEDD, MassGIS, MassgeoDOT, ACS 2017-2021

Concentrations of Limited English Proficiency (LEP) Populations with 2019-2023 TIP Project Locations



TIP Project

- Intersection
- Corridor

LEP Population

- 1 Dot = 100 Persons

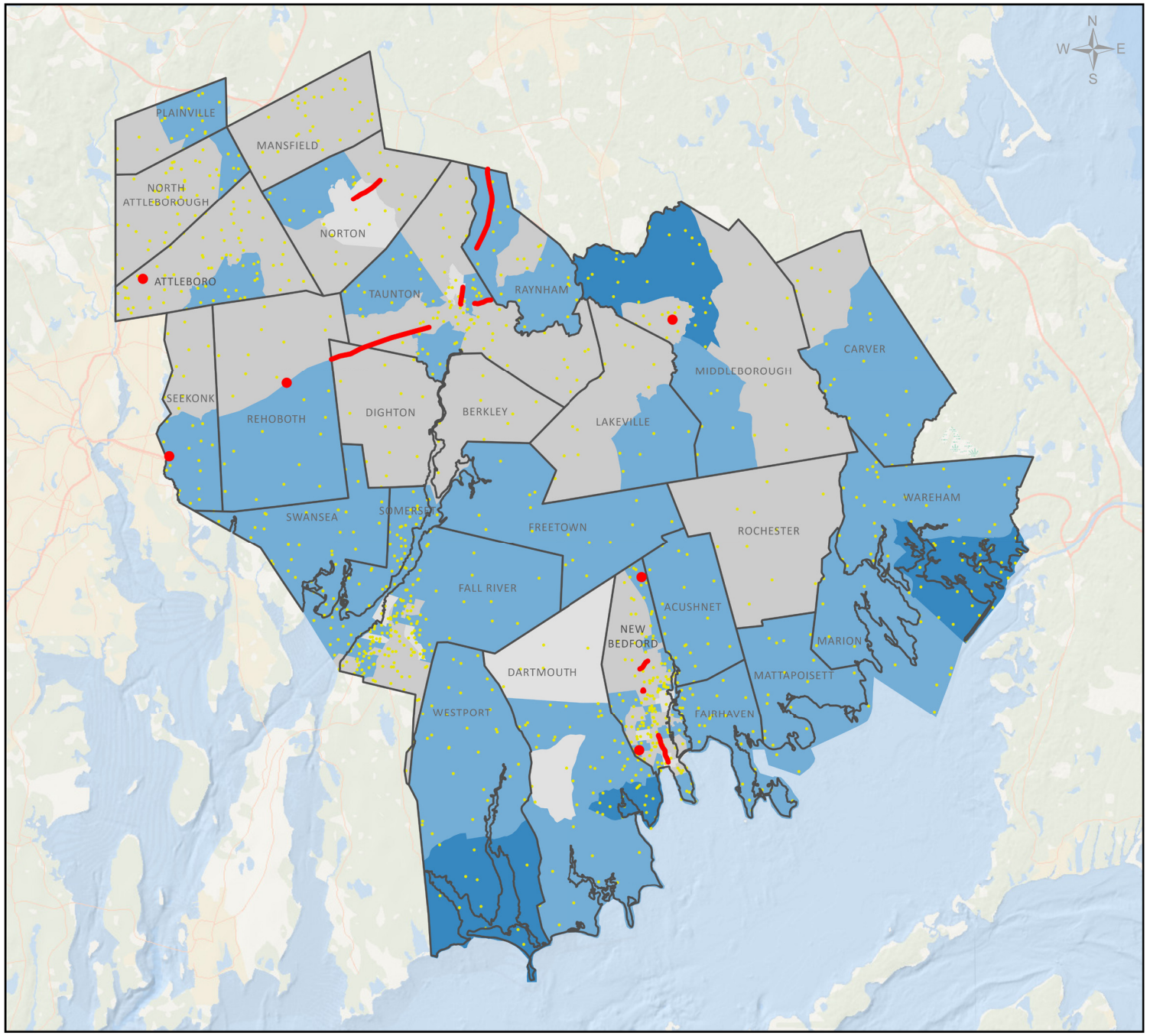
Percent LEP by Census Tract

- < 7.37%
- Regional Average 7.37%
- 7.37% - < 20%
- 20% - < 30%
- 30% - 42%

SRPEDD
Southeastern Regional Planning & Economic Development District

Data Sources: SRPEDD, MassGIS, MassgeoDOT, ACS 2017-2021

Concentrations of Population Age 65 and over with 2019-2023 TIP Project Locations



TIP Project

- Intersection
- Corridor

Population Age 65+

- 1 Dot = 100 Persons

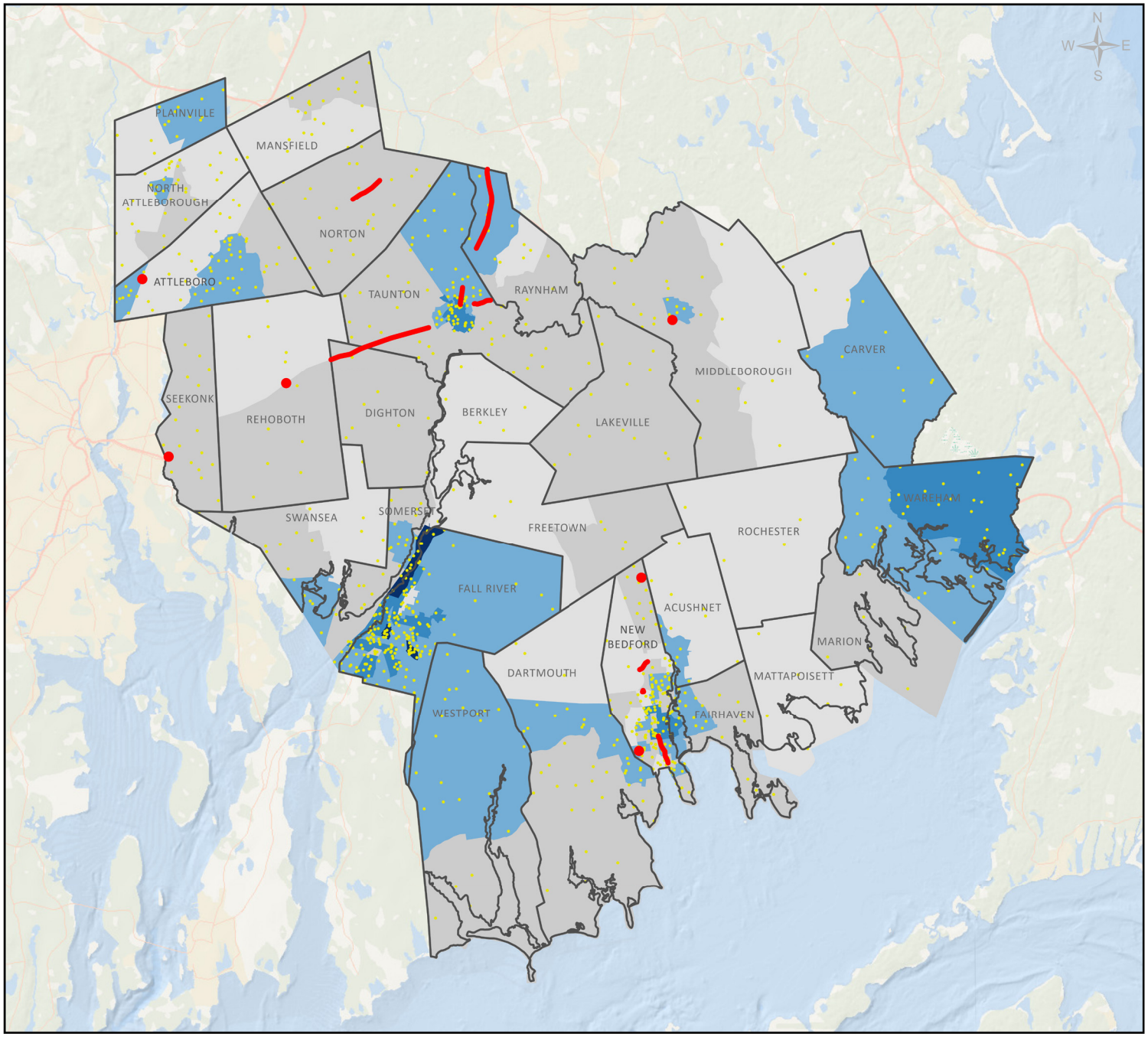
Percent Age 65+ by Census Tract

- < 10%
- 10% - < 17.50%
- Regional Average 17.50%
- 17.50% - < 30%
- 30% - < 40%

SRPEDD
Southeastern Regional Planning & Economic Development District

Data Sources: SRPEDD, MassGIS, MassgeoDOT, ACS 2017-2021

Concentrations Populations with a Disability with 2019-2023 TIP Project Locations



TIP Project

- Intersection
- Corridor

Population with a Disability

- 1 Dot = 100 Persons

Percent Disability by Census Tract

- < 10%
- 10% - < 14%
- Regional Average 14.06%
- 14% - < 20%
- 20% - < 30%
- 30% - 51%

SRPEDD
Southeastern Regional Planning & Economic Development District

Data Sources: SRPEDD, MassGIS, MassgeoDOT, ACS 2017-2021

The total number of TIP projects programmed in the look-back FFY2019-2023 TIP total 15 in 9 communities. Eight of the remaining communities have projects programmed in the existing FFY2024-2028 TIP with regional target funds. The remaining communities have no recent or future projects in the TIP programmed with regional target funds. However; three communities have developed a project listed in our TIP that is being funded with statewide funds. One community has recently become a voting member of the SMMPO, and another has been very active with the JTPG group despite having no projects in development.

Of the 9 communities with TIP projects in the look-back period of the FFY2019- 2023 TIP, there were 7 communities with 1 project in the TIP. These communities were Attleboro, Dighton, Middleborough, Norton, Raynham, Rehoboth, and Seekonk. The city of Taunton has 3 projects in the look-back period, and the city of New Bedford has 5 projects in the look-back period. (Please see Figure 17, Number of 2019-2023 TIP Projects by Municipality.)

Figure 17: Number of FFY2018-2022 TIP Projects by Municipality

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 9 communities with projects programmed in the FFY2019-2023 TIP was $274. Among those communities, per capita spending ranged from a low of $103 in Middleborough to a high of $1,010 in Raynham. (See Table 14 titled SRPEDD 2019-2023 TIP Projects by Municipality with Project Expenditure and Title VI and EJ Criteria.)

Of the 18 communities with no projects in the TIP during FFY2019-2023, there is only one, Berkley, that has populations of concern. Of the remaining 17 communities, 8 have projects in the current FFY2024-2028 TIP. These are Dartmouth, Lakeville, Mansfield, Mattapoisett, Plainville, Swansea, Wareham, and Westport. Ten of these communities remaining have had no past or current projects programmed with regional target funds. These communities are Acushnet, Berkley, Carver, Fairhaven, Fall River, Freetown, Marion, North Attleborough, Rochester, and Somerset. However, Fairhaven, Fall River and Marion have developed a project listed in our TIP that is being funded with statewide funds. The remaining 7 communities (Berkley has no populations of concern) account for 26% 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 2020)	Project Expenditures	Per Capita Expenditure	Project(s) Serves or Affects an EJ Area (# of projects)	Project(s) Serves or Affects an Title VI Area (# of projects)
Attleboro	1	46,461	$7,213,265	$155	Yes	Yes
Dighton	1	8,101	$1,932,000	$238	No	Yes
Middleborough	1	24,245	$2,500,449	$103	Yes	Yes
New Bedford	5	101,079	$27,698,293	$274	Yes (5)	Yes (5)
Norton	1	19,202	$8,364,975	$436	No	Yes
Raynham	1	15,142	$15,289,350	$1,010	No	Yes
Rehoboth	1	12,502	$3,901,672	$312	No	No
Seekonk	1	15,531	$2,480,866	$160	No	Yes
Taunton	3	59,408	$23,015,535	$387	Yes (3)	Yes (3)

If a project was located within a half-mile buffer zone that serves an area 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), we included the project as falling within one of these areas.

Our results show that 15 out of the 15 projects in the look-back FFY2019-2023 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 100% of the projects. Although 100% of our look-back projects fall within the buffer that serves populations of concern, we will continue to support projects, through our evaluation criteria process, that serve these populations.

Transit

GATRA and SRTA fixed routes were mapped 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 both changes in ridership and the shortage of bus

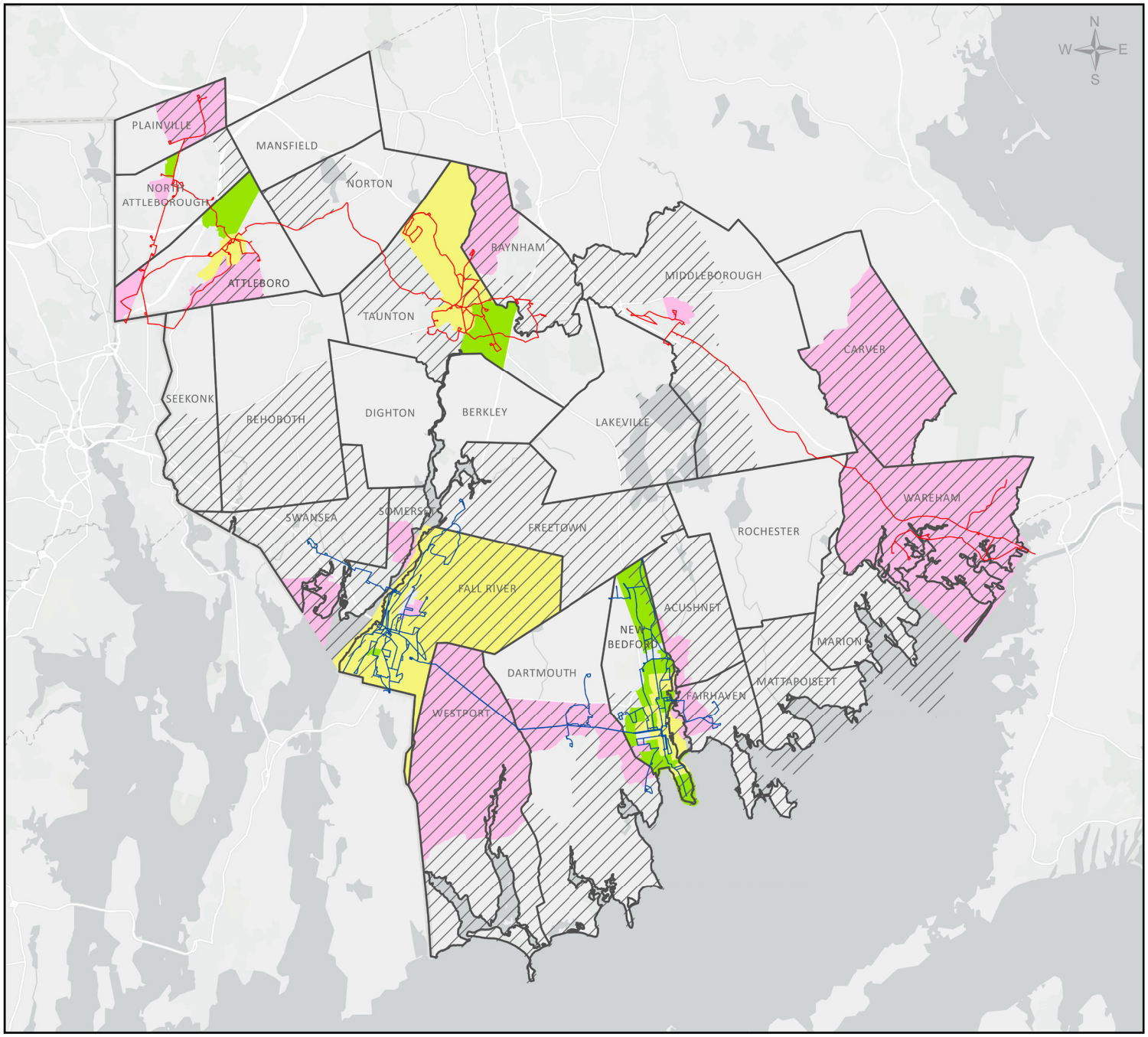
drivers. See figures 19 and 18 of regional transit routes with EJ and Title VI below. Both Regional Transit Agencies also offer Dial-A-Ride and ADA paratransit/demand-response services; GATRA to seniors (60 and over) or persons with a disability who cannot access public transportation, and SRTA to disabled persons.

Municipality Grant Program Participation

From 2020 to 2022, there were 34 Shared Streets & Spaces grants awarded to 20 communities (Acushnet, Attleboro, Dartmouth, Dighton, Fairhaven, Fall River, Freetown, Mattapoisett, Middleborough, New Bedford, North Attleborough, Norton, Plainville, Raynham, Rochester, Seekonk, Somerset, Swansea, Taunton, and Wareham) in the SMMPO region thus far, totaling $2,990,965.59. Seven communities (Attleboro, Dighton, Fall River, North Attleborough, Somerset. Swansea, and Wareham) had 2 Shared Streets grants awarded. Two communities (New Bedford and Raynham) had 3 Shared Streets grants awarded and one community, Taunton, had 4 Shared Streets grants awarded in this period. Twelve communities in the SMMPO region (Dighton, Fairhaven, Fall River, Mansfield, Mattapoisett, Middleborough, New Bedford, North Attleborough, Raynham, Somerset, Swansea, and Taunton) were each awarded a Complete Streets grants in the past 5 years, totaling $4,820,471. Four communities (Attleboro, Lakeville, Mansfield, and Wareham) were each awarded one MassTrails grant, Mattapoisett was awarded 2 MassTrails grants, Fall River was awarded 3 MassTrails grants, and New Bedford was awarded 4 MassTrails grants during the past five years, for a total of $1,551,762 in MassTrails funding. Berkley, Carver, Marion, Rehoboth, and Westport did not receive any of these three grants over the five-year period. 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, five of these communities, Acushnet, Fairhaven, Fall River, North Attleborough, and Somerset, 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 and North Attleborough are not actively seeking projects through the TIP and make little 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.

SRPEDD Regional Transit with Title VI Populations



Title VI Census Tracts

- Limited English Proficiency and Disability
- Limited English Proficiency
- Disability
- Age 65+

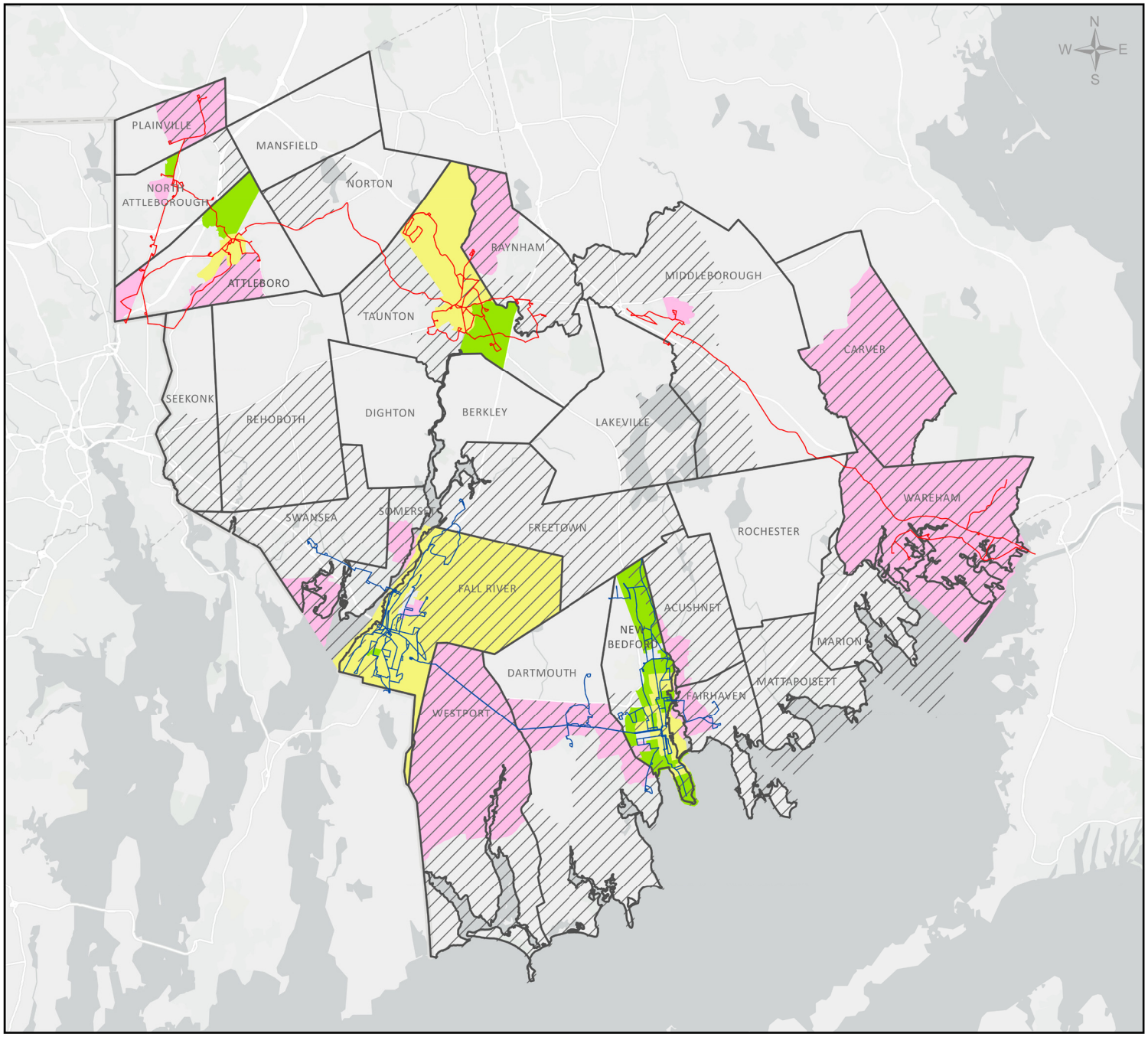
Transit Routes

- SRTA Fixed Bus Routes
- GATRA Fixed Bus Routes

SRPEDD
Southeastern Regional Planning & Economic Development District

Data Sources: SRPEDD, MassGIS, MassgeoDOT, Census 2020

SRPEDD Regional Transit with Title VI Populations



Title VI Census Tracts

- Limited English Proficiency and Disability
- Limited English Proficiency
- Disability
- Age 65+

Transit Routes

- SRTA Fixed Bus Routes
- GATRA Fixed Bus Routes

SRPEDD
Southeastern Regional Planning & Economic Development District

Data Sources: SRPEDD, MassGIS, MassgeoDOT, Census 2020

Table 15: SRPEDD Region State Grants (2019-2023)

Municipality	Shared Streets Award & Description	Complete Streets Award & Description (If available)	MassTrails Award & Description
Acushnet	**2020: $12,917** to provide access to a public park from the Slocum Street corridor along River Street by installing a new path		
Attleboro	**2022: $35,013** Snow removal equipment for pedestrian and bicycle facilities. **2021: $122,149** to support new lighting, paving, landscaping, public seating, public art, and bicycle racks to transform an under-used 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		**2022**: **$50,000** to upgrade visitors' trail experiences through a phased series of site improvements to: design, permit, and construct an All Persons trail from the parking lot through gardens to an accessible platform overlooking a freshwater marsh.
Dartmouth	**2022: $75,250** To transform a parking lot into a year-long pop-up space featuring attractions such as ice skating, food and drink vendors, seating, outdoor firepits, and patio heaters.	**2018: $200,000** The Milton Street Sidewalk Improvements will construct a new sidewalk along Milton Street from Slocum Road to Potter Street and Sharp Street. These improvements will eliminate a gap in the pedestrian network connecting the Bliss Corner neighborhoods to the recreational facilities along Slocum Road and provide an accessible route through these neighborhoods.	
Dighton	**2021: $118,839** to construct curb ramps, ADA-compliant curb cuts, accessible sidewalks, and delineated crosswalks throughout town **2020: $168,242** To extend an existing sidewalk, allowing for 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.	**2020: $277,442** for new sidewalk and high visibility crosswalks at Center Street and Elementary/Middle School intersection. Ugrading and extending the existing sidewalk on Pearl Street. Bicycle signage installed on ten roads throughout the town to encourage motorists to share the road.	
Fairhaven	**2021: $183,689** to install safer pedestrian crossings for two high-volume/high-speed streets – one near Livesey Park and one at downtown end of Phoenix Trail – to include pedestrian safety beacons, new signage, and enhanced markings	**2022: $332,636** To conduct a lane diet and add buffered bike lanes along Alden and Howland Roads to Bridge Street, as well as to provide crosswalk improvements, new bus shelters, and speed feedback signs at various locations.	
Fall River	**2022: $49,900** for pedestrian- activated warning devices/crossing signals and $46,500.00 for traffic signals. **2021: $229,257** to install new bike lanes; pedestrian crossings, ADA-compliant ramps, and safety flashing beacons; and new wayfinding directed at bicyclists, to create better connections to future East Coast Greenway and existing Quequechan Rail Trail	**2020**: **$399,925** William S. Canning Blvd Multimodal Improvements: narrow travel lanes, construction of sidewalks; adjustment of the curb to provide for bicycle lanes; ADA compliant intersection control at three intersections, crosswalks, pavement lines, and stormwater enhancements.	**2022**: **$268,132** to construct an extension of the Quequechan River Rail Trail, including construction of a 550-foot long shared use path that runs along a city owned abandoned railroad right-of-way adjacent to South Watuppa Pond. **2021: $42,950** Maintenance of the Bioreserve Loop Trail Project in Fall River and Freetown. A new visitor parking area to access both the Bioreserve Loop Trail and conservation lands to the south. **2021**: **$50,0000** for Construction of Copicut Accessible Nature Play Trail trail to the south with an existing WWII Veterans' Memorial Trail to the north that ties into the heart of the Downtown.
Mattapoisett	**2020: $237,849** To provide a new, safe connection to the Mattapoisett Rail Trail and create a new safe route to Old Hammondtown Elementary School and areas of employment in Fairhaven	**2021: $260,000** To redesign the intersection of the Mattapoisett Shared Used Path and Brandt Island Road to improve safety and comfort for all users, implement radar speed feedback signs, and construct a new sidewalk along Pearl Street.	**2022: $120,000** for pre-design investigations including various routes, ROW acquisition, and construction financing of One- Mile Gap of Mattapoisett Bike & Ped Path. **2020: $110,000** to connect the Mattapoisett Rail Trail to the planned Marion Pathway to create a 20-mile, no-traffic/low traffic, bike, or pedestrian route from New Bedford to Wareham.
New Bedford			**2019: $34,000** for Feasibility study to analyze and initiate designs to complete a critical gap in the New Bedford "Blue Lane" multimodal pathway network.
North Attleborough	**2022: $37,825** For messaging signs. **2020**: **$28,984** 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	**2021: $385,871** To install new sidewalks, curb ramps, and high visibility crossings along Arnold Road as well as to provide sharrows and bike signage near two elementary schools.	
Norton	**2022: $41,800** For snow removal equipment for pedestrian and bicycle facilities.		
Plainville	**2022: $44,800** To install solar- powered RRFBs at two existing crosswalks at elementary schools on Route 106.		
Raynham	**2022**: **$38,650** To narrow N. Main St/Route 104 to accommodate 5-foot bike lanes and restripe crosswalks, signage and construct ADA- compliant curb ramps at major intersections. **2022**: **$50,000** for snow removal equipment for ped & bicycle facilities. **2021**: **$137,420** To improve connectivity for walkers in the Pleasant St corridor by narrowing the road and installing traffic calming, 10 new pedestrian safety beacons, 12 new crosswalks, & 8 new ADA-compliant ramps	**2023**: **$400,000** For a shared use path with accessible ramps, crosswalks, and rectangular rapid flashing beacons. The shared use path will provide pedestrian and bicycle access to the Raynham Senior Center, the Public Safety Building, and the Borden Colony Play fields.	

Municipality	Shared Streets Award & Description	Complete Streets Award & Description (If available)	MassTrails Award & Description
Rochester	**2022**: **$50,000** Speed feedback/ messaging signs.		
Seekonk	**2021**: **$50,000** To install new ADA-compliant sidewalks, signalized crosswalks, and guardrails on Arcade Avenue		
Somerset	**2021**: **$32,100** To extend a bike lane developed with $$ from a previous Shared Streets and Spaces grant along Read St, for better connections to the South Coast Bikeway **2020: $12,100** To support dedicated bike lanes along Brayton Avenue and Read Street to promote outdoor activity and provide additional transportation options	**2020**: **$400,000** Improve access and safety for pedestrians and bicyclists on Riverside Avenue by narrowing travel lanes, constructing a continuous sidewalk on the river side, installing raised crosswalks and shared-lane markings for cyclists.	
Swansea	**2022**: **$32,063** Speed feedback/ messaging signs. **2021**: **$36,679** To complete a walkway that connects schools with ballfields and pedestrians/cyclists with scenic views and to bike and walking trails and municipal buildings	**2022: $396,609** To install a sidewalk with curb ramps along the west side of Bark Street in addition to on-road bicycle lanes.	
Taunton	**2022**: **$99,000** To improve crosswalks on Main St by adding push-button RRFBs, high-visibility pavement markings, & in-street portable pedestrian crossing signs in the middle of crosswalks. **2022**: **$50,000** for snow removal equipment for pedestrian and bicycle facilities. **2021**: **$4,000** To extend the sidewalk on Main St in downtown Taunton, providing space for 12 tables to facilitate public gathering, outdoor dining & install traffic calming and safety signage **2020**: **$150,000** To provide traffic calming, enhanced pedestrian safety, and ADA- accessibility measures at a dangerous three-way intersection used by elementary, middle, and high school students	**2022**: **$400,000** For improvements on Weir Street between First Street and Harrison Street. Improvements include the addition of painted bicycle lanes, road resurfacing, and reconstructed sidewalks.	
Wareham	**2021**: **$91,060** To install a bus shelter, street furniture, & landscaping to encourage use of local bus services. Will also install pedestrian safety improvements including a wooden guardrail, solar powered light poles, public bike repair station to support non-vehicular travel **2020**: **$41,500** To promote the creative use of the public space in downtown Wareham by transforming the historic train station in Wareham Village into an entertainment, food and hospitality area		**2020**: **$50,000** for engineering, planning, sitework, materials, amenities, and maintenance of Wareham trail networks. Will also fund small machinery for mowing, brush removal, and forestry services.

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.

Table 16: Federal Funding Categories

Funding Category	Explanation
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%.
Bridge Investment Program	Competitive, discretionary program to reduce the number of existing bridges in poor condition. 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
Carbon Reduction Program (CRP)	Provides funds for projects designed to reduce transportation emissions, defined as carbon dioxide (CO2) emissions from on-road highway sources.
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.
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, encompassing Mobile Source Emissions Factors, 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%

Funding Category	Explanation
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%.
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), for the construction of new facilities on the NHS, and (as amended by the BIL) for activities to increase the resiliency of the NHS to mitigate the cost of damages from sea level rise, extreme weather events, flooding, wildfires, or other natural disasters. These investments ens3ure that federal-aid funds in highway construction support progress toward the achievement of performance targets established in an asset management plan of a State for the National Highway System. 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. Certain types of improvements, predominantly safety improvements, may have a Federal share of 100 percent, as amended by the BIL. Funding: Federal - 90%, State - 10%.

Funding Category	Explanation
National Infrastructure Project Assistance (also known as "Megaprojects" or MEGA)	This $5 billion competitive grant program supports multi-modal, multijurisdictional 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.
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.
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.
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.
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 - 100%
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 multi-modal, multijurisdictional projects with exceptional benefits, explore ways to deliver projects faster and save on construction costs, and make needed investments in our Nation's infrastructure. It funds projects that are harder to support through traditional DOT programs and provides funding directly to any public entity at the state or local level. A Notice of Funding Opportunity (NOFO) for FY23 was issued in November 2022 and applications were due February 28, 2023. The total amount of funding available in FY23 is $2.3 billion.
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.
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 aside for small projects ($200 million), rural roadway lane departure improvements ($300 million), and the Appalachian Development Highway System ($500 million).

Funding Category	Explanation
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 April 2023. The program is open to MPOs, local governments and federally recognized tribes, but not states.
Surface Transportation Block Grant Program (STBG)	Funding under this category may be expended for construction, reconstruction, rehabilitation, resurfacing, restoration, operational and safety improvements. 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%. 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. Certain types of improvements, primarily safety improvements, listed in 23 U.S.C. 120(c)(1), as amended by the BIL, may have a Federal share of 100 percent.
Surface Transportation Block Grant Program Transportation Alternatives (STBG-TA)	This category is a portion 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%, with flexibility. States can use various flexibilities, including some new ones under the BIL, to increase the Federal share for specific projects to 100 percent.

Table 17: Federal Transit Administration Funding Programs

Funding Category	Explanation
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%

Table 18: State and Local Funding Programs

Funding Category	Funding Category Explanation
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.
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.
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 %.
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.
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 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.
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.

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 FFY2024-2028 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

Figure 21: 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 19: Section 5307 Urbanized Area

GATRA	FFY 2024	FFY 2025	FFY 2026	FFY 2027	FFY 2028	Total
Boston	$882,641	$895,881	$909,319	$922,959	$936,803	$4,547,603
Barnstable	$1,180,759	$1,198,470	$1,216,447	$1,234,694	$1,253,215	$6,083,585
Providence	$3,623,076	$3,677,422	$3,732,584	$3,788,573	$3,845,401	$18,667,056
GATRA Total	$5,686,476	$5,771,773	$5,858,350	$5,946,226	$6,035,419	$29,298,244

SRTA	FFY 2024	FFY 2025	FFY 2026	FFY 2027	FFY 2028	Total
Providence	$3,402,705	$3,454,426	$3,506,243	$3,353,079	$3,612,219	$17,328,672
New Bedford	$4,351,865	$4,416,462	$4,482,709	$4,286,891	$4,618,199	$22,156,126
SRTA Total	$7,754,570	$7,870,888	$7,988,952	$7,639,970	$8,230,418	$39,484,798
SMMPO Total	**$13,441,046**	**$13,642,661**	**$13,847,302**	**$13,586,196**	**$14,265,837**	**$68,783,042**

Table 20: Section 5337 State of Good Repair

GATRA	FFY 2024	FFY 2025	FFY 2026	FFY 2027	FFY 2028	Total
Providence	$929,876	$944,116	$958,277	$972,652	$987,241	$4,792,162
Barnstable	$103,320	$104,577	$106,146	$107,738	$109,354	$531,135
GATRA Total	$1,033,196	$1,048,693	$1,064,423	$1,080,390	$1,096,595	$5,323,297
SMMPO Total	**$1,033,196**	**$1,048,693**	**$1,064,423**	**$1,080,390**	**$1,096,595**	**$5,323,297**

Table 21: Section 5339 Bus and Bus Facilities

GATRA	FFY 2024	FFY 2025	FFY 2026	FFY 2027	FFY 2028	Total
Barnstable	$42,848	$43,491	$44,143	$44,805	$45,477	$220,764
Boston	$60,184	$61,086	$62,003	$62,933	$63,877	$310,083
Providence	$167,269	$169,778	$172,325	$174,910	$177,534	$861,816
GATRA Total	$270,301	$274,355	$278,471	$282,648	$286,888	$1,105,775

SRTA	FFY 2024	FFY 2025	FFY 2026	FFY 2027	FFY 2028	Total
Providence	$157,125	$159,482	$161,874	$164,303	$166,767	$809,551
SRTA Total	$157,125	$159,482	$161,874	$164,303	$166,767	$642,784
SMMPO Total	**$427,426**	**$433,837**	**$440,345**	**$446,951**	**$453,655**	**$1,748,559**

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 below display estimates of available funding from each source.

Table 22: Regional Transit Authority Capital Assistance Program (RTACAP)

	FFY 2024	FFY 2025	FFY 2026	FFY 2027	FFY 2028	Total
GATRA	$528,246	$536,170	$544,212	$552,376	$560,661	$2,721,665
SRTA	$168,079	$170,601	$173,160	$175,757	$178,393	$865,990
SMMPO Total	**$696,325**	**$706,771**	**$717,372**	**$728,133**	**$739,054**	**$3,587,655**

Table 23: State Contract Assistance (SCA)

	FFY 2024	FFY 2025	FFY 2026	FFY 2027	FFY 2028	Total
GATRA	$4,502,793	$4,570,334	$4,638,889	$4,708,473	$4,779,100	$23,199,589
SRTA	$6,432,004	$6,528,484	$6,626,411	$6,725,807	$6,826,694	$33,139,400
SMMPO Total	**$10,934,797**	**$11,098,818**	**$11,265,300**	**$11,434,280**	**$11,605,794**	**$56,338,989**

Table 24: Local Assessment Funds

	FFY 2024	FFY 2025	FFY 2026	FFY 2027	FFY 2028	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**

Table 25: Locally Generated Funds

	FFY 2024	FFY 2025	FFY 2026	FFY 2027	FFY 2028	Total
GATRA	$2,615,061	$2,654,287	$2,694,101	$2,734,513	$2,775,531	$13,473,493
SRTA	$2,839,343	$2,881,933	$2,925,162	$2,969,039	$3,013,575	$14,629,052
SMMPO Total	**$5,454,404**	**$5,536,220**	**$5,619,263**	**$5,703,552**	**$5,789,106**	**$28,102,545**

All 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.

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, 2023. Part 1A includes projects subject to these targets. Table 26 displays all targets and programmed amounts.

Table 26: Federal Highway Federal Aid Financial Plan for FFY24-28 TIP

Federal Fiscal Year	Total Regional Federal Aid Funds Available	STBG Programmed	CMAQ Programmed	Balance
2024	$27,244,358	$13,081,058	$0	**$14,163,300**
2025	$26,781,536	$17,934,689	$8,128,339	**$718,508**
2026	$26,126,323	$19,460,593	$6,336,847	**$328,883**
2027	$32,350,321	$26,707,037	$2,800,000	**$2,843,284**
2028	$32,959,248	$21,774,032	$11,091,529	**$93,687**

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 27 & 28 represent total federal, state and local contributions for GATRA & SRTA by fiscal year.

Table 27: GATRA Federal Transit Financial Plan for FFY2024-2028 TIP

Federal Fiscal Year	2024	2025	2026	2027	2028
FTA Section 5307	$8,268,072	$9,293,080	$10,498,816	$12,939,480	$11,011,480
FTA Section 5337	$1,030,800	$1,048,530			
FTA Section 5339				$4,000,000	
State Contract Assistance	$1,705,000	$2,155,000	$2,255,000	$2,255,000	$2,235,000
RTA CAP	$1,089,518	$1,255,770	$932,204	$1,542,370	$1,080,370
Municipal & Local	$1,742,700	$1,112,133	$1,100,000	$965,000	$965,000
Total Funds Programmed	**$13,836,090**	**$14,864,513**	**$14,786,020**	**$21,701,850**	**$15,291,850**

Table 28: SRTA Federal Transit Financial Plan for FFY2024-2028 TIP

Federal Fiscal Year	2024	2025	2026	2027	2028
FTA Section 5307	$13,413,782	$14,824,855	$13,235,889	$17,825,707	$15,675,945
FTA Section 5339	$4,464,000	$4,462,400	$4,397,520	$2,895,600	$2,618,000
State Contract Assistance	$12,013,382	$13,664,055	$11,341,009	$14,093,547	$12,031,785
RTA CAP	$1,079,245	$910,800	$1,330,720	$47,536,940	$2,645,540
Municipal & Local	$15,000	$15,000	$15,000	$15,000	$15,000
Total Funds Programmed	**$30,985,409**	**$33,877,110**	**$30,320,138**	**$82,366,794**	**$32,986,270**

Amendments, Administrative Adjustments & Administrative Modifications 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 29: 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

Although MassDOT typically holds a 21-day public comment period for amendments, in the event of extenuating circumstances, 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.

Table 30: Regionally Significant Projects

Project Name & MassDOT Number	Location	Description	Status
South Coast Rail	Fall River, New Bedford, Middleborough, Taunton, Freetown	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.	Under Construction
New Bedford/ Fairhaven Bridge (MassDOT #612557)	New Bedford, Fairhaven	The New Bedford/Fairhaven Bridge was completed in 1903 and is currently classified as functionally obsolete. The full bridge consists of three separate bridges that connect Pope's and Fish Islands to the mainland with a moveable swing-span bridge in the middle to allow boats into the upper harbor. While boats may still move through the opening, the frequent and long openings cause delays for motorists, pedestrians, and cyclists attempting to cross the bridge. Additionally, the width of the bridge opening restricts the size and navigability for vessels moving to and from the upper harbor. In 2017, MassDOT prepared their New Bedford-Fairhaven Bridge Corridor Study in order to propose alternatives.	Under Design
Route 24/140 interchange (MassDOT #605888)	Taunton	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, 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 2023 of the TIP.	Under Construction
Route 79/Davol Street (MassDOT #608049	Fall River		Under Construction
South Coast Bikeway (MassDOT #'s 607979, 612229, 605311, 607825, 610647, 612267)	Swansea, Somerset, Fall River, Westport, Dartmouth, New Bedford, Fairhaven, Mattapoisett, Marion, and Wareham	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 communities across the south coast to existing paths in Rhode Island and Cape Cod. 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 92 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). 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.	Mix of planning and development
Taunton River Trail (MassDOT #613094)	Taunton, Dighton, Somerset, Fall River	The proposed Taunton River Trail will be a 22+ mile continuous network of offroad 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.	Mix of planning and development
Middleborough Rotary	Middleborough	A short-term improvement project was completed in 2019 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. Pending analysis of the effectiveness of the measures, a larger project is still under consideration. 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. 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.	Pending analysis

Air Quality Conformity Determination

Southeastern Massachusetts Metropolitan Planning Organization (SMMPO)FFY 2024-2028 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 air quality standards. The CAAA requirement to perform a conformity determination ensures that federal approval and funding go to transportation activities that are consistent with air quality goals.

Legislative and Regulatory Background

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

compounds (VOCs) and nitrogen oxides (NOx), the two major precursors to ozone formation to achieve attainment of the ozone standard.

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

In 1997, the EPA proposed a new, eight-hour ozone standard that replaced the one-hour standard, effective June 15, 2005. Scientific information has 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 SMMPO FFY 2024-2028 Transportation Improvement Program, and Massachusetts' FFY 2024-2028 STIP, as each is developed from the conforming 2024-2044 Regional Transportation Plans.

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

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

Therefore, transportation conformity for the 1997 ozone NAAQS for the SMMPO FFY 2024-2028 Transportation Improvement Program and 2024-2044 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 SMMPO's Public Participation Plan was formally adopted in 2022. 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 18, 2023. 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 16, 2023, and subsequently, the SMMPO is expected to endorse this air quality conformity determination before May 16, 2023. 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 and must be fiscally constrained consistent with DOT's metropolitan planning regulations at 23 CFR part 450. The SMMPO 2024-2028 Transportation Improvement Program and 2024-2044 Regional Transportation Plan are fiscally constrained, as demonstrated in this document.

In summary and based upon the entire process described above, the SMMPO 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 2024-2028 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 SMMPO's FFY 2024-2028 Transportation Improvement Program and the 2024-2044 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) staff 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

Appendix A - FFY2024-2028 FEDERAL HIGHWAY PROJECT LISTING

STIP: 2024 - 2028 (A)

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								$316,298,183	$222,232,775	$94,065,408	
Section 1A / Regionally Prioritized Projects								$13,081,058	$10,464,846	$2,616,212	
Roadway Reconstruction								$13,081,058	$10,464,846	$2,616,212	
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	$8,856,070	$7,830,877	$6,264,702	$1,566,175	a) Construction; b) Total Cost = $7,830,877 STBG; d) EC Score 73 of 100; h) Project Proponent - Taunton; i) Status Pre 25% Anticipating CMAQ Eligibility
2024	610647	Southeastern Mass	Wareham	WAREHAM- CORRIDOR IMPROVEMENTS ON ROUTE 6 AT SWIFTS BEACH ROAD	5	STBG	$8,300,581	$5,250,181	$4,200,145	$1,050,036	a) Construction; b) Total Cost = $5,250,181 STBG; d) EC Score 49 of 100; h) Project Proponent - MassDOT; i) Status Pre 25%
							STBG Programmed	$13,081,058	$10,464,846	$2,616,212	
							Total Programmed for Southeastern Mass Region Projects*	$13,081,058	$10,464,846	$2,616,212	
							Program Target for Southeastern Mass Region Projects	$27,244,358	$21,795,486	$5,448,872	
							Target Funds Available for Southeastern Mass Region Projects	$14,163,300	$11,330,640	$2,832,660	
Section 1B / Earmark or Discretionary Grant Funded Projects								$209,785,391	$167,828,313	$41,957,078	
Bridge On-System NHS NB								$175,867,830	$140,694,264	$35,173,566	
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	$354,901,010	$175,867,830	$140,694,264	$35,173,566	
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
Bridge Systematic Maintenance NB								$8,000,000	$6,400,000	$1,600,000	
2024	613198	Southeastern Mass	Somerset	SOMERSET- BRIDGE PRESERVATION OF S-16-009 (3Y9), S-16-010 (3PD), S-16-011 (3YA) AND S-16-012 (3U6 & 3U7)	5	HIP-BR	$8,000,000	$8,000,000	$6,400,000	$1,600,000	
Section 2A / Federal Aid Funded State Prioritized Reliability Projects								$50,946,257	$42,726,747	$8,219,510	
Bridge On-system NHS								$20,000,000	$16,000,000	$4,000,000	
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	NHPP	$354,901,010	$20,000,000	$16,000,000	$4,000,000	
Safety Improvements								$19,697,410	$17,727,669	$1,969,741	
2024	608563	Southeastern Mass	Swansea	SWANSEA- IMPROVEMENTS ON ROUTE 6 (GRAND ARMY OF THE REPUBLIC HIGHWAY) AT GARDNERS NECK ROAD	5	HSIP	$4,667,256	$4,005,090	$3,604,581	$400,509	
2024	613193	Southeastern Mass	Multiple	DARTMOUTH TO WAREHAM- GUIDE AND TRAFFIC SIGN REPLACEMENT ON A SECTION OF INTERSTATE 195	5	HSIP	$7,926,205	$7,669,250	$6,902,325	$766,925	
2024	613194	Southeastern Mass	Multiple	WAREHAM TO RAYNHAM- GUIDE AND TRAFFIC SIGN REPLACEMENT ON A SECTION OF INTERSTATE 495	5	HSIP	$6,066,394	$8,023,070	$7,220,763	$802,307	

STIP: 2024 - 2028 (A)

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								$316,298,183	$222,232,775	$94,065,408	
Non-Interstate Pavement								$11,248,847	$8,999,078	$2,249,769	
2024	611996	Southeastern Mass	New Bedford	NEW BEDFORD- PAVEMENT PRESERVATION AND RELATED WORK ON ROUTE 140	5	NHPP	$11,318,567	$11,248,847	$8,999,078	$2,249,769	
Section 2B / Federal Aid Funded State Prioritized Modernization Projects								$1,516,087	$1,212,870	$303,217	
Safe Routes to School								$1,516,087	$1,212,870	$303,217	
2024	609518	Southeastern Mass	Fairhaven	FAIRHAVEN- LEROY WOOD ELEMENTARY SCHOOL IMPROVEMENTS (SRTS)	5	TAP	$1,516,087	$1,516,087	$1,212,870	$303,217	
Section 3B / Non-Federal Aid Funded								$40,969,390	$0	$40,969,390	
Bridge On-system Non-NHS								$40,969,390	$0	$40,969,390	
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	$40,969,390	$40,969,390	$0	$40,969,390	

STIP: 2024 - 2028 (D)

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 2025								$115,131,369	$86,574,325	$28,557,044	
Section 1A / Regionally Prioritized Projects								$26,063,028	$20,850,422	$5,212,606	
Roadway Reconstruction								$26,063,028	$20,850,422	$5,212,606	
2025	606715	Southeastern Mass	Lakeville	LAKEVILLE- RECONSTRUCTION AND RELATED WORK ON RHODE ISLAND ROAD (ROUTE 79), FROM THE TAUNTON CITY LINE TO CLEAR POND ROAD	5	CMAQ	$14,286,309	$4,209,084	$3,367,267	$841,817	a) Construction; b) Total Cost = $14,286,309 - $10,077,225 STBG/$4,209,084 CMAQ; d) EC Score 61 of 100; h) Project Proponent - Lakeville; i) Status 25%
2025	606715	Southeastern Mass	Lakeville	LAKEVILLE- RECONSTRUCTION AND RELATED WORK ON RHODE ISLAND ROAD (ROUTE 79), FROM THE TAUNTON CITY LINE TO CLEAR POND ROAD	5	STBG	$14,286,309	$10,077,225	$8,061,780	$2,015,445	a) Construction; b) Total Cost = $14,286,309 - $10,077,225 STBG/$4,209,084 CMAQ; d) EC Score 61 of 100; h) Project Proponent - Lakeville; i) Status 25%
2025	607871	Southeastern Mass	Dartmouth	DARTMOUTH- CORRIDOR IMPROVEMENTS ON ROUTE 6, FROM FAUNCE CORNER ROAD TO HATHAWAY ROAD	5	CMAQ	$10,772,004	$2,693,001	$2,154,401	$538,600	a) Construction; b) Total Cost = $10,357,696; Statewide STBG $4,250,000, STBG $3,829,003 and CMAQ $2,693,001 d) EC Score 70 of 100; h) Project Proponent - Dartmouth/MassDOT; i) Status Pre 25%
2025	607871	Southeastern Mass	Dartmouth	DARTMOUTH- CORRIDOR IMPROVEMENTS ON ROUTE 6, FROM FAUNCE CORNER ROAD TO HATHAWAY ROAD	5	STBG	$10,772,004	$3,829,003	$3,063,202	$765,801	a) Construction; b) Total Cost = $10,357,696; Statewide STBG $4,250,000, STBG $3,829,003 and CMAQ $2,693,001 d) EC Score 70 of 100; h) Project Proponent - Dartmouth/MassDOT; i) Status Pre 25%
2025	609255	Southeastern Mass	Mansfield	MANSFIELD- MULTIMODAL ACCOMMODATION ON SCHOOL STREET, FROM SPRING STREET TO WEST STREET	5	CMAQ	$5,254,715	$1,226,254	$981,003	$245,251	a) Construction; b) Total Cost = $5,254,715 - $4,028,461 STBG/$1,226,254 CMAQ d) EC Score 42 of 100; h) Project Proponent - Mansfield; i) Status Pre 25%
2025	609255	Southeastern Mass	Mansfield	MANSFIELD- MULTIMODAL ACCOMMODATION ON SCHOOL STREET, FROM SPRING STREET TO WEST STREET	5	STBG	$5,254,715	$4,028,461	$3,222,769	$805,692	a) Construction; b) Total Cost = $5,254,715 - $4,028,461 STBG/$1,226,254 CMAQ d) EC Score 42 of 100; h) Project Proponent - Mansfield; i) Status Pre 25%
							CMAQ Programmed	$8,128,339	$6,502,671	$1,625,668	
							STBG Programmed	$17,934,689	$14,347,751	$3,586,938	
							Total Programmed for Southeastern Mass Region Projects*	$26,063,028	$20,850,422	$5,212,606	
							Program Target for Southeastern Mass Region Projects	$26,781,536	$21,425,229	$5,356,307	
							Target Funds Available for Southeastern Mass Region Projects	$718,508	$574,807	$143,701	
Section 1B / Earmark or Discretionary Grant Funded Projects								$14,039,228	$14,039,228	$0	
Bridge Off-system Local NB								$14,039,228	$14,039,228	$0	
2025	608616	Southeastern Mass	Taunton	TAUNTON- BRIDGE REPLACEMENT, T-01-024, SCADDING STREET OVER SNAKE RIVER	5	BROFF	$14,039,228	$14,039,228	$14,039,228	$0	
Section 2A / State Prioritized Reliability Projects								$36,883,173	$26,096,232	$10,786,941	
Bridge On-system Non-NHS								$7,887,360	$0	$7,887,360	
2025	606089	Southeastern Mass	Freetown	FREETOWN- SUPERSTRUCTURE REPLACEMENT, F-09-010, N. MAIN STREET OVER ST 24	5	NGBP	$3,893,760	$3,893,760	$0	$3,893,760	
2025	606389	Southeastern Mass	Freetown	FREETOWN- BRIDGE REPLACEMENT, F-09-017, CHACE ROAD OVER ROUTE 140	5	NGBP	$3,993,600	$3,993,600	$0	$3,993,600	

STIP: 2024 - 2028 (D)

Year	MassDOT Project ID	MPO	Municipality	MassDOT Project Description	District	Funding Source	Adjusted TFPC	Total Programmed Funds	Federal Funds	Non-Federal Funds	Other Information
Safety Improvements								$862,732	$776,459	$86,273	
2025	610715	Southeastern Mass	Multiple	FREETOWN TO TAUNTON- GUIDE AND TRAFFIC SIGN REPLACEMENT ON A SECTION OF ROUTE 140	5	HSIP	$927,732	$862,732	$776,459	$86,273	
Interstate Pavement								$28,133,081	$25,319,773	$2,813,308	
2025	611990	Southeastern Mass	Multiple	SOMERSET- SWANSEA- PAVEMENT PRESERVATION & RELATED WORK ON I-195	5	NHPP-I	$18,438,781	$18,040,100	$16,236,090	$1,804,010	
2025	612104	Southeastern Mass	Middleborough	MIDDLEBORO- INTERSTATE MAINTENANCE AND RELATED WORK ON I-495	5	NHPP-I	$10,092,981	$10,092,981	$9,083,683	$1,009,298	
Section 2B / State Prioritized Modernization Projects								$24,540,504	$21,013,982	$3,526,522	
Roadway Reconstruction								$10,724,714	$8,579,771	$2,144,943	
2025	607871	Southeastern Mass	Dartmouth	DARTMOUTH- CORRIDOR IMPROVEMENTS ON ROUTE 6, FROM FAUNCE CORNER ROAD TO HATHAWAY ROAD	5	STBG	$10,772,004	$4,250,000	$3,400,000	$850,000	a) Construction; b) Total Cost = $10,357,696; Statewide STBG $4,250,000, STBG $3,829,003 and CMAQ $2,693,001 d) EC Score 70 of 100; h) Project Proponent - Dartmouth/MassDOT; i) Status Pre 25%
2025	613052	Southeastern Mass	Mansfield	MANSFIELD- CORRIDOR IMPROVEMENTS ON CHAUNCY STREET (ROUTE 106) FROM STATE ROUTE 140 TO COPELAND DRIVE	5	NHPP	$8,034,000	$6,474,714	$5,179,771	$1,294,943	
Intersection Improvements								$13,815,790	$12,434,211	$1,381,579	
2025	608759	Southeastern Mass	Swansea	SWANSEA- TRAFFIC SIGNAL AND SAFETY IMPROVEMENTS AT THREE INTERSECTIONS ON ROUTE 6	5	HSIP	$12,256,504	$12,256,504	$11,030,854	$1,225,650	
2025	613052	Southeastern Mass	Mansfield	MANSFIELD- CORRIDOR IMPROVEMENTS ON CHAUNCY STREET (ROUTE 106) FROM STATE ROUTE 140 TO COPELAND DRIVE	5	HSIP	$8,034,000	$1,559,286	$1,403,357	$155,929	
Section 2C / State Prioritized Expansion Projects								$5,718,076	$4,574,461	$1,143,615	
Bicycle and Pedestrian								$5,718,076	$4,574,461	$1,143,615	
2025	607979	Southeastern Mass	Marion	MARION- SHARED USE PATH CONSTRUCTION (PHASE 1), FROM THE MARION-MATTAPOISETT T.L. TO POINT ROAD	5	CMAQ	$5,718,076	$5,718,076	$4,574,461	$1,143,615	
Section 3B / Non-Federal Aid Funded								$7,887,360	$0	$7,887,360	
Bridge On-system Non-NHS								$7,887,360	$0	$7,887,360	
2025	606089	Southeastern Mass	Freetown	FREETOWN- SUPERSTRUCTURE REPLACEMENT, F-09-010, N. MAIN STREET OVER ST 24	5	NGBP	$3,893,760	$3,893,760	$0	$3,893,760	
2025	606389	Southeastern Mass	Freetown	FREETOWN- BRIDGE REPLACEMENT, F-09-017, CHACE ROAD OVER ROUTE 140	5	NGBP	$3,993,600	$3,993,600	$0	$3,993,600	

STIP: 2024 - 2028 (D)

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 2026								$30,950,506	$24,760,405	$6,190,101	
Section 1A / Regionally Prioritized Projects								$25,797,440	$20,637,952	$5,159,488	
Roadway Reconstruction								$23,647,623	$18,918,098	$4,729,525	
2026	607440	Southeastern Mass	Mattapoisett	MATTAPOISETT- CORRIDOR IMPROVEMENTS AND RELATED WORK ON MAIN STREET, WATER STREET, BEACON STREET AND MARION ROAD.	5	CMAQ	$9,866,720	$1,030,730	$824,584	$206,146	a) Construction; b) Total Cost = $9,866,720 - $8,835,990 STBG/$1,030,730 CMAQ d) EC Score 51 of 100; h) Project Proponent - Mattapoisett; i) Status Pre 25%
2026	607440	Southeastern Mass	Mattapoisett	MATTAPOISETT- CORRIDOR IMPROVEMENTS AND RELATED WORK ON MAIN STREET, WATER STREET, BEACON STREET AND MARION ROAD.	5	STBG	$9,866,720	$8,835,990	$7,068,792	$1,767,198	a) Construction; b) Total Cost = $9,866,720 - $8,835,990 STBG/$1,030,730 CMAQ d) EC Score 51 of 100; h) Project Proponent - Mattapoisett; i) Status Pre 25%
2026	608750	Southeastern Mass	Plainville	PLAINVILLE- RECONSTRUCTION OF SOUTH STREET (ROUTE 1A), FROM SHARLENE LANE TO EVERETT STREET AND RELATED WORK	5	CMAQ	$10,427,826	$3,156,300	$2,525,040	$631,260	a) Construction; b) Total Cost = $10,427,826 - $7,271,526 STBG/$3,156,300 CMAQ d) EC Score 68 of 100; h) Project Proponent - Plainville; i) Status Pre 25%
2026	608750	Southeastern Mass	Plainville	PLAINVILLE- RECONSTRUCTION OF SOUTH STREET (ROUTE 1A), FROM SHARLENE LANE TO EVERETT STREET AND RELATED WORK	5	STBG	$10,427,826	$7,271,526	$5,817,221	$1,454,305	a) Construction; b) Total Cost = $10,427,826 - $7,271,526 STBG/$3,156,300 CMAQ d) EC Score 68 of 100; h) Project Proponent - Plainville; i) Status Pre 25%
2026	610798	Southeastern Mass	New Bedford	NEW BEDFORD- INTERSECTION IMPROVEMENTS AT MOUNT PLEASANT STREET AND NASH ROAD	5	STBG	$3,353,077	$3,353,077	$2,682,462	$670,615	a) Construction; b) Total Cost = $3,353,077 - STBG d) EC Score 53 of 100; h) Project Proponent - New Bedford; i) Status Pre 25%
Intersection Improvements								$2,149,817	$1,719,854	$429,963	
2026	609193	Southeastern Mass	Norton	NORTON- INTERSECTION IMPROVEMENTS AT WEST MAIN STREET (ROUTE 123), NORTH WORCESTER STREET AND SOUTH WORCESTER STREET	5	CMAQ	$2,149,817	$2,149,817	$1,719,854	$429,963	a) Construction; b) Total Cost = $2,149,816 - CMAQ d) EC Score 51 of 100; h) Project Proponent - Norton; i) Status Pre 25%
							CMAQ Programmed	$6,336,847	$5,069,478	$1,267,369	
							STBG Programmed	$19,460,593	$15,568,474	$3,892,119	
							Total Programmed for Southeastern Mass Region Projects*	$25,797,440	$20,637,952	$5,159,488	
							Program Target for Southeastern Mass Region Projects	$26,126,323	$20,901,058	$5,225,265	
							Target Funds Available for Southeastern Mass Region Projects	$328,883	$263,106	$65,777	
Section 2A / State Prioritized Reliability Projects								$4,243,717	$3,394,974	$848,743	
Bridge Off-system								$2,654,078	$2,123,262	$530,816	
2026	609434	Southeastern Mass	Fall River	FALL RIVER- BRIDGE REPLACEMENT, F-02-114 (C0X), JEFFERSON STREET OVER SUCKER BROOK	5	STBG-BR-Off	$2,654,078	$2,654,078	$2,123,262	$530,816	
Roadway Improvements								$1,589,639	$1,271,711	$317,928	
2026	610802	Southeastern Mass	Somerset	SOMERSET- STORMWATER IMPROVEMENTS ALONG ROUTE 6, ROUTE 138, AND ROUTE 103 FOR TAUNTON RIVER	5	STBG	$1,275,763	$1,589,639	$1,271,711	$317,928	
Section 2B / State Prioritized Modernization Projects								$909,349	$727,479	$181,870	
Safe Routes to School								$909,349	$727,479	$181,870	
2026	612101	Southeastern Mass	Fall River	FALL RIVER- MARY FONSECA ELEMENTARY SCHOOL (SRTS)	5	TAP	$909,349	$909,349	$727,479	$181,870	

STIP: 2024 - 2028 (D)

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 2027								$65,496,123	$50,840,562	$14,655,561	
Section 1A / Regionally Prioritized Projects								$29,507,037	$23,605,630	$5,901,407	
Roadway Reconstruction								$29,507,037	$23,605,630	$5,901,407	
2027	608530	Southeastern Mass	Middleborough	MIDDLEBORO- RECONSTRUCTION AND RELATED WORK ON WAREHAM STREET AND WOOD STREET	5	STBG	$4,480,896	$4,480,896	$3,584,717	$896,179	a) Construction; b) Total Cost = $4,480,896 - STBG d) EC Score 61 of 100; h) Project Proponent - Middleboro; i) Status Pre 25%
2027	608586	Southeastern Mass	Dartmouth	DARTMOUTH- CORRIDOR IMPROVEMENTS ON DARTMOUTH STREET AND PROSPECT STREET	5	CMAQ	$4,668,212	$2,800,000	$2,240,000	$560,000	a) Construction; b) Total Cost = $4,668,212 - $2,800,000 CMAQ/$1,868,212 STBG d) EC Score 42 of 100; h) Project Proponent - Dartmouth; i) Status Pre 25%
2027	608586	Southeastern Mass	Dartmouth	DARTMOUTH- CORRIDOR IMPROVEMENTS ON DARTMOUTH STREET AND PROSPECT STREET	5	STBG	$4,668,212	$1,868,212	$1,494,570	$373,642	a) Construction; b) Total Cost = $4,668,212 - $2,800,000 CMAQ/$1,868,212 STBG d) EC Score 42 of 100; h) Project Proponent - Dartmouth; i) Status Pre 25%
2027	610927	Southeastern Mass	Westport	WESTPORT- INTERSECTION IMPROVEMENTS AT ROUTE 177 AND ROBERTS ROAD/TICKLE ROAD	5	STBG	$3,523,937	$3,523,937	$2,819,150	$704,787	a) Construction; b) Total Cost = $3,523,937 - STBG d) EC Score 34 of 100; h) Project Proponent - Westport; i) Status Pre 25%
2027	612268	Southeastern Mass	Mansfield	MANSFIELD- CHAUNCY STREET (ROUTE 106) IMPROVEMENTS (PHASE 2)	5	STBG	$10,082,856	$10,082,856	$8,066,285	$2,016,571	a) Construction; b) Total Cost = $10,082,856 - STBG d) EC Score 61 of 100; h) Project Proponent - Mansfield; i) Status Pre 25%
2027	613095	Southeastern Mass	Attleboro	ATTLEBORO- CORRIDOR IMPROVEMENTS ON ROUTE 123, FROM LATHROP ROAD TO THATCHER STREET	5	STBG	$6,751,136	$6,751,136	$5,400,909	$1,350,227	a) Construction; b) Total Cost = $6,751,136 - STBG d) EC Score 48 of 100; h) Project Proponent - Attleboro; i) Status Pre 25%
							CMAQ Programmed	$2,800,000	$2,240,000	$560,000	
							STBG Programmed	$26,707,037	$21,365,630	$5,341,407	
							Total Programmed for Southeastern Mass Region Projects*	$29,507,037	$23,605,630	$5,901,407	
							Program Target for Southeastern Mass Region Projects	$32,350,321	$25,880,257	$6,470,064	
							Target Funds Available for Southeastern Mass Region Projects	$2,843,284	$2,274,627	$568,657	
Section 2A / State Prioritized Reliability Projects								$27,450,235	$22,220,492	$5,229,744	
Bridge On-system Non-NHS								$2,760,800	$0	$2,760,800	
2027	607348	Southeastern Mass	North Attleborough	NORTH ATTLEBORO- SUPERSTRUCTURE REPLACEMENT & SUBSTRUCTURE REHABILITATION, N-16-004, MENDON ROAD OVER ABBOTT RUN RIVER	5	NGBP	$2,760,800	$2,760,800	$0	$2,760,800	
Interstate Pavement								$24,689,435	$22,220,492	$2,468,944	
2027	608827	Southeastern Mass	Multiple	NORTH ATTLEBOROUGH- ATTLEBORO- INTERSTATE MAINTENANCE AND RELATED WORK ON I-295	5	NHPP-I	$10,521,435	$10,521,435	$9,469,292	$1,052,144	
2027	612056	Southeastern Mass	Attleboro	ATTLEBORO- NORTH ATTLEBOROUGH- MANSFIELD- FOXBOROUGH- RESURFACING AND RELATED WORK ON I-95	5	NHPP-I	$14,168,000	$14,168,000	$12,751,200	$1,416,800	
Section 2B / State Prioritized Modernization Projects								$5,778,051	$5,014,441	$763,610	
Intersection Improvements								$3,920,000	$3,528,000	$392,000	
2027	611980	Southeastern Mass	Somerset	SOMERSET- INTERSECTION IMPROVEMENTS AT ROUTE 6 AND LEES RIVER AVE	5	HSIP	$3,920,000	$3,920,000	$3,528,000	$392,000	
ADA Retrofits								$1,858,051	$1,486,441	$371,610	
2027	612263	Southeastern Mass	New Bedford	NEW BEDFORD- BICYCLE AND PEDESTRIAN RAMP CONSTRUCTION, ROUTE 6 (WB) TO MACARTHUR DRIVE	5	STBG	$1,858,051	$1,858,051	$1,486,441	$371,610	

STIP: 2024 - 2028 (D)

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 3B / Non-Federal Aid Funded								$2,760,800	$0	$2,760,800	
Bridge On-system Non-NHS								$2,760,800	$0	$2,760,800	
2027	607348	Southeastern Mass	North Attleborough	NORTH ATTLEBORO- SUPERSTRUCTURE REPLACEMENT & SUBSTRUCTURE REHABILITATION, N-16-004, MENDON ROAD OVER ABBOTT RUN RIVER	5	NGBP	$2,760,800	$2,760,800	$0	$2,760,800	

STIP: 2024 - 2028 (D)

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 2028								$57,767,674	$48,704,351	$9,063,324	
Section 1A / Regionally Prioritized Projects								$32,865,561	$26,292,449	$6,573,112	
Bicycle and Pedestrian								$18,491,406	$14,793,125	$3,698,281	
2028	607825	Southeastern Mass	Wareham	WAREHAM- SHARED USE PATH CONSTRUCTION ADJACENT TO NARROWS ROAD AND MINOT AVENUE	5	STBG	$7,399,877	$7,399,877	$5,919,902	$1,479,975	a) Construction; b) Total Cost = $7,399,877 - STBG d) EC Score 44 of 100; h) Project Proponent - Wareham; i) Status Pre 25%; TAP Eligible, Anticipating CMAQ Eligibility
2028	613094	Southeastern Mass	Taunton	TAUNTON- TAUNTON RIVER RAIL TRAIL CONSTRUCTION	5	CMAQ	$11,091,529	$11,091,529	$8,873,223	$2,218,306	a) Construction; b) Total Cost = $11,091,529 - STBG d) EC Score 28 of 100; h) Project Proponent - Taunton; i) Status Pre 25%; TAP Eligible, Anticipating CMAQ Eligibility
Roadway Reconstruction								$14,374,155	$11,499,324	$2,874,831	
2028	612672	Southeastern Mass	New Bedford	NEW BEDFORD- CORRIDOR IMPROVEMENTS ON TARKILN HILL ROAD AND ASHLEY BOULEVARD	5	STBG	$14,374,155	$14,374,155	$11,499,324	$2,874,831	a) Construction; b) Total Cost = $14,374,155 - STBG d) EC Score 57 of 100; h) Project Proponent - New Bedford; i) Status Pre 25%
							CMAQ Programmed	$11,091,529	$8,873,223	$2,218,306	
							STBG Programmed	$21,774,032	$17,419,226	$4,354,806	
							Total Programmed for Southeastern Mass Region Projects*	$32,865,561	$26,292,449	$6,573,112	
							Program Target for Southeastern Mass Region Projects	$32,959,248	$26,367,398	$6,591,850	
							Target Funds Available for Southeastern Mass Region Projects	$93,687	$74,949	$18,738	
Section 2A / State Prioritized Reliability Projects								$24,902,113	$22,411,902	$2,490,211	
Interstate Pavement								$24,902,113	$22,411,902	$2,490,211	
2028	612058	Southeastern Mass	Raynham	RAYNHAM- TAUNTON- NORTON- RESURFACING AND RELATED WORK ON I-495	5	NHPP-I	$12,886,440	$12,886,440	$11,597,796	$1,288,644	
2028	612060	Southeastern Mass	Wareham	WAREHAM- RESURFACING AND RELATED WORK ON I-195	5	NHPP-I	$12,015,673	$12,015,673	$10,814,106	$1,201,567	

Appendix B - FFY2024-2028 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

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) ▼
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
608230	REHOBOTH- INTERSECTION IMPROVEMENTS & RELATED WORK AT WINTHROP STREET (ROUTE 44) AND ANAWAN STREET (ROUTE 118)	$3,901,672	Quantified	25,403	Quantified Decrease in Emissions from Traffic Operational Improvement		2023
608535	NEW BEDFORD- CORRIDOR IMPROVEMENTS AND RELATED WORK ON COUNTY STREET, FROM NELSON STREET TO UNION STREET	$11,842,687 (CMAQ - $3,360,000)	Quantified	433,778	Quantified Decrease in Emissions from Traffic Operational Improvement		2023

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

Appendix C - FFY2019-2023 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

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) ▼
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
608230	REHOBOTH- INTERSECTION IMPROVEMENTS & RELATED WORK AT WINTHROP STREET (ROUTE 44) AND ANAWAN STREET (ROUTE 118)	$3,901,672	Quantified	25,403	Quantified Decrease in Emissions from Traffic Operational Improvement		2023
608535	NEW BEDFORD- CORRIDOR IMPROVEMENTS AND RELATED WORK ON COUNTY STREET, FROM NELSON STREET TO UNION STREET	$11,842,687 (CMAQ - $3,360,000)	Quantified	433,778	Quantified Decrease in Emissions from Traffic Operational Improvement		2023

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

Appendix D - FFY2024-2028 FEDERAL TRANSIT PROJECT LISTING - GATRA

STIP Investments Report

Program Activity: Transit, 2024 Greater Attleboro-Taunton Regional Transit Authority

STIP: 2024 - 2028 (A)+

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						$14,013,690	$9,298,872	$2,972,118	$1,742,700			
Greater Attleboro-Taunton Regional Transit Authority						$14,013,690	$9,298,872	$2,972,118	$1,742,700			
2024	GATRA011602	RTA Vehicle Replacement	GATRA - Buy Replacement Vans Type E2B (5310)	GOBOND	$888,000	$177,600		$177,600			11.12.15	FFY24 GOBOND: $177,600 Ref GATRA011514 in 23-27 TIP
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	$350,000	$280,000	$280,000				11.42.20	
2024	RTD0010653	RTA Facility & System Modernization	Greater Attleboro-Taunton Regional Transit Authority - Miscellaneous Support Equipment	RTACAP	$350,000	$70,000		$70,000			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	LF	$1,800,000	$360,000			$360,000		11.12.02	
2024	RTD0010656	RTA Vehicle Replacement	Greater Attleboro-Taunton Regional Transit Authority - Buy Replacement Vans - 14	LF	$1,125,000	$1,125,000			$1,125,000		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	$11,600,000	$600,000		$600,000			11.43.01	
2024	T00079	RTA Facility & Vehicle Maintenance	GATRA - Rehab Renovate Facilities	5307	$375,000	$300,000	$300,000				11.44.02	
2024	T00079	RTA Facility & Vehicle Maintenance	GATRA - Rehab Renovate Facilities	RTACAP	$375,000	$75,000		$75,000			11.44.02	
2024	T00080	RTA Facility & System Modernization	GATRA - Parcel 6A Solar Project	5307	$4,800,000	$240,000	$240,000				11.51.20	
2024	T00080	RTA Facility & System Modernization	GATRA - Parcel 6A Solar Project	RTACAP	$4,800,000	$60,000		$60,000			11.51.20	
2024	T00081	RTA Vehicle Replacement	GATRA - Purchase Replacement 35-Foot Diesel Buses (2)	5307	$1,250,000	$1,000,000	$1,000,000				11.12.02	

STIP: 2024 - 2028 (A)+

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						$14,013,690	$9,298,872	$2,972,118	$1,742,700			
Greater Attleboro-Taunton Regional Transit Authority						$14,013,690	$9,298,872	$2,972,118	$1,742,700			
2024	T00081	RTA Vehicle Replacement	GATRA - Purchase Replacement 35-Foot Diesel Buses (2)	RTACAP	$1,250,000	$250,000		$250,000			11.12.02	
2024	T00094	Revenue Vehicle Program	GATRA - Associated Capital Items Bus	5307	$72,590	$58,072	$58,072				11.42.20	
2024	T00094	Revenue Vehicle Program	GATRA - Associated Capital Items Bus	RTACAP	$72,590	$14,518		$14,518			11.42.20	

STIP: 2024 - 2028 (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						$14,864,513	$10,341,610	$3,410,770	$1,112,133		
Greater Attleboro-Taunton Regional Transit Authority											
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	RTD0010665	RTA Fleet Upgrades	Greater Attleboro-Taunton Regional Transit Authority - Buy Replacement Vans - 10	LF	$850,000	$850,000			$850,000	11.12.15	
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	RTD0010669	RTA Fleet Upgrades	Greater Attleboro-Taunton Regional Transit Authority - Buy Replacement 35-FT Buses (2) - BEB	5307	$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	
2025	RTD0011418	RTA Facility & System Modernization	Greater Attleboro-Taunton Regional Transit Authority - East Maintenance Facility	RTACAP	$11,600,000	$600,000		$600,000		11.43.01	
2025	T00080	RTA Facility & System Modernization	GATRA - Parcel 6A Solar Project	5307	$4,800,000	$800,000	$800,000			11.51.20	
2025	T00080	RTA Facility & System Modernization	GATRA - Parcel 6A Solar Project	RTACAP	$4,800,000	$200,000		$200,000		11.51.20	
2025	T00082	RTA Facility & Vehicle Maintenance	GATRA - Rehab Renovate Bus Facilities	5307	$117,000	$93,600	$93,600			11.44.02	
2025	T00082	RTA Facility & Vehicle Maintenance	GATRA - Rehab Renovate Bus Facilities	RTACAP	$117,000	$23,400		$23,400		11.44.02	
2025	T00083	RTA Facility & Vehicle Maintenance	GATRA - Miscellaneous Support Equipment	5307	$110,000	$88,000	$88,000			11.42.20	

STIP: 2024 - 2028 (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						$14,864,513	$10,341,610	$3,410,770	$1,112,133		
Greater Attleboro-Taunton Regional Transit Authority											
2025	T00083	RTA Facility & Vehicle Maintenance	GATRA - Miscellaneous Support Equipment	RTACAP	$110,000	$22,000		$22,000		11.42.20	
2025	T00084	RTA Vehicle Replacement	GATRA - Purchase <30-Foot Replacement Buses (2)	5307	$400,000	$320,000	$320,000			11.12.04	
2025	T00084	RTA Vehicle Replacement	GATRA - Purchase <30-Foot Replacement Buses (2)	RTACAP	$400,000	$80,000		$80,000		11.12.04	
2025	T00095	Revenue Vehicle Program	GATRA - Associated Capital Items Bus	5307	$51,850	$41,480	$41,480			11.42.20	
2025	T00095	Revenue Vehicle Program	GATRA - Associated Capital Items Bus	RTACAP	$51,850	$10,370		$10,370		11.42.20	

STIP: 2024 - 2028 (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						$14,786,020	$10,498,816	$3,187,204	$1,100,000		
Greater Attleboro-Taunton Regional Transit Authority											
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	RTD0010676	RTA Facility & Vehicle Maintenance	Greater Attleboro-Taunton Regional Transit Authority - Miscellaneous Support Equipment	5307	$186,800	$149,440	$149,440			11.42.20	
2026	RTD0010676	RTA Facility & Vehicle Maintenance	Greater Attleboro-Taunton Regional Transit Authority - Miscellaneous Support Equipment	RTACAP	$186,800	$37,360		$37,360		11.42.20	
2026	RTD0010677	RTA Vehicle Replacement	Greater Attleboro-Taunton Regional Transit Authority - Buy Replacement Vans - 12	LF	$1,100,000	$1,100,000			$1,100,000	11.12.15	
2026	RTD0011418	RTA Facility & System Modernization	Greater Attleboro-Taunton Regional Transit Authority - East Maintenance Facility	5307	$11,600,000	$2,000,000	$2,000,000			11.43.01	
2026	RTD0011418	RTA Facility & System Modernization	Greater Attleboro-Taunton Regional Transit Authority - East Maintenance Facility	RTACAP	$11,600,000	$500,000		$500,000		11.43.01	
2026	T00080	RTA Facility & System Modernization	GATRA - Parcel 6A Solar Project	5307	$4,800,000	$1,200,000	$1,200,000			11.51.20	
2026	T00080	RTA Facility & System Modernization	GATRA - Parcel 6A Solar Project	RTACAP	$4,800,000	$300,000		$300,000		11.51.20	
2026	T00101	RTA Facility & System Modernization	GATRA - Transit Enhancement	5307	$12,000	$9,600	$9,600			11.32.20	
2026	T00101	RTA Facility & System Modernization	GATRA - Transit Enhancement	RTACAP	$12,000	$2,400		$2,400		11.32.20	
2026	T00102	Revenue Vehicle Program	GATRA - Associated Capital Items Bus	5307	$62,220	$49,776	$49,776			11.42.20	
2026	T00102	Revenue Vehicle Program	GATRA - Associated Capital Items Bus	RTACAP	$62,220	$12,444		$12,444		11.42.20	

STIP: 2024 - 2028 (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						$14,786,020	$10,498,816	$3,187,204	$1,100,000		
Greater Attleboro-Taunton Regional Transit Authority											
2026	T00103	RTA Vehicle Replacement	GATRA - Acquire <30-Ft Replacement Buses (2)	5307	$400,000	$320,000	$320,000			11.12.04	
2026	T00103	RTA Vehicle Replacement	GATRA - Acquire <30-Ft Replacement Buses (2)	RTACAP	$400,000	$80,000		$80,000		11.12.04	

STIP: 2024 - 2028 (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						$21,701,850	$16,939,480	$3,797,370	$965,000		
Greater Attleboro-Taunton Regional Transit Authority											
2027	RTD0011411	RTA Facility & Vehicle Maintenance	Greater Attleboro-Taunton Regional Transit Authority - Miscellaneous Support Equipment	5307	$60,000	$48,000	$48,000			11.42.20	
2027	RTD0011411	RTA Facility & Vehicle Maintenance	Greater Attleboro-Taunton Regional Transit Authority - Miscellaneous Support Equipment	RTACAP	$60,000	$12,000		$12,000		11.42.20	
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	RTD0011414	RTA Vehicle Replacement	Greater Attleboro-Taunton Regional Transit Authority - Buy Replacement Vans - 10	LF	$965,000	$965,000			$965,000	00	
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	5307	$1,500,000	$750,000	$750,000			00	
2027	RTD0011416	Operating	Greater Attleboro-Taunton Regional Transit Authority - Fixed Route Operating Assistance	SCA	$1,500,000	$750,000		$750,000		00	
2027	RTD0011417	Operating	Greater Attleboro-Taunton Regional Transit Authority - Preventative Maintenance	5307	$5,600,000	$4,480,000	$4,480,000			00	
2027	RTD0011417	Operating	Greater Attleboro-Taunton Regional Transit Authority - Preventative Maintenance	SCA	$5,600,000	$1,120,000		$1,120,000		00	
2027	RTD0011418	RTA Facility & System Modernization	Greater Attleboro-Taunton Regional Transit Authority - East Maintenance Facility	5307	$11,600,000	$4,000,000	$4,000,000			11.43.01	
2027	RTD0011418	RTA Facility & System Modernization	Greater Attleboro-Taunton Regional Transit Authority - East Maintenance Facility	5339	$11,600,000	$4,000,000	$4,000,000			11.43.01	
2027	RTD0011418	RTA Facility & System Modernization	Greater Attleboro-Taunton Regional Transit Authority - East Maintenance Facility	RTACAP	$11,600,000	$1,000,000		$1,000,000		11.43.01	
2027	RTD0011422	RTA Fleet Upgrades	Greater Attleboro-Taunton Regional Transit Authority - Buy Replacement 35-FT Buses (2)	5307	$1,100,000	$880,000	$880,000			11.12.02	
2027	RTD0011422	RTA Fleet Upgrades	Greater Attleboro-Taunton Regional Transit Authority - Buy Replacement 35-FT Buses (2)	RTACAP	$1,100,000	$220,000		$220,000		11.12.02	
2027	T00080	RTA Facility & System Modernization	GATRA - Parcel 6A Solar Project	5307	$4,800,000	$1,200,000	$1,200,000			11.51.20	
2027	T00080	RTA Facility & System Modernization	GATRA - Parcel 6A Solar Project	RTACAP	$4,800,000	$300,000		$300,000		11.51.20	
2027	T00099	Revenue Vehicle Program	GATRA - Associated Capital Items Bus	5307	$51,850	$41,480	$41,480			11.42.20	
2027	T00099	Revenue Vehicle Program	GATRA - Associated Capital Items Bus	RTACAP	$51,850	$10,370		$10,370		11.42.20	

STIP: 2024 - 2028 (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 2028						$15,291,850	$11,011,480	$3,315,370	$965,000		
Greater Attleboro-Taunton Regional Transit Authority											
2028	RTD0011418	RTA Facility & System Modernization	Greater Attleboro-Taunton Regional Transit Authority - East Maintenance Facility	5307	$11,600,000	$2,400,000	$2,400,000			11.43.01	
2028	RTD0011418	RTA Facility & System Modernization	Greater Attleboro-Taunton Regional Transit Authority - East Maintenance Facility	RTACAP	$11,600,000	$600,000		$600,000		11.43.01	
2028	T00080	RTA Facility & System Modernization	GATRA - Parcel 6A Solar Project	5307	$4,800,000	$400,000	$400,000			11.51.20	
2028	T00080	RTA Facility & System Modernization	GATRA - Parcel 6A Solar Project	RTACAP	$4,800,000	$100,000		$100,000		11.51.20	
2028	T00104	RTA Facility & System Modernization	GATRA - Electric Vehicle Charging Stations	5307	$100,000	$80,000	$80,000			11.52.20	
2028	T00104	RTA Facility & System Modernization	GATRA - Electric Vehicle Charging Stations	RTACAP	$100,000	$20,000		$20,000		11.52.20	
2028	T00105	RTA Vehicle Replacement	GATRA - Acquire Vans (10)	LF	$965,000	$965,000			$965,000	11.12.15	
2028	T00106	Revenue Vehicle Program	GATRA - Associated Capital Items Bus	5307	$51,850	$41,480	$41,480			11.42.20	
2028	T00106	Revenue Vehicle Program	GATRA - Associated Capital Items Bus	RTACAP	$51,850	$10,370		$10,370		11.42.20	
2028	T00107	RTA Vehicle Replacement	GATRA - Acquire 35-Ft Replacement Bus (1)	5307	$1,650,000	$1,320,000	$1,320,000			11.12.02	
2028	T00107	RTA Vehicle Replacement	GATRA - Acquire 35-Ft Replacement Bus (1)	RTACAP	$1,650,000	$330,000		$330,000		11.12.02	
2028	T00108	Technical Assistance	GATRA - Short Range Transit Planning	5307	$100,000	$80,000	$80,000			44.24.00	
2028	T00108	Technical Assistance	GATRA - Short Range Transit Planning	RTACAP	$100,000	$20,000		$20,000		44.24.00	
2028	T00109	Operating	GATRA - Non Fixed Route ADA Operating	5307	$1,650,000	$1,320,000	$1,320,000			11.7C.00	
2028	T00109	Operating	GATRA - Non Fixed Route ADA Operating	SCA	$1,650,000	$330,000		$330,000		11.7C.00	
2028	T00110	Operating	GATRA - Operating Assistance	5307	$1,500,000	$750,000	$750,000			30.09.01	
2028	T00110	Operating	GATRA - Operating Assistance	SCA	$1,500,000	$750,000		$750,000		30.09.01	
2028	T00111	RTA Facility & Vehicle Maintenance	GATRA - Preventative Maintenance	5307	$5,600,000	$4,480,000	$4,480,000			11.7A.00	
2028	T00111	RTA Facility & Vehicle Maintenance	GATRA - Preventative Maintenance	SCA	$5,600,000	$1,120,000		$1,120,000		11.7A.00	
2028	T00112	Mobility Assistance Program	GATRA - Mobility Management	5307	$175,000	$140,000	$140,000			11.7L.00	
2028	T00112	Mobility Assistance Program	GATRA - Mobility Management	SCA	$175,000	$35,000		$35,000		11.7L.00	

Appendix E - FFY2024-2028 FEDERAL TRANSIT PROJECT LISTING- SRTA

STIP Investments Report

Program Activity: Transit, Southeastern Regional Transit Authority

STIP: 2024 - 2028 (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 2024						$30,985,409	$17,877,782	$13,092,627	$15,000		
Southeastern Regional Transit Authority											
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	$236,000	$188,800	$188,800			11.42.08	
2024	RTD0010804	RTA Facility & System Modernization	SRTA - ACQUIRE - ADP HARDWARE/SOFTWARE (ITS)	RTACAP	$236,000	$47,200		$47,200		11.42.08	
2024	RTD0010806	RTA Vehicle Replacement	SRTA - ACQUIRE - OPS/MAINT SUPPORT VEHICLES (2)	5307	$70,000	$56,000	$56,000			11.42.11	
2024	RTD0010806	RTA Vehicle Replacement	SRTA - ACQUIRE - OPS/MAINT SUPPORT VEHICLES (2)	RTACAP	$70,000	$14,000		$14,000		11.42.11	
2024	RTD0010808	RTA Vehicle Replacement	SRTA - BUY REPLACEMENT VAN (2)	5307	$230,000	$184,000	$184,000			11.12.15	
2024	RTD0010808	RTA Vehicle Replacement	SRTA - BUY REPLACEMENT VAN (2)	5339	$230,000	$184,000	$184,000			11.12.15	
2024	RTD0010808	RTA Vehicle Replacement	SRTA - BUY REPLACEMENT VAN (2)	RTACAP	$230,000	$46,000		$46,000		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	$50,000	$40,000	$40,000			11.42.20	
2024	RTD0010815	RTA Facility & Vehicle Maintenance	SRTA - ACQUIRE - MISC OPS/MAINT SUPPORT EQUIPMENT	RTACAP	$50,000	$10,000		$10,000		11.42.20	
2024	RTD0010829	RTA Facility & Vehicle Maintenance	SRTA - REHAB/RENOVATE BUS SUPPORT FACIL/EQUIP	5339	$100,000	$80,000	$80,000			11.44.03	
2024	RTD0010829	RTA Facility & Vehicle Maintenance	SRTA - REHAB/RENOVATE BUS SUPPORT FACIL/EQUIP	RTACAP	$100,000	$20,000		$20,000		11.44.03	
2024	RTD0011182	RTA Vehicle Replacement	SRTA - BUY REPLACEMENT 35-FT LF-HD HYBRID BUS (6) 5339(b) Competitive: FTA-2022-001-TPM-LWNO	OF	$4,800,000	$4,080,000	$4,080,000			11.12.02	
2024	RTD0011182	RTA Vehicle Replacement	SRTA - BUY REPLACEMENT 35-FT LF-HD HYBRID BUS (6) 5339(b) Competitive: FTA-2022-001-TPM-LWNO	RTACAP	$4,800,000	$720,000		$720,000		11.12.02	
2024	T00188	RTA Facility & System Modernization	SRTA - ACQUIRE - FARE COLLECTION UPGRADES	RTACAP	$154,145	$154,145		$154,145		11.42.10	
2024	T00189	RTA Vehicle Replacement	SRTA - BUY REPLACEMENT VAN	5307	$52,000	$41,600	$41,600			11.12.15	

STIP: 2024 - 2028 (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 2024						$30,985,409	$17,877,782	$13,092,627	$15,000		
Southeastern Regional Transit Authority											
2024	T00189	RTA Vehicle Replacement	SRTA - BUY REPLACEMENT VAN	RTACAP	$52,000	$10,400		$10,400		11.12.15	
2024	T00191	RTA Facility & Vehicle Maintenance	SRTA - ENGINEERING & DESIGN - BUS SUPPORT EQUIP/FACILITIES	5339	$150,000	$120,000	$120,000			11.41.03	
2024	T00191	RTA Facility & Vehicle Maintenance	SRTA - ENGINEERING & DESIGN - BUS SUPPORT EQUIP/FACILITIES	RTACAP	$150,000	$30,000		$30,000		11.41.03	
2024	T00196	Operating	SRTA - PREVENTATIVE MAINTENANCE	5307	$800,000	$800,000	$800,000			11.7A.00	
2024	T00196	Operating	SRTA - PREVENTATIVE MAINTENANCE	SCA	$800,000	$200,000		$200,000		11.7A.00	
2024	T00197	Operating	SRTA - NON-FIXED ROUTE ADA PARATRANSIT	5307	$200,000	$160,000	$160,000			11.7C.00	
2024	T00197	Operating	SRTA - NON-FIXED ROUTE ADA PARATRANSIT	SCA	$200,000	$40,000		$40,000		11.7C.00	
2024	T00198	Operating	SRTA - OPERATING ASSISTANCE	5307	$23,546,764	$11,773,382	$11,773,382			30.09.01	
2024	T00198	Operating	SRTA - OPERATING ASSISTANCE	SCA	$23,546,764	$11,773,382		$11,773,382		30.09.01	

STIP: 2024 - 2028 (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						$33,877,110	$19,287,255	$14,574,855	$15,000		
Southeastern Regional Transit Authority											
2025	RTD0010816	RTA Facility & Vehicle Maintenance	SRTA - ACQUIRE - MISC OPS/MAINT SUPPORT EQUIPMENT	5307	$20,000	$16,000	$16,000			11.42.20	
2025	RTD0010816	RTA Facility & Vehicle Maintenance	SRTA - ACQUIRE - MISC OPS/MAINT SUPPORT EQUIPMENT	RTACAP	$20,000	$4,000		$4,000		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	RTD0010818	RTA Vehicle Replacement	SRTA - ACQUIRE - OPS/MAINT SUPPORT VEHICLES (1)	5307	$75,000	$60,000	$60,000			11.42.11	
2025	RTD0010818	RTA Vehicle Replacement	SRTA - ACQUIRE - OPS/MAINT SUPPORT VEHICLES (1)	RTACAP	$75,000	$15,000		$15,000		11.42.11	
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	RTD0010822	RTA Vehicle Replacement	SRTA - BUY REPLACEMENT VAN	5339	$128,000	$102,400	$102,400			11.12.15	
2025	RTD0010822	RTA Vehicle Replacement	SRTA - BUY REPLACEMENT VAN	RTACAP	$128,000	$25,600		$25,600		11.12.15	
2025	RTD0010823	RTA Facility & System Modernization	SRTA - ACQUIRE - ADP HARDWARE/SOFTWARE (ITS)	5307	$201,000	$160,800	$160,800			11.42.08	
2025	RTD0010823	RTA Facility & System Modernization	SRTA - ACQUIRE - ADP HARDWARE/SOFTWARE (ITS)	RTACAP	$201,000	$40,200		$40,200		11.42.08	
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	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	$200,000	$160,000	$160,000			11.44.03	
2025	RTD0010830	RTA Facility & Vehicle Maintenance	SRTA - REHAB/RENOVATE BUS SUPPORT FACIL/EQUIP	RTACAP	$200,000	$40,000		$40,000		11.44.03	
2025	RTD0011182	RTA Vehicle Replacement	SRTA - BUY REPLACEMENT 35-FT LF-HD HYBRID BUS (6) 5339(b) Competitive: FTA-2022-001-TPM-LWNO	OF	$4,800,000	$4,080,000	$4,080,000			11.12.02	
2025	RTD0011182	RTA Vehicle Replacement	SRTA - BUY REPLACEMENT 35-FT LF-HD HYBRID BUS (6) 5339(b) Competitive: FTA-2022-001-TPM-LWNO	RTACAP	$4,800,000	$720,000		$720,000		11.12.02	
2025	T00192	RTA Vehicle Replacement	SRTA - ACQUIRE - OPS/MAINT SUPPORT VEHICLES (1)	5307	$42,500	$34,000	$34,000			11.42.11	
2025	T00192	RTA Vehicle Replacement	SRTA - ACQUIRE - OPS/MAINT SUPPORT VEHICLES (1)	RTACAP	$42,500	$8,500		$8,500		11.42.11	

STIP: 2024 - 2028 (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						$33,877,110	$19,287,255	$14,574,855	$15,000		
Southeastern Regional Transit Authority											
2025	T00195	RTA Facility & Vehicle Maintenance	SRTA - ENGINEERING & DESIGN - BUS SUPPORT EQUIP/FACILITIES	5339	$150,000	$120,000	$120,000			11.41.03	
2025	T00195	RTA Facility & Vehicle Maintenance	SRTA - ENGINEERING & DESIGN - BUS SUPPORT EQUIP/FACILITIES	RTACAP	$150,000	$30,000		$30,000		11.41.03	
2025	T00199	Operating	SRTA - PREVENTATIVE MAINTENANCE	5307	$1,000,000	$800,000	$800,000			11.7A.00	
2025	T00199	Operating	SRTA - PREVENTATIVE MAINTENANCE	SCA	$1,000,000	$200,000		$200,000		11.7A.00	
2025	T00203	Operating	SRTA - NON-FIXED ROUTE ADA PARATRANSIT	5307	$200,000	$160,000	$160,000			11.7C.00	
2025	T00203	Operating	SRTA - NON-FIXED ROUTE ADA PARATRANSIT	SCA	$200,000	$40,000		$40,000		11.7C.00	
2025	T00207	Operating	SRTA - OPERATING ASSISTANCE	5307	$26,848,110	$13,424,055	$13,424,055			30.09.01	
2025	T00207	Operating	SRTA - OPERATING ASSISTANCE	SCA	$26,848,110	$13,424,055		$13,424,055		30.09.01	

STIP: 2024 - 2028 (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						$30,320,138	$17,633,409	$12,671,729	$15,000		
Southeastern Regional Transit Authority											
2026	T00194	RTA Facility & Vehicle Maintenance	SRTA - REHAB/RENOVATE BUS SUPPORT FACIL/EQUIP	5339	$125,000	$100,000	$100,000			11.44.03	
2026	T00194	RTA Facility & Vehicle Maintenance	SRTA - REHAB/RENOVATE BUS SUPPORT FACIL/EQUIP	RTACAP	$125,000	$25,000		$25,000		11.44.03	
2026	T00200	Operating	SRTA - PREVENTATIVE MAINTENANCE	5307	$1,000,000	$800,000	$800,000			11.7A.00	
2026	T00200	Operating	SRTA - PREVENTATIVE MAINTENANCE	SCA	$1,000,000	$200,000		$200,000		11.7A.00	
2026	T00204	Operating	SRTA - NON-FIXED ROUTE ADA PARATRANSIT	5307	$200,000	$160,000	$160,000			11.7C.00	
2026	T00204	Operating	SRTA - NON-FIXED ROUTE ADA PARATRANSIT	SCA	$200,000	$40,000		$40,000		11.7C.00	
2026	T00208	Operating	SRTA - OPERATING ASSISTANCE	5307	$22,202,018	$11,101,009	$11,101,009			30.09.01	
2026	T00208	Operating	SRTA - OPERATING ASSISTANCE	SCA	$22,202,018	$11,101,009		$11,101,009		30.09.01	

STIP Investments Report

Program Activity: Transit, Southeastern Regional Transit Authority

STIP: 2024 - 2028 (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						$30,320,138	$17,633,409	$12,671,729	$15,000		
Southeastern Regional Transit Authority											
2026	T00194	RTA Facility & Vehicle Maintenance	SRTA - REHAB/RENOVATE BUS SUPPORT FACIL/EQUIP	5339	$125,000	$100,000	$100,000			11.44.03	
2026	T00194	RTA Facility & Vehicle Maintenance	SRTA - REHAB/RENOVATE BUS SUPPORT FACIL/EQUIP	RTACAP	$125,000	$25,000		$25,000		11.44.03	
2026	T00200	Operating	SRTA - PREVENTATIVE MAINTENANCE	5307	$1,000,000	$800,000	$800,000			11.7A.00	
2026	T00200	Operating	SRTA - PREVENTATIVE MAINTENANCE	SCA	$1,000,000	$200,000		$200,000		11.7A.00	
2026	T00204	Operating	SRTA - NON-FIXED ROUTE ADA PARATRANSIT	5307	$200,000	$160,000	$160,000			11.7C.00	
2026	T00204	Operating	SRTA - NON-FIXED ROUTE ADA PARATRANSIT	SCA	$200,000	$40,000		$40,000		11.7C.00	
2026	T00208	Operating	SRTA - OPERATING ASSISTANCE	5307	$22,202,018	$11,101,009	$11,101,009			30.09.01	
2026	T00208	Operating	SRTA - OPERATING ASSISTANCE	SCA	$22,202,018	$11,101,009		$11,101,009		30.09.01	

STIP: 2024 - 2028 (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						$82,366,794	$20,721,307	$61,630,487	$15,000		
Southeastern Regional Transit Authority											
2027	RTD0011184	RTA Facility & Vehicle Maintenance	SRTA - LEASE ASSOC CAP MAINT ITEMS (TIRE LEASE)	5307	$92,700	$74,160	$74,160			11.16.40	
2027	RTD0011184	RTA Facility & Vehicle Maintenance	SRTA - LEASE ASSOC CAP MAINT ITEMS (TIRE LEASE)	RTACAP	$92,700	$18,540		$18,540		11.16.40	
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	RTD0011268	RTA Vehicle Replacement	SRTA - BUY REPLACEMENT VAN	5307	$41,000	$32,800	$32,800			11.12.15	
2027	RTD0011268	RTA Vehicle Replacement	SRTA - BUY REPLACEMENT VAN	RTACAP	$41,000	$8,200		$8,200		11.12.15	
2027	RTD0011269	RTA Facility & Vehicle Maintenance	SRTA - ENGINEERING & DESIGN - BUS SUPPORT EQUIP/FACIL	5307	$38,000	$30,400	$30,400			11.41.03	
2027	RTD0011269	RTA Facility & Vehicle Maintenance	SRTA - ENGINEERING & DESIGN - BUS SUPPORT EQUIP/FACIL	RTACAP	$38,000	$7,600		$7,600		11.41.03	
2027	RTD0011270	RTA Facility & System Modernization	SRTA - REHAB/RENOVATE BUS SUPPORT FACIL/EQUIP	5339	$200,000	$160,000	$160,000			11.44.03	
2027	RTD0011270	RTA Facility & System Modernization	SRTA - REHAB/RENOVATE BUS SUPPORT FACIL/EQUIP	RTACAP	$200,000	$40,000		$40,000		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	RTD0011272	RTA Facility & Vehicle Maintenance	SRTA - ACQUIRE - MISC SUPPORT EQUIPMENT	5339	$232,000	$185,600	$185,600			11.42.20	
2027	RTD0011272	RTA Facility & Vehicle Maintenance	SRTA - ACQUIRE - MISC SUPPORT EQUIPMENT	RTACAP	$232,000	$46,400		$46,400		11.42.20	
2027	RTD0011273	RTA Vehicle Replacement	SRTA - ACQUIRE - SUPPORT VEHICLES (1)	5307	$55,000	$44,000	$44,000			11.42.11	
2027	RTD0011273	RTA Vehicle Replacement	SRTA - ACQUIRE - SUPPORT VEHICLES (1)	RTACAP	$55,000	$11,000		$11,000		11.42.11	
2027	RTD0011274	RTA Facility & System Modernization	SRTA - ACQUIRE - ADP HARDWARE/SOFTWARE (ITS)	5307	$266,000	$212,800	$212,800			11.42.08	
2027	RTD0011274	RTA Facility & System Modernization	SRTA - ACQUIRE - ADP HARDWARE/SOFTWARE (ITS)	RTACAP	$266,000	$53,200		$53,200		11.42.08	
2027	RTD0011275	RTA Vehicle Replacement	SRTA - BUY REPLACEMENT 35-FT LF-HD HYBRID BUS (6) STATEWIDE 5339	5307	$5,100,000	$2,550,000	$2,550,000			11.12.02	
2027	RTD0011275	RTA Vehicle Replacement	SRTA - BUY REPLACEMENT 35-FT LF-HD HYBRID BUS (6) STATEWIDE 5339	OF	$5,100,000	$2,550,000	$2,550,000			11.12.02	
2027	RTD0011275	RTA Vehicle Replacement	SRTA - BUY REPLACEMENT 35-FT LF-HD HYBRID BUS (6) STATEWIDE 5339	RTACAP	$5,100,000	$2,550,000		$2,550,000		11.12.02	
2027	RTD0011277	RTA Facility & System Modernization	SRTA - CONSTRUCT - MAINTENANCE FACILITY	RTACAP	$44,800,000	$44,800,000		$44,800,000		11.43.02	
2027	T00201	Operating	SRTA - PREVENTATIVE MAINTENANCE	5307	$1,000,000	$800,000	$800,000			11.7A.00	
2027	T00201	Operating	SRTA - PREVENTATIVE MAINTENANCE	SCA	$1,000,000	$200,000		$200,000		11.7A.00	

STIP: 2024 - 2028 (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						$82,366,794	$20,721,307	$61,630,487	$15,000		
Southeastern Regional Transit Authority											
2027	T00205	Operating	SRTA - NON-FIXED ROUTE ADA PARATRANSIT	5307	$200,000	$160,000	$160,000			11.7C.00	
2027	T00205	Operating	SRTA - NON-FIXED ROUTE ADA PARATRANSIT	SCA	$200,000	$40,000		$40,000		11.7C.00	
2027	T00209	Operating	SRTA - OPERATING ASSISTANCE	5307	$27,707,094	$13,853,547	$13,853,547			30.09.01	
2027	T00209	Operating	SRTA - OPERATING ASSISTANCE	SCA	$27,707,094	$13,853,547		$13,853,547		30.09.01	

STIP: 2024 - 2028 (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 2028						$32,986,270	$18,293,945	$14,677,325	$15,000		
Southeastern Regional Transit Authority											
2028	T00177	RTA Facility & Vehicle Maintenance	SRTA - ENGINEERING & DESIGN - BUS SUPPORT EQUIP/FACILITIES	5307	$40,000	$32,000	$32,000			11.41.03	
2028	T00177	RTA Facility & Vehicle Maintenance	SRTA - ENGINEERING & DESIGN - BUS SUPPORT EQUIP/FACILITIES	RTACAP	$40,000	$8,000		$8,000		11.41.03	
2028	T00178	RTA Facility & Vehicle Maintenance	SRTA - REHAB/RENOVATE BUS SUPPORT FACIL/EQUIP	5339	$35,000	$28,000	$28,000			11.44.03	
2028	T00178	RTA Facility & Vehicle Maintenance	SRTA - REHAB/RENOVATE BUS SUPPORT FACIL/EQUIP	RTACAP	$35,000	$7,000		$7,000		11.44.03	
2028	T00179	RTA Facility & System Modernization	SRTA - ACQUIRE - TRANSIT ENHANCEMENTS	5307	$10,000	$8,000	$8,000			11.91.02	
2028	T00179	RTA Facility & System Modernization	SRTA - ACQUIRE - TRANSIT ENHANCEMENTS	RTACAP	$10,000	$2,000		$2,000		11.91.02	
2028	T00180	RTA Facility & System Modernization	SRTA - ACQUIRE - MOBILE SURVEILLANCE AND SECURITY	5339	$50,000	$40,000	$40,000			11.42.09	
2028	T00180	RTA Facility & System Modernization	SRTA - ACQUIRE - MOBILE SURVEILLANCE AND SECURITY	RTACAP	$50,000	$10,000		$10,000		11.42.09	
2028	T00181	RTA Vehicle Replacement	SRTA - ACQUIRE - OPS/MAINT SUPPORT VEHICLES (2)	5307	$80,000	$64,000	$64,000			11.42.11	
2028	T00181	RTA Vehicle Replacement	SRTA - ACQUIRE - OPS/MAINT SUPPORT VEHICLES (2)	RTACAP	$80,000	$16,000		$16,000		11.42.11	
2028	T00182	RTA Vehicle Replacement	SRTA - ACQUIRE - OPS/MAINT SUPPORT VEHICLES (1)	5307	$75,000	$60,000	$60,000			11.42.11	
2028	T00182	RTA Vehicle Replacement	SRTA - ACQUIRE - OPS/MAINT SUPPORT VEHICLES (1)	RTACAP	$75,000	$15,000		$15,000		11.42.11	
2028	T00183	RTA Facility & Vehicle Maintenance	SRTA - LEASE ASSOC CAP MAINT ITEMS (TIRE LEASE)	5307	$92,700	$74,160	$74,160			12.16.40	
2028	T00183	RTA Facility & Vehicle Maintenance	SRTA - LEASE ASSOC CAP MAINT ITEMS (TIRE LEASE)	RTACAP	$92,700	$18,540		$18,540		12.16.40	
2028	T00184	Operating	SRTA - SHORT RANGE TRANSIT PLANNING	5307	$75,000	$60,000	$60,000			44.24.00	
2028	T00184	Operating	SRTA - SHORT RANGE TRANSIT PLANNING	LF	$75,000	$15,000			$15,000	44.24.00	
2028	T00185	RTA Vehicle Replacement	SRTA - BUY REPLACEMENT 35-FT LF-HD HYBRID BUS (6) STATEWIDE 5339	5307	$5,100,000	$2,550,000	$2,550,000			11.12.02	
2028	T00185	RTA Vehicle Replacement	SRTA - BUY REPLACEMENT 35-FT LF-HD HYBRID BUS (6) STATEWIDE 5339	OF	$5,100,000	$2,550,000	$2,550,000			11.12.02	
2028	T00185	RTA Vehicle Replacement	SRTA - BUY REPLACEMENT 35-FT LF-HD HYBRID BUS (6) STATEWIDE 5339	RTACAP	$5,100,000	$2,550,000		$2,550,000		11.12.02	
2028	T00186	RTA Vehicle Replacement	SRTA - BUY REPLACEMENT VAN	5307	$42,000	$33,600	$33,600			11.12.15	
2028	T00186	RTA Vehicle Replacement	SRTA - BUY REPLACEMENT VAN	RTACAP	$42,000	$8,400		$8,400		11.12.15	
2028	T00187	RTA Facility & System Modernization	SRTA - ACQUIRE - ADP HARDWARE/SOFTWARE (ITS)	5307	$53,000	$42,400	$42,400			11.41.08	
2028	T00187	RTA Facility & System Modernization	SRTA - ACQUIRE - ADP HARDWARE/SOFTWARE (ITS)	RTACAP	$53,000	$10,600		$10,600		11.41.08	

STIP Investments Report

Program Activity: Transit, Southeastern Regional Transit Authority

STIP: 2024 - 2028 (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 2028						$32,986,270	$18,293,945	$14,677,325	$15,000		
Southeastern Regional Transit Authority											
2028	T00202	Operating	SRTA - PREVENTATIVE MAINTENANCE	5307	$1,000,000	$800,000	$800,000			11.7A.00	
2028	T00202	Operating	SRTA - PREVENTATIVE MAINTENANCE	SCA	$1,000,000	$200,000		$200,000		11.7A.00	
2028	T00206	Operating	SRTA - NON-FIXED ROUTE ADA PARATRANSIT	5307	$200,000	$160,000	$160,000			11.7C.00	
2028	T00206	Operating	SRTA - NON-FIXED ROUTE ADA PARATRANSIT	SCA	$200,000	$40,000		$40,000		11.7C.00	
2028	T00210	Operating	SRTA - OPERATING ASSISTANCE	5307	$23,583,570	$11,791,785	$11,791,785			30.09.01	
2028	T00210	Operating	SRTA - OPERATING ASSISTANCE	SCA	$23,583,570	$11,791,785		$11,791,785		30.09.01	

Appendix F - FFY2024-2028 FEDERAL TARGET REPORTS

Program Target Report

Federal Fiscal Year 2024				STIP: 2024 - 2028 (D)
	Bridge Systematic	$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		**$73,985,240**	**$15,371,311**	**$89,356,551**
	ADA Retrofits	$1,200,000	$300,000	$1,500,000
	Intersection Improvements	$22,500,000	$2,500,000	$25,000,000
	Intelligent Transportation	$8,247,894	$2,061,974	$10,309,868
	Roadway Reconstruction	$29,748,912	$7,437,228	$37,186,140
	Carbon Reduction	$0	$0	$0
	Safe Routes to School	$12,288,434	$3,072,109	$15,360,543
Expansion		**$40,000,000**	**$10,000,000**	**$50,000,000**
	Bicycle and Pedestrian	$40,000,000	$10,000,000	$50,000,000
	Capacity	$0	$0	$0
	Grand Total Formula Funds	**$803,401,678**	**$166,260,752**	**$969,662,431**
	Difference from Funds Available	**$8,007**	**$101,542,476**	**$101,550,482**
Highway (Non-Core)		**$287,887,011**	**$63,524,646**	**$351,411,657**
Reliability		**$266,724,289**	**$58,233,965**	**$324,958,254**
	Bridge	$266,724,289	$58,233,965	$324,958,254
	Bridge Systematic	$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	$9,960,724	$2,490,181	$12,450,905
	Bridge Off-system Local NB	$33,788,429	$0	$33,788,429
	Bridge Off-System State NB	$0	$0	$0
Modernization		**$21,162,722**	**$5,290,681**	**$26,453,403**
	Electric Vehicle	$21,162,722	$5,290,681	$26,453,403
	Ferry Boat Program	$0	$0	$0
	Grand Total + Non-Formula Programs	**$1,091,288,689**	**$229,785,398**	**$1,321,074,088**

Federal Fiscal Year 2024				STIP: 2024 - 2028 (D)
	Bridge Systematic	$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		**$73,985,240**	**$15,371,311**	**$89,356,551**
	ADA Retrofits	$1,200,000	$300,000	$1,500,000
	Intersection Improvements	$22,500,000	$2,500,000	$25,000,000
	Intelligent Transportation	$8,247,894	$2,061,974	$10,309,868
	Roadway Reconstruction	$29,748,912	$7,437,228	$37,186,140
	Carbon Reduction	$0	$0	$0
	Safe Routes to School	$12,288,434	$3,072,109	$15,360,543
Expansion		**$40,000,000**	**$10,000,000**	**$50,000,000**
	Bicycle and Pedestrian	$40,000,000	$10,000,000	$50,000,000
	Capacity	$0	$0	$0
	Grand Total Formula Funds	**$803,401,678**	**$166,260,752**	**$969,662,431**
	Difference from Funds Available	**$8,007**	**$101,542,476**	**$101,550,482**
Highway (Non-Core)		**$287,887,011**	**$63,524,646**	**$351,411,657**
Reliability		**$266,724,289**	**$58,233,965**	**$324,958,254**
	Bridge	$266,724,289	$58,233,965	$324,958,254
	Bridge Systematic	$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	$9,960,724	$2,490,181	$12,450,905
	Bridge Off-system Local NB	$33,788,429	$0	$33,788,429
	Bridge Off-System State NB	$0	$0	$0
Modernization		**$21,162,722**	**$5,290,681**	**$26,453,403**
	Electric Vehicle	$21,162,722	$5,290,681	$26,453,403
	Ferry Boat Program	$0	$0	$0
	Grand Total + Non-Formula Programs	**$1,091,288,689**	**$229,785,398**	**$1,321,074,088**

Program Target Report

Federal Fiscal Year 2025				STIP: 2024 - 2028 (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		$201,297,944	$18,903,360	$220,201,304
GANS Repayment		$122,185,000	$0	$122,185,000
Award Adjustments, Change Orders, etc.		$22,225,500	$5,274,500	$27,500,000
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		$1,186,729	$296,682	$1,483,411
Railroad Grade Crossings		$0	$0	$0
SRTS Education		$1,951,346	$487,837	$2,439,183
Transit Grant Program		$0	$0	$0
Railroad Crossings		$2,371,999	$0	$2,371,999
Carbon Reduction		$17,197,657	$4,299,414	$21,497,071
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		**$378,062,665**	**$83,859,625**	**$461,922,290**
Reliability		**$273,680,690**	**$60,889,130**	**$334,569,820**
	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	$1,200,000	$300,000	$1,500,000
	Safety Improvements	$21,750,000	$3,250,000	$25,000,000
	Resiliency Improvements	$12,800,000	$3,200,000	$16,000,000
	Bridge	$141,294,350	$35,323,588	$176,617,938
	Bridge Inspections	$8,495,775	$2,123,944	$10,619,719
	Bridge Systematic	$0	$0	$0

Federal Fiscal Year 2025				STIP: 2024 - 2028 (D)
	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		**$76,381,975**	**$15,970,495**	**$92,352,470**
	ADA Retrofits	$1,200,000	$300,000	$1,500,000
	Intersection Improvements	$22,500,000	$2,500,000	$25,000,000
	Intelligent Transportation	$8,247,894	$2,061,974	$10,309,868
	Roadway Reconstruction	$39,173,843	$9,793,461	$48,967,304
	Carbon Reduction	$0	$0	$0
	Safe Routes to School	$5,260,238	$1,315,060	$6,575,298
Expansion		**$28,000,000**	**$7,000,000**	**$35,000,000**
	Bicycle and Pedestrian	$28,000,000	$7,000,000	$35,000,000
	Capacity	$0	$0	$0
	Grand Total Formula Funds	**$818,478,798**	**$162,542,532**	**$981,021,329**
	Difference from Funds Available	**$0**	**$110,283,734**	**$110,283,735**
Highway (Non-Core)		**$246,418,913**	**$53,157,622**	**$299,576,535**
Reliability		**$225,256,191**	**$47,866,941**	**$273,123,132**
	Bridge	$225,256,191	$47,866,941	$273,123,132
	Bridge Systematic	$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	$9,091,214	$2,272,804	$11,364,018
	Bridge Off-system Local NB	$33,788,429	$0	$33,788,429
	Bridge Off-System State NB	$0	$0	$0
Modernization		**$21,162,722**	**$5,290,681**	**$26,453,403**
	Electric Vehicle	$21,162,722	$5,290,681	$26,453,403
	Ferry Boat Program	$0	$0	$0
	Grand Total + Non-Formula Programs	**$1,064,897,711**	**$215,700,154**	**$1,280,597,864**

Federal Fiscal Year 2026				STIP: 2024 - 2028 (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		$213,303,413	$19,045,977	$232,349,390
GANS Repayment		$133,620,000	$0	$133,620,000
Award Adjustments, Change Orders, etc.		$22,225,500	$5,274,500	$27,500,000
Metropolitan Planning		$11,552,321	$2,888,080	$14,440,401
State Planning & Research		$22,853,908	$5,713,477	$28,567,385
Recreational Trails		$1,186,729	$296,682	$1,483,411
Railroad Grade Crossings		$0	$0	$0
SRTS Education		$1,951,346	$487,837	$2,439,183
Transit Grant Program		$0	$0	$0
Railroad Crossings		$2,371,999	$0	$2,371,999
Carbon Reduction		$17,541,610	$4,385,403	$21,927,013
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		**$387,277,751**	**$86,163,395**	**$473,441,146**
Reliability		**$273,742,089**	**$60,904,479**	**$334,646,568**
	Interstate Pavement	$38,473,514	$4,274,835	$42,748,349
	Non-Interstate Pavement	$52,000,000	$13,000,000	$65,000,000
	Roadway Improvements	$2,400,000	$600,000	$3,000,000
	Safety Improvements	$21,750,000	$3,250,000	$25,000,000
	Resiliency Improvements	$12,000,000	$3,000,000	$15,000,000
	Bridge	$147,118,575	$36,779,644	$183,898,219
	Bridge Inspections	$14,320,000	$3,580,000	$17,900,000
	Bridge Systematic	$0	$0	$0
	Bridge On-system NHS	$94,856,125	$23,714,031	$118,570,156

Federal Fiscal Year 2026				STIP: 2024 - 2028 (D)
	Bridge On-system Non-NHS	$0	$0	$0
	Bridge Off-system	$37,942,450	$9,485,613	$47,428,063
Modernization		**$85,535,662**	**$18,258,916**	**$103,794,578**
	ADA Retrofits	$2,000,000	$500,000	$2,500,000
	Intersection Improvements	$22,500,000	$2,500,000	$25,000,000
	Intelligent Transportation	$8,247,894	$2,061,974	$10,309,868
	Roadway Reconstruction	$41,380,332	$10,345,083	$51,725,415
	Carbon Reduction	$0	$0	$0
	Safe Routes to School	$11,407,436	$2,851,859	$14,259,295
Expansion		**$28,000,000**	**$7,000,000**	**$35,000,000**
	Bicycle and Pedestrian	$28,000,000	$7,000,000	$35,000,000
	Capacity	$0	$0	$0
	Grand Total Formula Funds	**$833,849,293**	**$163,526,402**	**$997,375,694**
	Difference from Funds Available	**$-1**	**$114,423,362**	**$114,423,362**
Highway (Non-Core)		**$246,418,913**	**$53,157,621**	**$299,576,534**
Reliability		**$225,256,191**	**$47,866,940**	**$273,123,131**
	Bridge	$225,256,191	$47,866,941	$273,123,132
	Bridge Systematic	$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	$6,757,069	$1,689,267	$8,446,336
	Bridge Off-system Local NB	$33,788,429	$0	$33,788,429
	Bridge Off-System State NB	$0	$0	$0
Modernization		**$21,162,722**	**$5,290,681**	**$26,453,403**
	Electric Vehicle	$21,162,722	$5,290,681	$26,453,403
	Ferry Boat Program	$0	$0	$0
	Grand Total + Non-Formula Programs	**$1,080,268,206**	**$216,684,023**	**$1,296,952,228**

Federal Fiscal Year 2027				STIP: 2024 - 2028 (D)
		Federal Aid Funds	Matching Funds	FFY 2027 (Proposed) (Fed Aid + Match)
	Balance Obligation Authority	$799,526,278		
	Planned Redistribution Request	$50,000,000		
Total Non-earmarked Funding Available		$849,526,278	$283,175,426	$1,132,701,704
Planning/Adjustments/Pass-throughs		$80,726,588	$19,306,771	$100,033,359
GANS Repayment		$0	$0	$0
Award Adjustments, Change Orders, etc.		$22,225,500	$5,274,500	$27,500,000
Metropolitan Planning		$11,783,367	$2,945,842	$14,729,209
State Planning & Research		$23,315,205	$5,828,801	$29,144,006
Recreational Trails		$1,186,729	$296,682	$1,483,411
Railroad Grade Crossings		$0	$0	$0
SRTS Education		$1,951,346	$487,837	$2,439,183
Railroad Crossings		$2,371,999	$0	$2,371,999
Carbon Reduction		$17,892,442	$4,473,111	$22,365,553
Regional Priorities				
Regional Share (%)	**MPO**	**$288,838,934**	**$72,209,732**	**$361,048,667**
3.5596	Berkshire Region	$10,281,511	$2,570,378	$12,851,888
42.9671	Boston Region	$124,105,714	$31,026,428	$155,132,142
4.5851	Cape Cod	$13,243,554	$3,310,888	$16,554,442
8.6901	Central Mass	$25,100,392	$6,275,098	$31,375,490
2.5397	Franklin Region	$7,335,642	$1,833,911	$9,169,553
0.3100	Martha's Vineyard	$895,401	$223,850	$1,119,251
4.4296	Merrimack Valley	$12,794,409	$3,198,602	$15,993,012
4.4596	Montachusett	$12,881,061	$3,220,265	$16,101,326
0.2200	Nantucket	$635,446	$158,861	$794,307
3.9096	Northern Middlesex	$11,292,447	$2,823,112	$14,115,559
4.5595	Old Colony	$13,169,611	$3,292,403	$16,462,014
10.8100	Pioneer Valley	$31,223,489	$7,805,872	$39,029,361
8.9601	Southeastern Mass	$25,880,257	$6,470,064	$32,350,322
Highway		**$479,960,755**	**$108,896,647**	**$588,857,402**
Reliability		**$342,010,686**	**$77,534,129**	**$419,544,815**
	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	$1,600,000	$400,000	$2,000,000
	Safety Improvements	$26,100,000	$3,900,000	$30,000,000
	Resiliency Improvements	$13,200,000	$3,300,000	$16,500,000
	Bridge	$204,474,346	$51,118,587	$255,592,933
	Bridge Inspections	$8,838,012	$2,209,503	$11,047,515
	Bridge Systematic	$16,000,000	$4,000,000	$20,000,000
	Bridge On-system NHS	$141,693,884	$35,423,471	$177,117,355
	Bridge On-system Non-NHS	$0	$0	$0

Federal Fiscal Year 2027				STIP: 2024 - 2028 (D)
	Bridge Off-system	$37,942,450	$9,485,613	$47,428,063
Modernization		**$103,550,069**	**$22,762,518**	**$126,312,587**
	ADA Retrofits	$2,000,000	$500,000	$2,500,000
	Intersection Improvements	$22,500,000	$2,500,000	$25,000,000
	Intelligent Transportation	$8,247,894	$2,061,974	$10,309,868
	Roadway Reconstruction	$58,802,175	$14,700,544	$73,502,719
	Carbon Reduction	$0	$0	$0
	Safe Routes to School	$12,000,000	$3,000,000	$15,000,000
Expansion		**$34,400,000**	**$8,600,000**	**$43,000,000**
	Bicycle and Pedestrian	$34,400,000	$8,600,000	$43,000,000
	Capacity	$0	$0	$0
	Grand Total Formula Funds	**$849,526,277**	**$200,413,150**	**$1,049,939,428**
	Difference from Funds Available	**$1**	**$82,762,276**	**$82,762,276**
Highway (Non-Core)		**$0**	**$0**	**$0**
Reliability		**$0**	**$0**	**$0**
	Bridge	$0	$0	$0
	Bridge Systematic	$0	$0	$0
	Bridge On-System NHS NB	$0	$0	$0
	Bridge On-system Non-NHS	$0	$0	$0
	Bridge Off-system Local NB	$0	$0	$0
	Bridge Off-System State NB	$0	$0	$0
Modernization		**$0**	**$0**	**$0**
	Electric Vehicle	$0	$0	$0
	Ferry Boat Program	$0	$0	$0
	Grand Total + Non-Formula Programs	**$849,526,277**	**$200,413,150**	**$1,049,939,428**

Federal Fiscal Year 2028				STIP: 2024 - 2028 (D)
		Federal Aid Funds	Matching Funds	FFY 2028 (Proposed) (Fed Aid + Match)
	Balance Obligation Authority	$815,516,804		
	Planned Redistribution Request	$50,000,000		
Total Non-earmarked Funding Available		$865,516,804	$288,505,601	$1,154,022,405
Planning/Adjustments/Pass-throughs		$81,786,409	$19,571,727	$101,358,136
Award Adjustments, Change Orders, etc.		$22,225,500	$5,274,500	$27,500,000
Metropolitan Planning		$12,019,035	$3,004,759	$15,023,794
State Planning & Research		$23,781,509	$5,945,377	$29,726,886
Recreational Trails		$1,186,729	$296,682	$1,483,411
SRTS Education		$1,951,346	$487,837	$2,439,183
Railroad Crossings		$2,371,999	$0	$2,371,999
Carbon Reduction		$18,250,291	$4,562,573	$22,812,864
Regional Priorities				
Regional Share (%)	**MPO**	**$294,275,714**	**$73,568,929**	**$367,844,641**
3.5596	Berkshire Region	$10,475,038	$2,618,760	$13,093,798
42.9671	Boston Region	$126,441,740	$31,610,435	$158,052,175
4.5851	Cape Cod	$13,492,836	$3,373,209	$16,866,045
8.6901	Central Mass	$25,572,854	$6,393,213	$31,966,067
2.5397	Franklin Region	$7,473,720	$1,868,430	$9,342,150
0.3100	Martha's Vineyard	$912,255	$228,064	$1,140,318
4.4296	Merrimack Valley	$13,035,237	$3,258,809	$16,294,046
4.4596	Montachusett	$13,123,520	$3,280,880	$16,404,400
0.2200	Nantucket	$647,407	$161,852	$809,258
3.9096	Northern Middlesex	$11,505,003	$2,876,251	$14,381,254
4.5595	Old Colony	$13,417,501	$3,354,375	$16,771,876
10.8100	Pioneer Valley	$31,811,205	$7,952,801	$39,764,006
8.9601	Southeastern Mass	$26,367,398	$6,591,850	$32,959,248
Highway		**$507,704,973**	**$115,832,702**	**$623,537,675**
Reliability		**$364,917,461**	**$83,260,823**	**$448,178,284**
	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	$1,600,000	$400,000	$2,000,000
	Safety Improvements	$26,100,000	$3,900,000	$30,000,000
	Resiliency Improvements	$14,400,000	$3,600,000	$18,000,000
	Bridge	$226,181,121	$56,545,280	$282,726,401
	Bridge Inspections	$14,320,000	$3,580,000	$17,900,000
	Bridge Systematic	$16,000,000	$4,000,000	$20,000,000
	Bridge On-system NHS	$157,918,671	$39,479,668	$197,398,339
	Bridge On-system Non-NHS	$0	$0	$0
	Bridge Off-system	$37,942,450	$9,485,613	$47,428,063
Modernization		**$102,787,512**	**$22,571,879**	**$125,359,391**

Federal Fiscal Year 2028				STIP: 2024 - 2028 (D)
	ADA Retrofits	$2,000,000	$500,000	$2,500,000
	Intersection Improvements	$22,500,000	$2,500,000	$25,000,000
	Intelligent Transportation	$8,247,894	$2,061,974	$10,309,868
	Roadway Reconstruction	$58,039,618	$14,509,905	$72,549,523
	Carbon Reduction	$0	$0	$0
	Safe Routes to School	$12,000,000	$3,000,000	$15,000,000
Expansion		**$40,000,000**	**$10,000,000**	**$50,000,000**
	Bicycle and Pedestrian	$40,000,000	$10,000,000	$50,000,000
	Capacity	$0	$0	$0
	Grand Total Formula Funds	**$883,767,096**	**$208,973,358**	**$1,092,740,452**
	Difference from Funds Available	**$-18,250,292**	**$79,532,243**	**$61,281,953**
Highway (Non-Core)		**$0**	**$0**	**$0**
Reliability		**$0**	**$0**	**$0**
	Bridge	$0	$0	$0
	Bridge Systematic	$0	$0	$0
	Bridge On-System NHS NB	$0	$0	$0
	Bridge On-system Non-NHS	$0	$0	$0
	Bridge Off-system Local NB	$0	$0	$0
	Bridge Off-System State NB	$0	$0	$0
Modernization		**$0**	**$0**	**$0**
	Electric Vehicle	$0	$0	$0
	Ferry Boat Program	$0	$0	$0
	Grand Total + Non-Formula Programs	**$883,767,096**	**$208,973,358**	**$1,092,740,452**

Appendix G - FFY2024-2028 SUPPLEMENTAL PROJECT LIST

FFY24-28 TIP Community Initiated Supplemental Project List

MassDOT Project ID	MassDOT Project Description	FFY2024 Cost	FFY2025 (Cost with 4% Inflation)	FFY2026 (Cost with 8% Inflation)	FFY2027 (Cost with 12% Inflation)	FFY2028 (Cost with 16% Inflation)	Evaluation Criteria Score / Design 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
612979	SWANSEA- CORRIDOR IMPROVEMENTS ON ROUTE 118, FROM MILFORD ROAD TO WOOD STREET	$9,245,861	$9,615,695	$9,985,530	$10,355,364	$10,725,199	53 / Pre 25%
610669	DARTMOUTH- CROSS ROAD CORRIDOR IMPROVEMENTS	$5,788,315	$6,019,848	$6,251,380	$6,482,913	$6,714,446	46 / Pre 25%
612604	NEW BEDFORD- CORRIDOR IMPROVEMENTS ON COUNTY STREET, FROM UNION STREET TO KEMPTON STREET	$6,209,400	$6,457,776	$6,706,152	$6,954,528	$7,202,904	42 / Pre 25%
612773	RAYNHAM- INTERSECTION IMPROVEMENTS AT NORTH MAIN STREET (ROUTE 104), PLEASANT STREET, SOUTH MAIN STREET (ROUTE 104) AND ORCHARD STREET	$4,074,705	$4,237,693	$4,400,681	$4,563,670	$4,726,658	36 / 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

FFY24-28 TIP MassDOT Initiated Supplemental Project List

MassDOT Project ID	MassDOT Project Description	FFY2024 Cost	FFY2025 (Cost with 4% Inflation)	FFY2026 (Cost with 8% Inflation)	FFY2027 (Cost with 12% Inflation)	FFY2028 (Cost with 16% Inflation)	Evaluation Criteria Score (If Available) / Design 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
612774	ATTLEBORO- INTERCHANGE IMPROVEMENTS AT I-95 AND ROUTE 123	$11,902,600	$12,378,704	$12,854,808	$13,330,912	$13,807,016	Pre 25% Design
612524	DARTMOUTH- CORRIDOR IMPROVEMENTS ON ROUTE 6, HATHAWAY ROAD TO THE NEW BEDFORD TOWN LINE	$14,630,750	$15,215,980	$15,801,210	$16,386,440	$16,971,670	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	$14,560,009	$15,120,009	$15,680,009	$16,240,010	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
607713	SEEKONK - RESURFACING & RELATED WORK ON ROUTE 6	$5,750,000	$5,980,000	$6,210,000	$6,440,000	$6,670,000	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	63 / Pre 25% Design
610925	SEEKONK- ROADWAY RESURFACING & SIDEWALK INSTALLATION ON MINK STREET (ROUTE 114A)	$1,544,650	$1,606,436	$1,668,222	$1,730,008	$1,791,794	Pre 25% Design
612267	WAREHAM- IMPROVEMENTS ON ROUTE 6, BRIARWOOD DRIVE TO CROMESETT ROAD	$7,465,375	$7,763,990	$8,062,605	$8,361,220	$8,659,835	48 / 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

Appendix H - FFY2022 OBLIGATED PROJECTS

SRPEDD
Southeastern Regional Planning & Economic Development District

Annual Listing of Federally Funded Obligated Projects for Federal Fiscal Year 2022

December 2022

In accordance with 23 CFR § 450.334, Southeastern Regional Planning & Economic Development District (SRPEDD) is making the Federal Fiscal Year (FFY) 2022 annual listing of obligated projects available for public review.

Metropolitan Planning Organizations (MPOs) are required to publish an annual listing of projects which funds have been obligated in the preceding year as a record of project delivery and progress report for public information and disclosure.

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

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

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

FFY 2022 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
SOUTHEASTERN MASS					
600645	ACUSHNET- BRIDGE REPLACEMENTS, A-03-003 (3M5), A-03-007 (AJH) & A-03-008 (AJJ), HAMLIN STREET OVER THE ACUSHNET RIVER	18-Jun-22	$3,918,508.80	$4,294,093.42	
605888	TAUNTON- INTERCHANGE IMPROVEMENTS AT ROUTES 24 & 140, INCLUDING REPLACING T-01-045 AND T-01-046	08-Aug-20	$6,704,216.80	$6,704,216.94	
606024	TAUNTON- RECONSTRUCTION OF ROUTE 44 (DEAN STREET), FROM ARLINGTON STREET TO ROUTE 104 (SOUTH MAIN STREET)	10-Sep-22	$16,924,857.60	$17,564,662.32	
607339	ATTLEBORO– INTERSECTION IMPROVEMENTS AT ROUTE 1 (WASHINGTON STREET)/ROUTE 1A (NEWPORT AVENUE) AND ROUTE 123 (HIGHLAND AVENUE)	10-Sep-22	$6,793,904.80	$6,749,836.09	
607822	NORTON- MANSFIELD- RAIL TRAIL EXTENSION (WORLD WAR II VETERANS TRAIL)	03-Sep-22	$4,009,342.40	$4,342,054.52	
608049	FALL RIVER- CORRIDOR IMPROVEMENTS ON ROUTE 79/DAVOL STREET	26-Mar-22	$19,771,100.80	$54,425,419.13	$41,116,657.13
609201	NEW BEDFORD- INTERSECTION IMPROVEMENTS ON ACUSHNET AVENUE AT PECKHAM ROAD/SASSAQUIN AVENUE	23-Jul-22	$1,827,728.80	$1,828,318.69	
612023	FOXBOROUGH- STORMWATER RETROFIT ALONG I-95 AND I-495	25-Jun-22	$438,500.00	$655,335.17	
612200	NORTH ATTLEBORO- BRIDGE PAINTING AND REPAIRS ALONG I-295	09-Jul-22	$2,066,359.20	$2,066,272.00	
S12714	GATRA - Acquire Mobile Fare Collection Equipment	26-Jul-22	$340,000.00	$340,000.00	
S12715	GATRA - BUY REPLACEMENT <30 FT BUSES (2)	26-Jul-22	$400,000.00	$400,000.00	
S12716	GATRA - AQUIRE ELECTRIC SUPPORT VEHICLES (2)	26-Jul-22	$64,000.00	$64,000.00	
	SOUTHEASTERN MASS TOTAL :		**$63,258,519.20**	**$99,434,208.28**	**$41,116,657.13**

FFY 2022 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					
608203	MILFORD- HOPKINTON- WESTBOROUGH- SOUTHBOROUGH- MARLBORO- HUDSON- BERLIN- PAVEMENT PRESERVATION AND RELATED WORK ON I-495	19-Feb-22	$20,438,910.00	$20,585,858.36	
608796	DISTRICT 6- ADA RETROFITS AT VARIOUS LOCATIONS	10-Sep-22	$2,216,172.00	$2,085,019.60	
608803	DISTRICT 5- ADA RETROFITS AT VARIOUS LOCATIONS	03-Sep-22	$1,889,273.00	$1,889,273.12	
608863	DISTRICT 5- SYSTEMATIC BRIDGE PRESERVATION ALONG THE ROUTE 24 CORRIDOR	06-Nov-21	$1,284,080.00	$1,384,619.77	
609056	HOLLAND TO STURBRIDGE- GUIDE AND TRAFFIC SIGN REPLACEMENT ON INTERSTATE 84	19-Mar-22	$408,420.00	$791,040.38	
609062	WORCESTER- LEOMINSTER- GUIDE AND TRAFFIC SIGN REPLACEMENT ON INTERSTATE 190	10-Sep-22	$3,744,621.90	$4,159,715.40	
609384	DISTRICT 3- ADA REPAIRS AND IMPROVEMENTS AT VARIOUS LOCATIONS	13-Aug-22	$1,369,844.00	$1,184,567.50	
612029	STATEWIDE- ITS ROADWAY EQUIPMENT FOR HIGHWAY OPERATIONS	25-Jun-22	$4,603,748.80	$4,696,274.87	
612180	DISTRICT 1- DISTRICT 2- SYSTEMIC TRAFFIC SIGNAL SAFETY IMPROVEMENTS AT VARIOUS STATE HIGHWAY LOCATIONS	28-May-22	$3,403,792.80	$3,504,208.64	
612197	AMESBURY- HAVERHILL- LOWELL- METHUEN- BRIDGE PRESERVATION BUNDLE ALONG I-495	30-Apr-22	$6,252,852.80	$6,276,436.72	
613001	HOLYOKE- LONGMEADOW- WARREN- WESTFIELD- BRIDGE PRESERVATION, H-21-042, L-14-002, W-07-028, W-07-030, W-25-044	24-Dec-22	$11,316,000.00	$11,316,000.00	
613002	LEOMNISTER- UXBRIDGE- BRIDGE PRESERVATION- L-08-038, U-02-047, U-02-048, U-02-058, U-02-063	17-Dec-22	$7,230,960.00	$7,230,960.00	
613004	BOXFORD- MERRIMAC- PEABODY- BRIDGE PRESERVATION- B-19-010, B-19-012, M-16-006, P-03-027, P-03-037 & P-03-051	31-Dec-22	$14,628,000.00	$14,628,000.00	

FFY 2022 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
613005	DUXBURY- LAKEVILLE- MANSFIELD- PLYMOUTH- WAREHAM- BRIDGE DECK REPLACEMENTS, D-14-008, L-01-011, L-01-015, M-03-018, P-13-031, P-13-035, W-06-038 (DB)	01-Jul-23	$39,468,000.00	$37,441,854.43	$2,026,145.57
S12013	2022 Bridge Inspection & Data Control	20-Sep-22	$22,478,596.00	$23,280,000.00	
S12016	STATEWIDE - TRAFFIC MANAGEMENT ATTENUATOR TRUCKS (PROCUREMENT)		$810,000.00		
S12112	Awards, Adjustments, Change Orders, etc. (FFY 2022)	30-Sep-22	$60,436,355.70	$60,436,355.70	
S12143	ABP GANS (FFY 2022)	15-Jul-22	$86,470,000.00	$86,470,000.00	
S12148	Metropolitan Planning (FFY 2023 UPWPs) - PL & SPR	15-Sep-22	$15,419,297.60	$15,419,297.60	
S12153	SPR Work Program (FFY 2023)	27-Sep-22	$31,282,216.00	$31,282,216.00	
S12159	RECREATIONAL TRAILS PROGRAM (FFY 2022)	20-Sep-22	$1,186,728.80	$1,337,993.00	
S12164	RAIL ROAD CROSSINGS (FFY 2022)	22-Sep-22	$3,555,555.20	$3,630,330.00	
S12169	SRTS EDUCATION (FFY 2022)	11-Jul-22	$1,419,942.40	$1,419,942.40	
S12174	TRANSIT GRANT PROGRAM (FFY 2022)		$1,479,076.00		
S12201	FFY 2022 SPR Pooled Fund Transfer Projects	30-Sep-22	$1,295,802.00	$1,295,802.00	
S12661	STATEWIDE- TECHNICAL SUPPORT FOR INTELLIGENT TRANSPORTATION SYSTEMS (ITS)		$1,600,000.00		
	STATEWIDE TOTAL :		**$345,688,245.00**	**$341,745,765.49**	**$2,026,145.57**
			$995,796,999.60	**$1,087,248,075.10**	**$339,515,775.90**

Transit Agency	Project Number	FTA Activity Line Item	Project Description	Obligation Date	FFY2022 Programmed Federal Funds	Programmed State Funds	Local Funds	Total Cost	Grant#	Obligated Amount
Greater Attleboro Taunton Regional Transit Authority	RTD0011586	111202	BUY REPLACEMENT 35-FT BUS Electric Bus	8/2/2022	$863,250	$0	$215,813	$1,079,063	1365-2022-031	$863,250
Southeastern Regional Transit Authority	RTD0009750	114220	ACQUIRE - MISC OPS/MAINT SUPPORT EQUIPMENT	2/16/2022	$16,000	$4,000	$0	$20,000	2022-008	$5,000
Southeastern Regional Transit Authority	RTD0009736	111640	LEASE ASSOC CAP MAINT ITEMS (Tire Lease)	2/16/2022	$72,000	$18,000	$0	$90,000	2022-008	$72,000
Southeastern Regional Transit Authority	RTD0008654	442400	SHORT RANGE TRANSIT PLANNING	2/16/2022	$60,000	$0	$15,000	$75,000	2022-008	$60,000
Southeastern Regional Transit Authority	RTD0009725	114211	ACQUIRE - OPS/MAINT SUPPORT VEHICLES (1)	2/16/2022	$32,000	$42,393	$0	$74,393	2022-008	$40,000
Southeastern Regional Transit Authority	RTD0009771	114207	ACQUIRE - ADP HARDWARE / SOFTWARE (ITS)	2/16/2022	$200,000	$71,590	$0	$271,590	2022-008	$125,000
Southeastern Regional Transit Authority	RTD0009751	114100	ENGINEERING & DESIGN - BUS SUPPORT EQUIP/FACIL	2/16/2022	$30,000	$7,500	$0	$37,500	2022-008	$30,000
Southeastern Regional Transit Authority	RTD0009723	300901	UP TO 50% FEDERAL SHARE - Operating Assistance	8/3/2022	$3,476,457	$3,476,457	$0	$6,952,914	2022-028	$3,476,457
Southeastern Regional Transit Authority	RTD0011485	114209	ACQUIRE - MOBILE SURV/SECURITY EQUIP	11/8/2021	$19,940	$4,985	$0	$24,925	2018-025	$19,940
Southeastern Regional Transit Authority	RTD0011494	111202	SRTA - BUY REPLACEMENT BUS 35FT (3)	2/16/2022	$750,000	$150,000	$0	$900,000	2022-008	$750,000
Southeastern Regional Transit Authority	RTD0011499	111202	SRTA - BUY REPLACEMENT 35-FT BUS (3) -replacing project RTD0010364 mistakenly deleted	2/16/2022	$750,000	$150,000	$0	$900,000	2022-008	$750,000
Southeastern Regional Transit Authority	RTD0011500	114209	ACQUIRE - MOBILE SURV/SECURITY EQUIP	11/8/2021	$19,940	$4,985	$0	$24,925	2018-025	$19,940
Southeastern Regional Transit Authority	RTD0010123	114400	REHAB/RENOVATE BUS SUPPORT FACIL/EQUIP	9/2/2022	$124,000	$31,000	$0	$155,000	2022-035	$124,000
Southeastern Regional Transit Authority	RTD0009753	111202	BUY REPLACEMENT 35-FT BUS (3) Statewide 5339	2/16/2022	$450,000	$152,010	$0	$602,010	2022-008	$450,000

Appendix I - FFY2024-2028 MassDOT Operation & Maintenance Expenditures

Operating and Maintenance Expenditures as of March 2023

Statewide and District Contracts plus Expenditures within MPO boundaries

Program Group/Sub Group	Est SFY 2023 Spending	Est SFY 2024 Spending	Est SFY 2025 Spending	Est SFY 2026 Spending	Est SFY 2027 Spending
Part 1: Non-Federal Aid					
Section I - Non Federal Aid Maintenance Projects - State Bondfunds					
01 - ADA Retrofits					
Sidewalk Construction and Repairs	$ 578,675	$ 1,835,065	$ 1,712,292	$ 210,024	$ -
02 - Bicycles and pedestrians program					
Bikeway/Bike Path Construction	$ -	$ -	$ -	$ -	$ -
03 - Bridge					
Bridge Inspections	$ -	$ -	$ -	$ -	$ -
Bridge Maintenance	$ 47,059,926	$ 32,973,019	$ 12,653,389	$ 294,446	$ -
Bridge Maintenance - Deck Repairs	$ 17,822,818	$ 6,025,391	$ 4,129,146	$ 750,679	$ -
Bridge Maintenance - Joints	$ 4,538,192	$ 1,497,000	$ -	$ -	$ -
Bridge Preservation	$ 13,690,335	$ 6,945,387	$ 2,808,182	$ 1,069,091	$ -
Drawbridge Maintenance	$ 11,208,941	$ 6,926,247	$ 5,616,282	$ 1,517,600	$ -
Painting - Structural	$ 2,342,316	$ 492,945	$ 415,475	$ -	$ -
Structures Maintenance	$ 384,173	$ -	$ -	$ -	$ -
04 - Capacity					
Highway Relocation	$ -	$ -	$ -	$ -	$ -
Hwy Reconstr - Added Capacity	$ -	$ -	$ -	$ -	$ -
Hwy Reconstr - Major Widening	$ -	$ -	$ -	$ -	$ -
05 - Facilities					
Vertical Construction (Ch 149)	$ 12,240,086	$ 15,061,146	$ 2,483,199	$ 963,458	$ -
07 - Intersection Improvements					
Traffic Signals	$ 3,372,014	$ 1,802,864	$ -	$ -	$ -
08 - Interstate Pavement					
Resurfacing Interstate	$ -	$ -	$ -	$ -	$ -
09 - Intelligent Transportation Systems Program					
Intelligent Transportation System	$ -	$ -	$ -	$ -	$ -
10 - Non-interstate DOT Pavement Program					
Milling and Cold Planing	$ 1,696,450	$ 65,316	$ -	$ -	$ -
Resurfacing	$ 8,580,527	$ 15,675,205	$ 14,333,540	$ 3,186,441	$ -
Resurfacing DOT Owned Non-Interstate	$ 9,480,716	$ 3,277,740	$ 556,452	$ 140,348	$ -
11 - Roadway Improvements					
Asbestos Removal	$ -	$ -	$ -	$ -	$ -
Catch Basin Cleaning	$ 2,770,846	$ 1,397,444	$ 1,080,147	$ 222,198	$ -
Contract Highway Maintenance	$ 5,924,953	$ 3,360,014	$ 1,483,986	$ -	$ -
Crack Sealing	$ 1,678,385	$ 997,442	$ -	$ -	$ -
Culvert Maintenance	$ -	$ -	$ -	$ -	$ -
Culvert Reconstruction/Rehab	$ -	$ -	$ -	$ -	$ -
Drainage	$ 9,006,958	$ 5,897,263	$ 3,395,005	$ 662,851	$ -
Dredging	$ -	$ -	$ -	$ -	$ -
Guard Rail & Fencing	$ 7,013,409	$ 4,913,810	$ 1,918,876	$ 89,739	$ -
Highway Sweeping	$ 2,158,651	$ 882,245	$ 613,047	$ -	$ -
Landscaping	$ 800,000	$ 244,014	$ -	$ -	$ -
Mowing and Spraying	$ 3,124,482	$ 2,989,678	$ 1,721,246	$ 374,034	$ -
Sewer and Water	$ 136,525	$ 261,650	$ -	$ -	$ -
Tree Trimming	$ 5,497,656	$ 3,072,476	$ 1,481,148	$ -	$ -
12 - Roadway Reconstruction					
Hwy Reconstr - No Added Capacity	$ 2,000	$ -	$ -	$ -	$ -
Hwy Reconstr - Restr and Rehab	$ 689,151	$ 369,739	$ 496,749	$ 165,565	$ -
Roadway - Reconstr - Sidewalks and Curbing	$ 1,616,313	$ -	$ -	$ -	$ -
13 - Safety Improvements					
Electrical	$ 250,085	$ -	$ -	$ -	$ -
Impact Attenuators	$ 1,861,793	$ 765,000	$ 134,201	$ -	$ -
Lighting	$ 3,584,140	$ 2,093,264	$ 1,172,202	$ 683,784	$ -
Pavement Marking	$ 5,217,164	$ 3,914,558	$ 1,484,295	$ 75,006	$ -
Safety Improvements	$ 22,691	$ -	$ -	$ -	$ -
Sign Installation/Upgrading	$ 1,530,285	$ 1,201,730	$ 290,837	$ -	$ -
Structural Signing	$ 213,951	$ 320,000	$ 98,584	$ -	$ -
Section I Total:	**$ 186,094,609**	**$ 125,257,651**	**$ 60,078,278**	**$ 10,405,265**	**$ -**
Section II - Non Federal Aid Highway Operations - State Operating Budget Funding					
Snow and Ice Operations & Materials					
	$ 86,100,000	$ 95,000,000	$ 95,000,000	$ 95,000,000	$ 95,000,000
District Maintenance Payroll					
Mowing, Litter Mgmt, Sight Distance Clearing, Etc.	$ 35,000,000	$ 36,050,000	$ 37,140,000	$ 38,260,000	$ 39,410,000
Section II Total:	**$ 121,100,000**	**$ 131,050,000**	**$ 132,140,000**	**$ 133,260,000**	**$ 134,410,000**
Grand Total NFA:	**$ 307,194,609**	**$ 256,307,651**	**$ 192,218,278**	**$ 143,665,265**	**$ 134,410,000**

Operating and Maintenance Expenditures as of March 2023

Statewide and District Contracts plus Expenditures within MPO boundaries

Program Group/Sub Group	Est SFY 2023 Spending	Est SFY 2024 Spending	Est SFY 2025 Spending	Est SFY 2026 Spending	Est SFY 2027 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	$ 1,702,831	$ -	$ -	$ -	$ -
Bridge Maintenance - Deck Repairs	$ -	$ -	$ -	$ -	$ -
Bridge Maintenance - Joints	$ -	$ -	$ -	$ -	$ -
Bridge Preservation	$ 510,000	$ 1,260,000	$ 747,097	$ -	$ -
Bridge Reconstruction/Rehab	$ -	$ -	$ -	$ -	$ -
Drawbridge Maintenance	$ -	$ -	$ -	$ -	$ -
Painting - Structural	$ 1,068,387	$ 1,640,000	$ 213,917	$ -	$ -
Structures Maintenance	$ 5,046,803	$ 754,257	$ -	$ -	$ -
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	$ 451,357	$ 1,213,925	$ -	$ -	$ -
Pavement Marking	$ -	$ -	$ -	$ -	$ -
Safety Improvements	$ -	$ -	$ -	$ -	$ -
Sign Installation/Upgrading	$ -	$ -	$ -	$ -	$ -
Structural Signing	$ 423,744	$ -	$ -	$ -	$ -
Section I Total:	**$ 9,203,122**	**$ 4,868,181**	**$ 961,014**	**$ -**	**$ -**
Grand Total Federal Aid:	**$ 9,203,122**	**$ 4,868,181**	**$ 961,014**	**$ -**	**$ -**

Operating and Maintenance Expenditures as of March 2023

Statewide and District Contracts

Program Group/Sub Group	Est SFY 2023 Spending	Est SFY 2024 Spending	Est SFY 2025 Spending	Est SFY 2026 Spending	Est SFY 2027 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	$ 1,678,476	$ -	$ -	$ -	$ -
Bridge Maintenance - Deck Repairs	$ -	$ -	$ -	$ -	$ -
Bridge Maintenance - Joints	$ -	$ -	$ -	$ -	$ -
Bridge Preservation	$ -	$ -	$ -	$ -	$ -
Bridge Reconstruction/Rehab	$ -	$ -	$ -	$ -	$ -
Drawbridge Maintenance	$ -	$ -	$ -	$ -	$ -
Painting - Structural	$ 478,387	$ -	$ -	$ -	$ -
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	$ 423,744	$ -	$ -	$ -	$ -
Section I Total:	**$ 2,580,607**	**$ -**	**$ -**	**$ -**	**$ -**
Grand Total Federal Aid:	**$ 2,580,607**	**$ -**	**$ -**	**$ -**	**$ -**

Operating and Maintenance Expenditures as of March 2023

Cape Cod

Program Group/Sub Group	Est SFY 2023 Spending	Est SFY 2024 Spending	Est SFY 2025 Spending	Est SFY 2026 Spending	Est SFY 2027 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	$ -	$ -	$ -	$ -	$ -
Bridge Maintenance - Deck Repairs	$ -	$ -	$ -	$ -	$ -
Bridge Maintenance - Joints	$ -	$ -	$ -	$ -	$ -
Bridge Preservation	$ -	$ -	$ -	$ -	$ -
Bridge Reconstruction/Rehab	$ -	$ -	$ -	$ -	$ -
Drawbridge Maintenance	$ -	$ -	$ -	$ -	$ -
Painting - Structural	$ -	$ -	$ -	$ -	$ -
Structures Maintenance	$ -	$ -	$ -	$ -	$ -
04 - Capacity					
Hwy Reconstr - Added Capacity	$ -	$ -	$ -	$ -	$ -
05 - Facilities					
Vertical Construction (Ch 149)	$ -	$ -	$ -	$ -	$ -
07 - Intersection Improvements					
Traffic Signals	$ -	$ -	$ -	$ -	$ -
08 - Interstate Pavement					
Resurfacing Interstate	$ -	$ -	$ -	$ -	$ -
09 - Intelligent Transportation Systems Program					
Intelligent Transportation System	$ -	$ -	$ -	$ -	$ -
10 - Non-interstate DOT Pavement Program					
Milling and Cold Planing	$ -	$ -	$ -	$ -	$ -
Resurfacing	$ -	$ -	$ -	$ -	$ -
Resurfacing DOT Owned Non-Interstate	$ -	$ -	$ -	$ -	$ -
11 - Roadway Improvements					
Asbestos Removal	$ -	$ -	$ -	$ -	$ -
Catch Basin Cleaning	$ -	$ -	$ -	$ -	$ -
Contract Highway Maintenance	$ -	$ -	$ -	$ -	$ -
Crack Sealing	$ -	$ -	$ -	$ -	$ -
Culvert Maintenance	$ -	$ -	$ -	$ -	$ -
Culvert Reconstruction/Rehab	$ -	$ -	$ -	$ -	$ -
Drainage	$ -	$ -	$ -	$ -	$ -
Guard Rail & Fencing	$ -	$ -	$ -	$ -	$ -
Highway Sweeping	$ -	$ -	$ -	$ -	$ -
Landscaping	$ -	$ -	$ -	$ -	$ -
Mowing and Spraying	$ -	$ -	$ -	$ -	$ -
Sewer and Water	$ -	$ -	$ -	$ -	$ -
Tree Trimming	$ -	$ -	$ -	$ -	$ -
12 - Roadway Reconstruction					
Hwy Reconstr - Restr and Rehab	$ -	$ -	$ -	$ -	$ -
13 - Safety Improvements					
Electrical	$ -	$ -	$ -	$ -	$ -
Impact Attenuators	$ -	$ -	$ -	$ -	$ -
Lighting	$ -	$ -	$ -	$ -	$ -
Pavement Marking	$ -	$ -	$ -	$ -	$ -
Safety Improvements	$ -	$ -	$ -	$ -	$ -
Sign Installation/Upgrading	$ -	$ -	$ -	$ -	$ -
Structural Signing	$ -	$ -	$ -	$ -	$ -
Section I Total:	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**
Grand Total NFA:	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**

Operating and Maintenance Expenditures as of March 2023

Central Mass

Program Group/Sub Group	Est SFY 2023 Spending	Est SFY 2024 Spending	Est SFY 2025 Spending	Est SFY 2026 Spending	Est SFY 2027 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	$ 618,925	$ -	$ -	$ -	$ -
Bridge Maintenance - Deck Repairs	$ -	$ -	$ -	$ -	$ -
Bridge Maintenance - Joints	$ -	$ -	$ -	$ -	$ -
Bridge Preservation	$ 6,657,891	$ -	$ -	$ -	$ -
Drawbridge Maintenance	$ -	$ -	$ -	$ -	$ -
Painting - Structural	$ 885,019	$ (37,055)	$ -	$ -	$ -
Structures Maintenance	$ -	$ -	$ -	$ -	$ -
04 - Capacity					
Highway Relocation	$ -	$ -	$ -	$ -	$ -
Hwy Reconstr - Added Capacity	$ -	$ -	$ -	$ -	$ -
Hwy Reconstr - Major Widening	$ -	$ -	$ -	$ -	$ -
05 - Facilities					
Vertical Construction (Ch 149)	$ 1,410,758	$ -	$ -	$ -	$ -
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	$ -	$ -	$ -	$ -	$ -
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	$ -	$ -	$ -	$ -	$ -
Lighting	$ -	$ -	$ -	$ -	$ -
Pavement Marking	$ -	$ -	$ -	$ -	$ -
Safety Improvements	$ -	$ -	$ -	$ -	$ -
Sign Installation/Upgrading	$ -	$ -	$ -	$ -	$ -
Structural Signing	$ -	$ -	$ -	$ -	$ -
Section I Total:	**$ 9,572,593**	**$ (37,055)**	**$ -**	**$ -**	**$ -**
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:	**$ 9,572,593**	**$ (37,055)**	**$ -**	**$ -**	**$ -**

Operating and Maintenance Expenditures as of March 2023

Central Mass

Program Group/Sub Group	Est SFY 2023 Spending	Est SFY 2024 Spending	Est SFY 2025 Spending	Est SFY 2026 Spending	Est SFY 2027 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	$ -	$ -	$ -	$ -	$ -
Bridge Maintenance - Deck Repairs	$ -	$ -	$ -	$ -	$ -
Bridge Maintenance - Joints	$ -	$ -	$ -	$ -	$ -
Bridge Preservation	$ -	$ -	$ -	$ -	$ -
Bridge Reconstruction/Rehab	$ -	$ -	$ -	$ -	$ -
Drawbridge Maintenance	$ -	$ -	$ -	$ -	$ -
Painting - Structural	$ -	$ -	$ -	$ -	$ -
Structures Maintenance	$ -	$ -	$ -	$ -	$ -
04 - Capacity					
Hwy Reconstr - Added Capacity	$ -	$ -	$ -	$ -	$ -
05 - Facilities					
Vertical Construction (Ch 149)	$ -	$ -	$ -	$ -	$ -
07 - Intersection Improvements					
Traffic Signals	$ -	$ -	$ -	$ -	$ -
08 - Interstate Pavement					
Resurfacing Interstate	$ -	$ -	$ -	$ -	$ -
09 - Intelligent Transportation Systems Program					
Intelligent Transportation System	$ -	$ -	$ -	$ -	$ -
10 - Non-interstate DOT Pavement Program					
Milling and Cold Planing	$ -	$ -	$ -	$ -	$ -
Resurfacing	$ -	$ -	$ -	$ -	$ -
Resurfacing DOT Owned Non-Interstate	$ -	$ -	$ -	$ -	$ -
11 - Roadway Improvements					
Asbestos Removal	$ -	$ -	$ -	$ -	$ -
Catch Basin Cleaning	$ -	$ -	$ -	$ -	$ -
Contract Highway Maintenance	$ -	$ -	$ -	$ -	$ -
Crack Sealing	$ -	$ -	$ -	$ -	$ -
Culvert Maintenance	$ -	$ -	$ -	$ -	$ -
Culvert Reconstruction/Rehab	$ -	$ -	$ -	$ -	$ -
Drainage	$ -	$ -	$ -	$ -	$ -
Guard Rail & Fencing	$ -	$ -	$ -	$ -	$ -
Highway Sweeping	$ -	$ -	$ -	$ -	$ -
Landscaping	$ -	$ -	$ -	$ -	$ -
Mowing and Spraying	$ -	$ -	$ -	$ -	$ -
Sewer and Water	$ -	$ -	$ -	$ -	$ -
Tree Trimming	$ -	$ -	$ -	$ -	$ -
12 - Roadway Reconstruction					
Hwy Reconstr - Restr and Rehab	$ -	$ -	$ -	$ -	$ -
13 - Safety Improvements					
Electrical	$ -	$ -	$ -	$ -	$ -
Impact Attenuators	$ -	$ -	$ -	$ -	$ -
Lighting	$ -	$ -	$ -	$ -	$ -
Pavement Marking	$ -	$ -	$ -	$ -	$ -
Safety Improvements	$ -	$ -	$ -	$ -	$ -
Sign Installation/Upgrading	$ -	$ -	$ -	$ -	$ -
Structural Signing	$ -	$ -	$ -	$ -	$ -
Section I Total:	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**
Grand Total NFA:	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**

Operating and Maintenance Expenditures as of March 2023

Franklin Region

Program Group/Sub Group	Est SFY 2023 Spending	Est SFY 2024 Spending	Est SFY 2025 Spending	Est SFY 2026 Spending	Est SFY 2027 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	$ -	$ -	$ -	$ -	$ -
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	$ -	$ -	$ -	$ -	$ -
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	$ -	$ -	$ -	$ -	$ -
Lighting	$ -	$ -	$ -	$ -	$ -
Pavement Marking	$ -	$ -	$ -	$ -	$ -
Safety Improvements	$ -	$ -	$ -	$ -	$ -
Sign Installation/Upgrading	$ -	$ -	$ -	$ -	$ -
Structural Signing	$ -	$ -	$ -	$ -	$ -
Section I Total:	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**
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:	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**

Operating and Maintenance Expenditures as of March 2023

Franklin Region

Program Group/Sub Group	Est SFY 2023 Spending	Est SFY 2024 Spending	Est SFY 2025 Spending	Est SFY 2026 Spending	Est SFY 2027 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	$ -	$ -	$ -	$ -	$ -
Bridge Maintenance - Deck Repairs	$ -	$ -	$ -	$ -	$ -
Bridge Maintenance - Joints	$ -	$ -	$ -	$ -	$ -
Bridge Preservation	$ 510,000	$ 1,260,000	$ 747,097	$ -	$ -
Bridge Reconstruction/Rehab	$ -	$ -	$ -	$ -	$ -
Drawbridge Maintenance	$ -	$ -	$ -	$ -	$ -
Painting - Structural	$ -	$ -	$ -	$ -	$ -
Structures Maintenance	$ 5,046,803	$ 754,257	$ -	$ -	$ -
04 - Capacity					
Hwy Reconstr - Added Capacity	$ -	$ -	$ -	$ -	$ -
05 - Facilities					
Vertical Construction (Ch 149)	$ -	$ -	$ -	$ -	$ -
07 - Intersection Improvements					
Traffic Signals	$ -	$ -	$ -	$ -	$ -
08 - Interstate Pavement					
Resurfacing Interstate	$ -	$ -	$ -	$ -	$ -
09 - Intelligent Transportation Systems Program					
Intelligent Transportation System	$ -	$ -	$ -	$ -	$ -
10 - Non-interstate DOT Pavement Program					
Milling and Cold Planing	$ -	$ -	$ -	$ -	$ -
Resurfacing	$ -	$ -	$ -	$ -	$ -
Resurfacing DOT Owned Non-Interstate	$ -	$ -	$ -	$ -	$ -
11 - Roadway Improvements					
Asbestos Removal	$ -	$ -	$ -	$ -	$ -
Catch Basin Cleaning	$ -	$ -	$ -	$ -	$ -
Contract Highway Maintenance	$ -	$ -	$ -	$ -	$ -
Crack Sealing	$ -	$ -	$ -	$ -	$ -
Culvert Maintenance	$ -	$ -	$ -	$ -	$ -
Culvert Reconstruction/Rehab	$ -	$ -	$ -	$ -	$ -
Drainage	$ -	$ -	$ -	$ -	$ -
Guard Rail & Fencing	$ -	$ -	$ -	$ -	$ -
Highway Sweeping	$ -	$ -	$ -	$ -	$ -
Landscaping	$ -	$ -	$ -	$ -	$ -
Mowing and Spraying	$ -	$ -	$ -	$ -	$ -
Sewer and Water	$ -	$ -	$ -	$ -	$ -
Tree Trimming	$ -	$ -	$ -	$ -	$ -
12 - Roadway Reconstruction					
Hwy Reconstr - Restr and Rehab	$ -	$ -	$ -	$ -	$ -
13 - Safety Improvements					
Electrical	$ -	$ -	$ -	$ -	$ -
Impact Attenuators	$ -	$ -	$ -	$ -	$ -
Lighting	$ -	$ -	$ -	$ -	$ -
Pavement Marking	$ -	$ -	$ -	$ -	$ -
Safety Improvements	$ -	$ -	$ -	$ -	$ -
Sign Installation/Upgrading	$ -	$ -	$ -	$ -	$ -
Structural Signing	$ -	$ -	$ -	$ -	$ -
Section I Total:	**$ 5,556,803**	**$ 2,014,257**	**$ 747,097**	**$ -**	**$ -**
Grand Total NFA:	**$ 5,556,803**	**$ 2,014,257**	**$ 747,097**	**$ -**	**$ -**

Operating and Maintenance Expenditures as of March 2023

Martha's Vineyard

Program Group/Sub Group	Est SFY 2023 Spending	Est SFY 2024 Spending	Est SFY 2025 Spending	Est SFY 2026 Spending	Est SFY 2027 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	$ -	$ -	$ -	$ -	$ -
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	$ -	$ -	$ -	$ -	$ -
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	$ -	$ -	$ -	$ -	$ -
Lighting	$ -	$ -	$ -	$ -	$ -
Pavement Marking	$ -	$ -	$ -	$ -	$ -
Safety Improvements	$ -	$ -	$ -	$ -	$ -
Sign Installation/Upgrading	$ -	$ -	$ -	$ -	$ -
Structural Signing	$ -	$ -	$ -	$ -	$ -
Section I Total:	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**
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:	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**

Operating and Maintenance Expenditures as of March 2023

Martha's Vineyard

Program Group/Sub Group	Est SFY 2023 Spending	Est SFY 2024 Spending	Est SFY 2025 Spending	Est SFY 2026 Spending	Est SFY 2027 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	$ -	$ -	$ -	$ -	$ -
Bridge Maintenance - Deck Repairs	$ -	$ -	$ -	$ -	$ -
Bridge Maintenance - Joints	$ -	$ -	$ -	$ -	$ -
Bridge Preservation	$ -	$ -	$ -	$ -	$ -
Bridge Reconstruction/Rehab	$ -	$ -	$ -	$ -	$ -
Drawbridge Maintenance	$ -	$ -	$ -	$ -	$ -
Painting - Structural	$ -	$ -	$ -	$ -	$ -
Structures Maintenance	$ -	$ -	$ -	$ -	$ -
04 - Capacity					
Hwy Reconstr - Added Capacity	$ -	$ -	$ -	$ -	$ -
05 - Facilities					
Vertical Construction (Ch 149)	$ -	$ -	$ -	$ -	$ -
07 - Intersection Improvements					
Traffic Signals	$ -	$ -	$ -	$ -	$ -
08 - Interstate Pavement					
Resurfacing Interstate	$ -	$ -	$ -	$ -	$ -
09 - Intelligent Transportation Systems Program					
Intelligent Transportation System	$ -	$ -	$ -	$ -	$ -
10 - Non-interstate DOT Pavement Program					
Milling and Cold Planing	$ -	$ -	$ -	$ -	$ -
Resurfacing	$ -	$ -	$ -	$ -	$ -
Resurfacing DOT Owned Non-Interstate	$ -	$ -	$ -	$ -	$ -
11 - Roadway Improvements					
Asbestos Removal	$ -	$ -	$ -	$ -	$ -
Catch Basin Cleaning	$ -	$ -	$ -	$ -	$ -
Contract Highway Maintenance	$ -	$ -	$ -	$ -	$ -
Crack Sealing	$ -	$ -	$ -	$ -	$ -
Culvert Maintenance	$ -	$ -	$ -	$ -	$ -
Culvert Reconstruction/Rehab	$ -	$ -	$ -	$ -	$ -
Drainage	$ -	$ -	$ -	$ -	$ -
Guard Rail & Fencing	$ -	$ -	$ -	$ -	$ -
Highway Sweeping	$ -	$ -	$ -	$ -	$ -
Landscaping	$ -	$ -	$ -	$ -	$ -
Mowing and Spraying	$ -	$ -	$ -	$ -	$ -
Sewer and Water	$ -	$ -	$ -	$ -	$ -
Tree Trimming	$ -	$ -	$ -	$ -	$ -
12 - Roadway Reconstruction					
Hwy Reconstr - Restr and Rehab	$ -	$ -	$ -	$ -	$ -
13 - Safety Improvements					
Electrical	$ -	$ -	$ -	$ -	$ -
Impact Attenuators	$ -	$ -	$ -	$ -	$ -
Lighting	$ -	$ -	$ -	$ -	$ -
Pavement Marking	$ -	$ -	$ -	$ -	$ -
Safety Improvements	$ -	$ -	$ -	$ -	$ -
Sign Installation/Upgrading	$ -	$ -	$ -	$ -	$ -
Structural Signing	$ -	$ -	$ -	$ -	$ -
Section I Total:	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**
Grand Total NFA:	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**

Operating and Maintenance Expenditures as of March 2023

Merrimack Valley

Program Group/Sub Group	Est SFY 2023 Spending	Est SFY 2024 Spending	Est SFY 2025 Spending	Est SFY 2026 Spending	Est SFY 2027 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	$ -	$ -	$ -	$ -	$ -
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	$ -	$ -	$ -	$ -	$ -
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	$ -	$ -	$ -	$ -	$ -
Lighting	$ -	$ -	$ -	$ -	$ -
Pavement Marking	$ -	$ -	$ -	$ -	$ -
Safety Improvements	$ -	$ -	$ -	$ -	$ -
Sign Installation/Upgrading	$ -	$ -	$ -	$ -	$ -
Structural Signing	$ -	$ -	$ -	$ -	$ -
Section I Total:	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**
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:	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**

Operating and Maintenance Expenditures as of March 2023

Merrimack Valley

Program Group/Sub Group	Est SFY 2023 Spending	Est SFY 2024 Spending	Est SFY 2025 Spending	Est SFY 2026 Spending	Est SFY 2027 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	$ -	$ -	$ -	$ -	$ -
Bridge Maintenance - Deck Repairs	$ -	$ -	$ -	$ -	$ -
Bridge Maintenance - Joints	$ -	$ -	$ -	$ -	$ -
Bridge Preservation	$ -	$ -	$ -	$ -	$ -
Bridge Reconstruction/Rehab	$ -	$ -	$ -	$ -	$ -
Drawbridge Maintenance	$ -	$ -	$ -	$ -	$ -
Painting - Structural	$ -	$ -	$ -	$ -	$ -
Structures Maintenance	$ -	$ -	$ -	$ -	$ -
04 - Capacity					
Hwy Reconstr - Added Capacity	$ -	$ -	$ -	$ -	$ -
05 - Facilities					
Vertical Construction (Ch 149)	$ -	$ -	$ -	$ -	$ -
07 - Intersection Improvements					
Traffic Signals	$ -	$ -	$ -	$ -	$ -
08 - Interstate Pavement					
Resurfacing Interstate	$ -	$ -	$ -	$ -	$ -
09 - Intelligent Transportation Systems Program					
Intelligent Transportation System	$ -	$ -	$ -	$ -	$ -
10 - Non-interstate DOT Pavement Program					
Milling and Cold Planing	$ -	$ -	$ -	$ -	$ -
Resurfacing	$ -	$ -	$ -	$ -	$ -
Resurfacing DOT Owned Non-Interstate	$ -	$ -	$ -	$ -	$ -
11 - Roadway Improvements					
Asbestos Removal	$ -	$ -	$ -	$ -	$ -
Catch Basin Cleaning	$ -	$ -	$ -	$ -	$ -
Contract Highway Maintenance	$ -	$ -	$ -	$ -	$ -
Crack Sealing	$ -	$ -	$ -	$ -	$ -
Culvert Maintenance	$ -	$ -	$ -	$ -	$ -
Culvert Reconstruction/Rehab	$ -	$ -	$ -	$ -	$ -
Drainage	$ -	$ -	$ -	$ -	$ -
Guard Rail & Fencing	$ -	$ -	$ -	$ -	$ -
Highway Sweeping	$ -	$ -	$ -	$ -	$ -
Landscaping	$ -	$ -	$ -	$ -	$ -
Mowing and Spraying	$ -	$ -	$ -	$ -	$ -
Sewer and Water	$ -	$ -	$ -	$ -	$ -
Tree Trimming	$ -	$ -	$ -	$ -	$ -
12 - Roadway Reconstruction					
Hwy Reconstr - Restr and Rehab	$ -	$ -	$ -	$ -	$ -
13 - Safety Improvements					
Electrical	$ -	$ -	$ -	$ -	$ -
Impact Attenuators	$ -	$ -	$ -	$ -	$ -
Lighting	$ -	$ -	$ -	$ -	$ -
Pavement Marking	$ -	$ -	$ -	$ -	$ -
Safety Improvements	$ -	$ -	$ -	$ -	$ -
Sign Installation/Upgrading	$ -	$ -	$ -	$ -	$ -
Structural Signing	$ -	$ -	$ -	$ -	$ -
Section I Total:	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**
Grand Total NFA:	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**

Operating and Maintenance Expenditures as of March 2023

Montachusett

Program Group/Sub Group	Est SFY 2023 Spending	Est SFY 2024 Spending	Est SFY 2025 Spending	Est SFY 2026 Spending	Est SFY 2027 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	$ -	$ -	$ -	$ -	$ -
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	$ -	$ -	$ -	$ -	$ -
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	$ -	$ -	$ -	$ -	$ -
Lighting	$ -	$ -	$ -	$ -	$ -
Pavement Marking	$ -	$ -	$ -	$ -	$ -
Safety Improvements	$ -	$ -	$ -	$ -	$ -
Sign Installation/Upgrading	$ -	$ -	$ -	$ -	$ -
Structural Signing	$ -	$ -	$ -	$ -	$ -
Section I Total:	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**
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:	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**

Operating and Maintenance Expenditures as of March 2023

Montachusett

Program Group/Sub Group	Est SFY 2023 Spending	Est SFY 2024 Spending	Est SFY 2025 Spending	Est SFY 2026 Spending	Est SFY 2027 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	$ -	$ -	$ -	$ -	$ -
Bridge Maintenance - Deck Repairs	$ -	$ -	$ -	$ -	$ -
Bridge Maintenance - Joints	$ -	$ -	$ -	$ -	$ -
Bridge Preservation	$ -	$ -	$ -	$ -	$ -
Bridge Reconstruction/Rehab	$ -	$ -	$ -	$ -	$ -
Drawbridge Maintenance	$ -	$ -	$ -	$ -	$ -
Painting - Structural	$ -	$ -	$ -	$ -	$ -
Structures Maintenance	$ -	$ -	$ -	$ -	$ -
04 - Capacity					
Hwy Reconstr - Added Capacity	$ -	$ -	$ -	$ -	$ -
05 - Facilities					
Vertical Construction (Ch 149)	$ -	$ -	$ -	$ -	$ -
07 - Intersection Improvements					
Traffic Signals	$ -	$ -	$ -	$ -	$ -
08 - Interstate Pavement					
Resurfacing Interstate	$ -	$ -	$ -	$ -	$ -
09 - Intelligent Transportation Systems Program					
Intelligent Transportation System	$ -	$ -	$ -	$ -	$ -
10 - Non-interstate DOT Pavement Program					
Milling and Cold Planing	$ -	$ -	$ -	$ -	$ -
Resurfacing	$ -	$ -	$ -	$ -	$ -
Resurfacing DOT Owned Non-Interstate	$ -	$ -	$ -	$ -	$ -
11 - Roadway Improvements					
Asbestos Removal	$ -	$ -	$ -	$ -	$ -
Catch Basin Cleaning	$ -	$ -	$ -	$ -	$ -
Contract Highway Maintenance	$ -	$ -	$ -	$ -	$ -
Crack Sealing	$ -	$ -	$ -	$ -	$ -
Culvert Maintenance	$ -	$ -	$ -	$ -	$ -
Culvert Reconstruction/Rehab	$ -	$ -	$ -	$ -	$ -
Drainage	$ -	$ -	$ -	$ -	$ -
Guard Rail & Fencing	$ -	$ -	$ -	$ -	$ -
Highway Sweeping	$ -	$ -	$ -	$ -	$ -
Landscaping	$ -	$ -	$ -	$ -	$ -
Mowing and Spraying	$ -	$ -	$ -	$ -	$ -
Sewer and Water	$ -	$ -	$ -	$ -	$ -
Tree Trimming	$ -	$ -	$ -	$ -	$ -
12 - Roadway Reconstruction					
Hwy Reconstr - Restr and Rehab	$ -	$ -	$ -	$ -	$ -
13 - Safety Improvements					
Electrical	$ -	$ -	$ -	$ -	$ -
Impact Attenuators	$ -	$ -	$ -	$ -	$ -
Lighting	$ -	$ -	$ -	$ -	$ -
Pavement Marking	$ -	$ -	$ -	$ -	$ -
Safety Improvements	$ -	$ -	$ -	$ -	$ -
Sign Installation/Upgrading	$ -	$ -	$ -	$ -	$ -
Structural Signing	$ -	$ -	$ -	$ -	$ -
Section I Total:	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**
Grand Total NFA:	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**

Operating and Maintenance Expenditures as of March 2023

Nantucket

Program Group/Sub Group	Est SFY 2023 Spending	Est SFY 2024 Spending	Est SFY 2025 Spending	Est SFY 2026 Spending	Est SFY 2027 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	$ -	$ -	$ -	$ -	$ -
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	$ -	$ -	$ -	$ -	$ -
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	$ -	$ -	$ -	$ -	$ -
Lighting	$ -	$ -	$ -	$ -	$ -
Pavement Marking	$ -	$ -	$ -	$ -	$ -
Safety Improvements	$ -	$ -	$ -	$ -	$ -
Sign Installation/Upgrading	$ -	$ -	$ -	$ -	$ -
Structural Signing	$ -	$ -	$ -	$ -	$ -
Section I Total:	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**
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:	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**

Operating and Maintenance Expenditures as of March 2023

Nantucket

Program Group/Sub Group	Est SFY 2023 Spending	Est SFY 2024 Spending	Est SFY 2025 Spending	Est SFY 2026 Spending	Est SFY 2027 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	$ -	$ -	$ -	$ -	$ -
Bridge Maintenance - Deck Repairs	$ -	$ -	$ -	$ -	$ -
Bridge Maintenance - Joints	$ -	$ -	$ -	$ -	$ -
Bridge Preservation	$ -	$ -	$ -	$ -	$ -
Bridge Reconstruction/Rehab	$ -	$ -	$ -	$ -	$ -
Drawbridge Maintenance	$ -	$ -	$ -	$ -	$ -
Painting - Structural	$ -	$ -	$ -	$ -	$ -
Structures Maintenance	$ -	$ -	$ -	$ -	$ -
04 - Capacity					
Hwy Reconstr - Added Capacity	$ -	$ -	$ -	$ -	$ -
05 - Facilities					
Vertical Construction (Ch 149)	$ -	$ -	$ -	$ -	$ -
07 - Intersection Improvements					
Traffic Signals	$ -	$ -	$ -	$ -	$ -
08 - Interstate Pavement					
Resurfacing Interstate	$ -	$ -	$ -	$ -	$ -
09 - Intelligent Transportation Systems Program					
Intelligent Transportation System	$ -	$ -	$ -	$ -	$ -
10 - Non-interstate DOT Pavement Program					
Milling and Cold Planing	$ -	$ -	$ -	$ -	$ -
Resurfacing	$ -	$ -	$ -	$ -	$ -
Resurfacing DOT Owned Non-Interstate	$ -	$ -	$ -	$ -	$ -
11 - Roadway Improvements					
Asbestos Removal	$ -	$ -	$ -	$ -	$ -
Catch Basin Cleaning	$ -	$ -	$ -	$ -	$ -
Contract Highway Maintenance	$ -	$ -	$ -	$ -	$ -
Crack Sealing	$ -	$ -	$ -	$ -	$ -
Culvert Maintenance	$ -	$ -	$ -	$ -	$ -
Culvert Reconstruction/Rehab	$ -	$ -	$ -	$ -	$ -
Drainage	$ -	$ -	$ -	$ -	$ -
Guard Rail & Fencing	$ -	$ -	$ -	$ -	$ -
Highway Sweeping	$ -	$ -	$ -	$ -	$ -
Landscaping	$ -	$ -	$ -	$ -	$ -
Mowing and Spraying	$ -	$ -	$ -	$ -	$ -
Sewer and Water	$ -	$ -	$ -	$ -	$ -
Tree Trimming	$ -	$ -	$ -	$ -	$ -
12 - Roadway Reconstruction					
Hwy Reconstr - Restr and Rehab	$ -	$ -	$ -	$ -	$ -
13 - Safety Improvements					
Electrical	$ -	$ -	$ -	$ -	$ -
Impact Attenuators	$ -	$ -	$ -	$ -	$ -
Lighting	$ -	$ -	$ -	$ -	$ -
Pavement Marking	$ -	$ -	$ -	$ -	$ -
Safety Improvements	$ -	$ -	$ -	$ -	$ -
Sign Installation/Upgrading	$ -	$ -	$ -	$ -	$ -
Structural Signing	$ -	$ -	$ -	$ -	$ -
Section I Total:	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**
Grand Total NFA:	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**

Operating and Maintenance Expenditures as of March 2023

Northern Middlesex

Program Group/Sub Group	Est SFY 2023 Spending	Est SFY 2024 Spending	Est SFY 2025 Spending	Est SFY 2026 Spending	Est SFY 2027 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	$ -	$ -	$ -	$ -	$ -
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	$ -	$ -	$ -	$ -	$ -
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	$ -	$ -	$ -	$ -	$ -
Lighting	$ -	$ -	$ -	$ -	$ -
Pavement Marking	$ -	$ -	$ -	$ -	$ -
Safety Improvements	$ -	$ -	$ -	$ -	$ -
Sign Installation/Upgrading	$ -	$ -	$ -	$ -	$ -
Structural Signing	$ -	$ -	$ -	$ -	$ -
Section I Total:	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**
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:	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**

Operating and Maintenance Expenditures as of March 2023

Northern Middlesex

Program Group/Sub Group	Est SFY 2023 Spending	Est SFY 2024 Spending	Est SFY 2025 Spending	Est SFY 2026 Spending	Est SFY 2027 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	$ -	$ -	$ -	$ -	$ -
Bridge Maintenance - Deck Repairs	$ -	$ -	$ -	$ -	$ -
Bridge Maintenance - Joints	$ -	$ -	$ -	$ -	$ -
Bridge Preservation	$ -	$ -	$ -	$ -	$ -
Bridge Reconstruction/Rehab	$ -	$ -	$ -	$ -	$ -
Drawbridge Maintenance	$ -	$ -	$ -	$ -	$ -
Painting - Structural	$ -	$ -	$ -	$ -	$ -
Structures Maintenance	$ -	$ -	$ -	$ -	$ -
04 - Capacity					
Hwy Reconstr - Added Capacity	$ -	$ -	$ -	$ -	$ -
05 - Facilities					
Vertical Construction (Ch 149)	$ -	$ -	$ -	$ -	$ -
07 - Intersection Improvements					
Traffic Signals	$ -	$ -	$ -	$ -	$ -
08 - Interstate Pavement					
Resurfacing Interstate	$ -	$ -	$ -	$ -	$ -
09 - Intelligent Transportation Systems Program					
Intelligent Transportation System	$ -	$ -	$ -	$ -	$ -
10 - Non-interstate DOT Pavement Program					
Milling and Cold Planing	$ -	$ -	$ -	$ -	$ -
Resurfacing	$ -	$ -	$ -	$ -	$ -
Resurfacing DOT Owned Non-Interstate	$ -	$ -	$ -	$ -	$ -
11 - Roadway Improvements					
Asbestos Removal	$ -	$ -	$ -	$ -	$ -
Catch Basin Cleaning	$ -	$ -	$ -	$ -	$ -
Contract Highway Maintenance	$ -	$ -	$ -	$ -	$ -
Crack Sealing	$ -	$ -	$ -	$ -	$ -
Culvert Maintenance	$ -	$ -	$ -	$ -	$ -
Culvert Reconstruction/Rehab	$ -	$ -	$ -	$ -	$ -
Drainage	$ -	$ -	$ -	$ -	$ -
Guard Rail & Fencing	$ -	$ -	$ -	$ -	$ -
Highway Sweeping	$ -	$ -	$ -	$ -	$ -
Landscaping	$ -	$ -	$ -	$ -	$ -
Mowing and Spraying	$ -	$ -	$ -	$ -	$ -
Sewer and Water	$ -	$ -	$ -	$ -	$ -
Tree Trimming	$ -	$ -	$ -	$ -	$ -
12 - Roadway Reconstruction					
Hwy Reconstr - Restr and Rehab	$ -	$ -	$ -	$ -	$ -
13 - Safety Improvements					
Electrical	$ -	$ -	$ -	$ -	$ -
Impact Attenuators	$ -	$ -	$ -	$ -	$ -
Lighting	$ -	$ -	$ -	$ -	$ -
Pavement Marking	$ -	$ -	$ -	$ -	$ -
Safety Improvements	$ -	$ -	$ -	$ -	$ -
Sign Installation/Upgrading	$ -	$ -	$ -	$ -	$ -
Structural Signing	$ -	$ -	$ -	$ -	$ -
Section I Total:	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**
Grand Total NFA:	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**

Operating and Maintenance Expenditures as of March 2023

Old Colony

Program Group/Sub Group	Est SFY 2023 Spending	Est SFY 2024 Spending	Est SFY 2025 Spending	Est SFY 2026 Spending	Est SFY 2027 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	$ -	$ -	$ -	$ -	$ -
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	$ -	$ -	$ -	$ -	$ -
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	$ -	$ -	$ -	$ -	$ -
Lighting	$ -	$ -	$ -	$ -	$ -
Pavement Marking	$ -	$ -	$ -	$ -	$ -
Safety Improvements	$ -	$ -	$ -	$ -	$ -
Sign Installation/Upgrading	$ -	$ -	$ -	$ -	$ -
Structural Signing	$ -	$ -	$ -	$ -	$ -
Section I Total:	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**
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:	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**

Operating and Maintenance Expenditures as of March 2023

Old Colony

Program Group/Sub Group	Est SFY 2023 Spending	Est SFY 2024 Spending	Est SFY 2025 Spending	Est SFY 2026 Spending	Est SFY 2027 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	$ -	$ -	$ -	$ -	$ -
Bridge Maintenance - Deck Repairs	$ -	$ -	$ -	$ -	$ -
Bridge Maintenance - Joints	$ -	$ -	$ -	$ -	$ -
Bridge Preservation	$ -	$ -	$ -	$ -	$ -
Bridge Reconstruction/Rehab	$ -	$ -	$ -	$ -	$ -
Drawbridge Maintenance	$ -	$ -	$ -	$ -	$ -
Painting - Structural	$ -	$ -	$ -	$ -	$ -
Structures Maintenance	$ -	$ -	$ -	$ -	$ -
04 - Capacity					
Hwy Reconstr - Added Capacity	$ -	$ -	$ -	$ -	$ -
05 - Facilities					
Vertical Construction (Ch 149)	$ -	$ -	$ -	$ -	$ -
07 - Intersection Improvements					
Traffic Signals	$ -	$ -	$ -	$ -	$ -
08 - Interstate Pavement					
Resurfacing Interstate	$ -	$ -	$ -	$ -	$ -
09 - Intelligent Transportation Systems Program					
Intelligent Transportation System	$ -	$ -	$ -	$ -	$ -
10 - Non-interstate DOT Pavement Program					
Milling and Cold Planing	$ -	$ -	$ -	$ -	$ -
Resurfacing	$ -	$ -	$ -	$ -	$ -
Resurfacing DOT Owned Non-Interstate	$ -	$ -	$ -	$ -	$ -
11 - Roadway Improvements					
Asbestos Removal	$ -	$ -	$ -	$ -	$ -
Catch Basin Cleaning	$ -	$ -	$ -	$ -	$ -
Contract Highway Maintenance	$ -	$ -	$ -	$ -	$ -
Crack Sealing	$ -	$ -	$ -	$ -	$ -
Culvert Maintenance	$ -	$ -	$ -	$ -	$ -
Culvert Reconstruction/Rehab	$ -	$ -	$ -	$ -	$ -
Drainage	$ -	$ -	$ -	$ -	$ -
Guard Rail & Fencing	$ -	$ -	$ -	$ -	$ -
Highway Sweeping	$ -	$ -	$ -	$ -	$ -
Landscaping	$ -	$ -	$ -	$ -	$ -
Mowing and Spraying	$ -	$ -	$ -	$ -	$ -
Sewer and Water	$ -	$ -	$ -	$ -	$ -
Tree Trimming	$ -	$ -	$ -	$ -	$ -
12 - Roadway Reconstruction					
Hwy Reconstr - Restr and Rehab	$ -	$ -	$ -	$ -	$ -
13 - Safety Improvements					
Electrical	$ -	$ -	$ -	$ -	$ -
Impact Attenuators	$ -	$ -	$ -	$ -	$ -
Lighting	$ -	$ -	$ -	$ -	$ -
Pavement Marking	$ -	$ -	$ -	$ -	$ -
Safety Improvements	$ -	$ -	$ -	$ -	$ -
Sign Installation/Upgrading	$ -	$ -	$ -	$ -	$ -
Structural Signing	$ -	$ -	$ -	$ -	$ -
Section I Total:	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**
Grand Total NFA:	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**

Operating and Maintenance Expenditures as of March 2023

Pioneer Valley

Program Group/Sub Group	Est SFY 2023 Spending	Est SFY 2024 Spending	Est SFY 2025 Spending	Est SFY 2026 Spending	Est SFY 2027 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	$ -	$ -	$ -	$ -	$ -
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	$ -	$ -	$ -	$ -	$ -
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	$ -	$ -	$ -	$ -	$ -
Lighting	$ -	$ -	$ -	$ -	$ -
Pavement Marking	$ -	$ -	$ -	$ -	$ -
Safety Improvements	$ -	$ -	$ -	$ -	$ -
Sign Installation/Upgrading	$ -	$ -	$ -	$ -	$ -
Structural Signing	$ -	$ -	$ -	$ -	$ -
Section I Total:	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**
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:	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**

Operating and Maintenance Expenditures as of March 2023

Pioneer Valley

Program Group/Sub Group	Est SFY 2023 Spending	Est SFY 2024 Spending	Est SFY 2025 Spending	Est SFY 2026 Spending	Est SFY 2027 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	$ -	$ -	$ -	$ -	$ -
Bridge Maintenance - Deck Repairs	$ -	$ -	$ -	$ -	$ -
Bridge Maintenance - Joints	$ -	$ -	$ -	$ -	$ -
Bridge Preservation	$ -	$ -	$ -	$ -	$ -
Bridge Reconstruction/Rehab	$ -	$ -	$ -	$ -	$ -
Drawbridge Maintenance	$ -	$ -	$ -	$ -	$ -
Painting - Structural	$ -	$ -	$ -	$ -	$ -
Structures Maintenance	$ -	$ -	$ -	$ -	$ -
04 - Capacity					
Hwy Reconstr - Added Capacity	$ -	$ -	$ -	$ -	$ -
05 - Facilities					
Vertical Construction (Ch 149)	$ -	$ -	$ -	$ -	$ -
07 - Intersection Improvements					
Traffic Signals	$ -	$ -	$ -	$ -	$ -
08 - Interstate Pavement					
Resurfacing Interstate	$ -	$ -	$ -	$ -	$ -
09 - Intelligent Transportation Systems Program					
Intelligent Transportation System	$ -	$ -	$ -	$ -	$ -
10 - Non-interstate DOT Pavement Program					
Milling and Cold Planing	$ -	$ -	$ -	$ -	$ -
Resurfacing	$ -	$ -	$ -	$ -	$ -
Resurfacing DOT Owned Non-Interstate	$ -	$ -	$ -	$ -	$ -
11 - Roadway Improvements					
Asbestos Removal	$ -	$ -	$ -	$ -	$ -
Catch Basin Cleaning	$ -	$ -	$ -	$ -	$ -
Contract Highway Maintenance	$ -	$ -	$ -	$ -	$ -
Crack Sealing	$ -	$ -	$ -	$ -	$ -
Culvert Maintenance	$ -	$ -	$ -	$ -	$ -
Culvert Reconstruction/Rehab	$ -	$ -	$ -	$ -	$ -
Drainage	$ -	$ -	$ -	$ -	$ -
Guard Rail & Fencing	$ -	$ -	$ -	$ -	$ -
Highway Sweeping	$ -	$ -	$ -	$ -	$ -
Landscaping	$ -	$ -	$ -	$ -	$ -
Mowing and Spraying	$ -	$ -	$ -	$ -	$ -
Sewer and Water	$ -	$ -	$ -	$ -	$ -
Tree Trimming	$ -	$ -	$ -	$ -	$ -
12 - Roadway Reconstruction					
Hwy Reconstr - Restr and Rehab	$ -	$ -	$ -	$ -	$ -
13 - Safety Improvements					
Electrical	$ -	$ -	$ -	$ -	$ -
Impact Attenuators	$ -	$ -	$ -	$ -	$ -
Lighting	$ -	$ -	$ -	$ -	$ -
Pavement Marking	$ -	$ -	$ -	$ -	$ -
Safety Improvements	$ -	$ -	$ -	$ -	$ -
Sign Installation/Upgrading	$ -	$ -	$ -	$ -	$ -
Structural Signing	$ -	$ -	$ -	$ -	$ -
Section I Total:	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**
Grand Total NFA:	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**

Operating and Maintenance Expenditures as of March 2023

Southeastern Mass

Program Group/Sub Group	Est SFY 2023 Spending	Est SFY 2024 Spending	Est SFY 2025 Spending	Est SFY 2026 Spending	Est SFY 2027 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	$ 1,617,425	$ -	$ -	$ -	$ -
Bridge Maintenance - Deck Repairs	$ -	$ -	$ -	$ -	$ -
Bridge Maintenance - Joints	$ -	$ -	$ -	$ -	$ -
Bridge Preservation	$ -	$ 712,727	$ 2,138,182	$ 1,069,091	$ -
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	$ 611,740	$ 342,955	$ -	$ -	$ -
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	$ -	$ -	$ -	$ -	$ -
Lighting	$ -	$ -	$ -	$ -	$ -
Pavement Marking	$ -	$ -	$ -	$ -	$ -
Safety Improvements	$ -	$ -	$ -	$ -	$ -
Sign Installation/Upgrading	$ 325,336	$ 180,915	$ -	$ -	$ -
Structural Signing	$ -	$ -	$ -	$ -	$ -
Section I Total:	**$ 2,554,501**	**$ 1,236,597**	**$ 2,138,182**	**$ 1,069,091**	**$ -**
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:	**$ 2,554,501**	**$ 1,236,597**	**$ 2,138,182**	**$ 1,069,091**	**$ -**

Operating and Maintenance Expenditures as of March 2023

Southeastern Mass

Program Group/Sub Group	Est SFY 2023 Spending	Est SFY 2024 Spending	Est SFY 2025 Spending	Est SFY 2026 Spending	Est SFY 2027 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	$ -	$ -	$ -	$ -	$ -
Bridge Maintenance - Deck Repairs	$ -	$ -	$ -	$ -	$ -
Bridge Maintenance - Joints	$ -	$ -	$ -	$ -	$ -
Bridge Preservation	$ -	$ -	$ -	$ -	$ -
Bridge Reconstruction/Rehab	$ -	$ -	$ -	$ -	$ -
Drawbridge Maintenance	$ -	$ -	$ -	$ -	$ -
Painting - Structural	$ -	$ -	$ -	$ -	$ -
Structures Maintenance	$ -	$ -	$ -	$ -	$ -
04 - Capacity					
Hwy Reconstr - Added Capacity	$ -	$ -	$ -	$ -	$ -
05 - Facilities					
Vertical Construction (Ch 149)	$ -	$ -	$ -	$ -	$ -
07 - Intersection Improvements					
Traffic Signals	$ -	$ -	$ -	$ -	$ -
08 - Interstate Pavement					
Resurfacing Interstate	$ -	$ -	$ -	$ -	$ -
09 - Intelligent Transportation Systems Program					
Intelligent Transportation System	$ -	$ -	$ -	$ -	$ -
10 - Non-interstate DOT Pavement Program					
Milling and Cold Planing	$ -	$ -	$ -	$ -	$ -
Resurfacing	$ -	$ -	$ -	$ -	$ -
Resurfacing DOT Owned Non-Interstate	$ -	$ -	$ -	$ -	$ -
11 - Roadway Improvements					
Asbestos Removal	$ -	$ -	$ -	$ -	$ -
Catch Basin Cleaning	$ -	$ -	$ -	$ -	$ -
Contract Highway Maintenance	$ -	$ -	$ -	$ -	$ -
Crack Sealing	$ -	$ -	$ -	$ -	$ -
Culvert Maintenance	$ -	$ -	$ -	$ -	$ -
Culvert Reconstruction/Rehab	$ -	$ -	$ -	$ -	$ -
Drainage	$ -	$ -	$ -	$ -	$ -
Guard Rail & Fencing	$ -	$ -	$ -	$ -	$ -
Highway Sweeping	$ -	$ -	$ -	$ -	$ -
Landscaping	$ -	$ -	$ -	$ -	$ -
Mowing and Spraying	$ -	$ -	$ -	$ -	$ -
Sewer and Water	$ -	$ -	$ -	$ -	$ -
Tree Trimming	$ -	$ -	$ -	$ -	$ -
12 - Roadway Reconstruction					
Hwy Reconstr - Restr and Rehab	$ -	$ -	$ -	$ -	$ -
13 - Safety Improvements					
Electrical	$ -	$ -	$ -	$ -	$ -
Impact Attenuators	$ -	$ -	$ -	$ -	$ -
Lighting	$ -	$ -	$ -	$ -	$ -
Pavement Marking	$ -	$ -	$ -	$ -	$ -
Safety Improvements	$ -	$ -	$ -	$ -	$ -
Sign Installation/Upgrading	$ -	$ -	$ -	$ -	$ -
Structural Signing	$ -	$ -	$ -	$ -	$ -
Section I Total:	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**
Grand Total NFA:	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**

Operating and Maintenance Expenditures as of March 2023

Statewide and District Contracts

Program Group/Sub Group	Est SFY 2023 Spending	Est SFY 2024 Spending	Est SFY 2025 Spending	Est SFY 2026 Spending	Est SFY 2027 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	$ 1,678,476	$ -	$ -	$ -	$ -
Bridge Maintenance - Deck Repairs	$ -	$ -	$ -	$ -	$ -
Bridge Maintenance - Joints	$ -	$ -	$ -	$ -	$ -
Bridge Preservation	$ -	$ -	$ -	$ -	$ -
Bridge Reconstruction/Rehab	$ -	$ -	$ -	$ -	$ -
Drawbridge Maintenance	$ -	$ -	$ -	$ -	$ -
Painting - Structural	$ 478,387	$ -	$ -	$ -	$ -
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	$ 423,744	$ -	$ -	$ -	$ -
Section I Total:	**$ 2,580,607**	**$ -**	**$ -**	**$ -**	**$ -**
Grand Total Federal Aid:	**$ 2,580,607**	**$ -**	**$ -**	**$ -**	**$ -**

Operating and Maintenance Expenditures as of March 2023

Berkshire Region

Program Group/Sub Group	Est SFY 2023 Spending	Est SFY 2024 Spending	Est SFY 2025 Spending	Est SFY 2026 Spending	Est SFY 2027 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	$ -	$ -	$ -	$ -	$ -
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	$ -	$ -	$ -	$ -	$ -
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	$ -	$ -	$ -	$ -	$ -
Lighting	$ -	$ -	$ -	$ -	$ -
Pavement Marking	$ -	$ -	$ -	$ -	$ -
Safety Improvements	$ -	$ -	$ -	$ -	$ -
Sign Installation/Upgrading	$ -	$ -	$ -	$ -	$ -
Structural Signing	$ -	$ -	$ -	$ -	$ -
Section I Total:	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**
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:	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**

Operating and Maintenance Expenditures as of March 2023

Berkshire Region

Program Group/Sub Group	Est SFY 2023 Spending	Est SFY 2024 Spending	Est SFY 2025 Spending	Est SFY 2026 Spending	Est SFY 2027 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	$ -	$ -	$ -	$ -	$ -
Bridge Maintenance - Deck Repairs	$ -	$ -	$ -	$ -	$ -
Bridge Maintenance - Joints	$ -	$ -	$ -	$ -	$ -
Bridge Preservation	$ -	$ -	$ -	$ -	$ -
Bridge Reconstruction/Rehab	$ -	$ -	$ -	$ -	$ -
Drawbridge Maintenance	$ -	$ -	$ -	$ -	$ -
Painting - Structural	$ -	$ -	$ -	$ -	$ -
Structures Maintenance	$ -	$ -	$ -	$ -	$ -
04 - Capacity					
Hwy Reconstr - Added Capacity	$ -	$ -	$ -	$ -	$ -
05 - Facilities					
Vertical Construction (Ch 149)	$ -	$ -	$ -	$ -	$ -
07 - Intersection Improvements					
Traffic Signals	$ -	$ -	$ -	$ -	$ -
08 - Interstate Pavement					
Resurfacing Interstate	$ -	$ -	$ -	$ -	$ -
09 - Intelligent Transportation Systems Program					
Intelligent Transportation System	$ -	$ -	$ -	$ -	$ -
10 - Non-interstate DOT Pavement Program					
Milling and Cold Planing	$ -	$ -	$ -	$ -	$ -
Resurfacing	$ -	$ -	$ -	$ -	$ -
Resurfacing DOT Owned Non-Interstate	$ -	$ -	$ -	$ -	$ -
11 - Roadway Improvements					
Asbestos Removal	$ -	$ -	$ -	$ -	$ -
Catch Basin Cleaning	$ -	$ -	$ -	$ -	$ -
Contract Highway Maintenance	$ -	$ -	$ -	$ -	$ -
Crack Sealing	$ -	$ -	$ -	$ -	$ -
Culvert Maintenance	$ -	$ -	$ -	$ -	$ -
Culvert Reconstruction/Rehab	$ -	$ -	$ -	$ -	$ -
Drainage	$ -	$ -	$ -	$ -	$ -
Guard Rail & Fencing	$ -	$ -	$ -	$ -	$ -
Highway Sweeping	$ -	$ -	$ -	$ -	$ -
Landscaping	$ -	$ -	$ -	$ -	$ -
Mowing and Spraying	$ -	$ -	$ -	$ -	$ -
Sewer and Water	$ -	$ -	$ -	$ -	$ -
Tree Trimming	$ -	$ -	$ -	$ -	$ -
12 - Roadway Reconstruction					
Hwy Reconstr - Restr and Rehab	$ -	$ -	$ -	$ -	$ -
13 - Safety Improvements					
Electrical	$ -	$ -	$ -	$ -	$ -
Impact Attenuators	$ -	$ -	$ -	$ -	$ -
Lighting	$ -	$ -	$ -	$ -	$ -
Pavement Marking	$ -	$ -	$ -	$ -	$ -
Safety Improvements	$ -	$ -	$ -	$ -	$ -
Sign Installation/Upgrading	$ -	$ -	$ -	$ -	$ -
Structural Signing	$ -	$ -	$ -	$ -	$ -
Section I Total:	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**
Grand Total NFA:	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**

Operating and Maintenance Expenditures as of March 2023

Boston Region

Program Group/Sub Group	Est SFY 2023 Spending	Est SFY 2024 Spending	Est SFY 2025 Spending	Est SFY 2026 Spending	Est SFY 2027 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	$ 948,341	$ 2,391,831	$ -	$ -	$ -
Bridge Maintenance - Deck Repairs	$ -	$ -	$ -	$ -	$ -
Bridge Maintenance - Joints	$ -	$ -	$ -	$ -	$ -
Bridge Preservation	$ 2,896,267	$ 3,348,400	$ -	$ -	$ -
Drawbridge Maintenance	$ -	$ -	$ -	$ -	$ -
Painting - Structural	$ -	$ -	$ -	$ -	$ -
Structures Maintenance	$ -	$ -	$ -	$ -	$ -
04 - Capacity					
Highway Relocation	$ -	$ -	$ -	$ -	$ -
Hwy Reconstr - Added Capacity	$ -	$ -	$ -	$ -	$ -
Hwy Reconstr - Major Widening	$ -	$ -	$ -	$ -	$ -
05 - Facilities					
Vertical Construction (Ch 149)	$ 3,527,122	$ 9,645,367	$ -	$ -	$ -
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	$ 872,746	$ 73,976	$ -	$ -	$ -
Dredging	$ -	$ -	$ -	$ -	$ -
Guard Rail & Fencing	$ -	$ -	$ -	$ -	$ -
Highway Sweeping	$ -	$ -	$ -	$ -	$ -
Landscaping	$ -	$ -	$ -	$ -	$ -
Mowing and Spraying	$ 222,876	$ 125,038	$ -	$ -	$ -
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	$ -	$ -	$ -	$ -	$ -
Lighting	$ -	$ -	$ -	$ -	$ -
Pavement Marking	$ -	$ -	$ -	$ -	$ -
Safety Improvements	$ -	$ -	$ -	$ -	$ -
Sign Installation/Upgrading	$ -	$ -	$ -	$ -	$ -
Structural Signing	$ -	$ -	$ -	$ -	$ -
Section I Total:	**$ 8,467,351**	**$ 15,584,612**	**$ -**	**$ -**	**$ -**
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:	**$ 8,467,351**	**$ 15,584,612**	**$ -**	**$ -**	**$ -**

Operating and Maintenance Expenditures as of March 2023

Boston Region

Program Group/Sub Group	Est SFY 2023 Spending	Est SFY 2024 Spending	Est SFY 2025 Spending	Est SFY 2026 Spending	Est SFY 2027 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	$ 24,355	$ -	$ -	$ -	$ -
Bridge Maintenance - Deck Repairs	$ -	$ -	$ -	$ -	$ -
Bridge Maintenance - Joints	$ -	$ -	$ -	$ -	$ -
Bridge Preservation	$ -	$ -	$ -	$ -	$ -
Bridge Reconstruction/Rehab	$ -	$ -	$ -	$ -	$ -
Drawbridge Maintenance	$ -	$ -	$ -	$ -	$ -
Painting - Structural	$ 590,000	$ 1,640,000	$ 213,917	$ -	$ -
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	$ 451,357	$ 1,213,925	$ -	$ -	$ -
Pavement Marking	$ -	$ -	$ -	$ -	$ -
Safety Improvements	$ -	$ -	$ -	$ -	$ -
Sign Installation/Upgrading	$ -	$ -	$ -	$ -	$ -
Structural Signing	$ -	$ -	$ -	$ -	$ -
Section I Total:	**$ 1,065,712**	**$ 2,853,925**	**$ 213,917**	**$ -**	**$ -**
Grand Total NFA:	**$ 1,065,712**	**$ 2,853,925**	**$ 213,917**	**$ -**	**$ -**

Operating and Maintenance Expenditures as of March 2023

Cape Cod

Program Group/Sub Group	Est SFY 2023 Spending	Est SFY 2024 Spending	Est SFY 2025 Spending	Est SFY 2026 Spending	Est SFY 2027 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	$ 1,163,755	$ -	$ -	$ -	$ -
Bridge Maintenance - Deck Repairs	$ -	$ -	$ -	$ -	$ -
Bridge Maintenance - Joints	$ -	$ -	$ -	$ -	$ -
Bridge Preservation	$ 1,987,581	$ 1,094,259	$ -	$ -	$ -
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	$ -	$ -	$ -	$ -	$ -
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	$ -	$ -	$ -	$ -	$ -
Lighting	$ -	$ -	$ -	$ -	$ -
Pavement Marking	$ -	$ -	$ -	$ -	$ -
Safety Improvements	$ -	$ -	$ -	$ -	$ -
Sign Installation/Upgrading	$ -	$ -	$ -	$ -	$ -
Structural Signing	$ -	$ -	$ -	$ -	$ -
Section I Total:	**$ 3,151,336**	**$ 1,094,259**	**$ -**	**$ -**	**$ -**
Section II - Non Federal Aid Highway Operations - State Operating Budget Funding					
Snow and Ice Operations & Materials					
	$ -	$ -	$ -	$ -	$ -
District Maintenance Payroll					
Mowing, Litter Mgmt, Sight Distance Clearing, Etc.	$ -	$ -	$ -	$ -	$ -
Section II Total:	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**
Grand Total NFA:	**$ 3,151,336**	**$ 1,094,259**	**$ -**	**$ -**	**$ -**

Appendix J – 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 or Title VI 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 or Title VI 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 (*Bottlenecks*)?	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 K - Highway FFY2024-2028 Project Descriptions

Corridor Improvements and Related Work on Broadway (Route 138), from Purchase Street to Jackson Street (Phase 2)

Work on this project includes roadway and sideway reconstruction, installation of ADA compliant curb ramps, drainage upgrades, pavement marking and sign upgrades on Route 138 for a length of 34-mile. This project proposes to improve multimodal accommodations, accessibility, and mobility along the corridor. In addition, traffic signals will be reconstructed at the intersection of Route 138 at East Britannia Street and West Britannia Street and at the intersection on Route 138 at Purchase Street. This is the second phase of corridor improvements proposed on Route 138 in the City of Taunton.

TAUNTON

MassDOT Project ID: 608753

TIP Year: 2024

Corridor Improvements on Route 6 at Swifts Beach Road

This project proposes improvements to the Route 6 corridor in the vicinity of Swifts Beach Road. A signalized intersection is proposed at Swifts Beach Road. Bicycle and pedestrian improvements are also proposed throughout the project limits.

WAREHAM

MassDOT Project ID:
610647

TIP Year: 2024

Corridor Improvements on Route 6 from Faunce Corner Road to Hathaway Road

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

DARTMOUTH

MassDOT Project ID: 607871

TIP Year: 2025

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

Work on this project consists of corridor improvements along Rhode Island Road (Route 79) including bicycle lanes, a sidewalk, and drainage upgrades. Intersection improvements at the Route 79 and Route 18 intersection as well as at the Route 79 and Precinct Street intersection will be completed. The roadway is proposed to be milled and overlaid with box cut widening.

LAKEVILLE

MassDOT Project ID: 606715

TIP Year: 2025

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

This project aims to improve safety on the corridor through rehabilitation of the roadway, providing bicycle accommodations and 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.

MANSFIELD

MassDOT Project ID: 609255

TIP Year: 2025

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

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

MATTAPOISETT

MassDOT Project ID: 607440

TIP Year: 2026

Intersection Improvements at Mount Pleasant Street and Nash Road

This project aims to improve the safety and operations of Mount Pleasant Street, especially at the intersection of Nash Road. The project includes additional bicycle and pedestrian accommodations, updated traffic signals, and the addition of dedicated turning lanes.

NEW BEDFORD

MassDOT Project ID: 610798

TIP Year: 2026

Intersection Improvements at West main Street (Route 123), North Worcester Street and South Worcester Street

This project includes reconstruction for the Route 123 and North Worcester Street/South Worcester Street intersection. Work 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 Worcester Street and South Worcester Street will be realigned and may include right turn slip ramps. The intersection will also include a new traffic signal.

NORTON

MassDOT Project ID: 609193

TIP Year: 2026

Corridor Improvements on Route 123, from Lathrop Road to Thatcher Street

The purpose of this project is to expand upon the Route 123 interchange project (MassDOT # 612774) easterly to Rathbun Willard Drive and Thatcher Street to create a gateway to the City of Attleboro. Work will include roadway reconstruction to provide narrowed travel lanes, wider sidewalks and shared use paths. Street lighting and streetside amenities are also proposed.

ATTLEBORO

MassDOT Project ID: 613095

TIP Year: 2027

Corridor Improvements on Route 123, from Lathrop Road to Thatcher Street

The purpose of this project is to expand upon the Route 123 interchange project (MassDOT # 612774) easterly to Rathbun Willard Drive and Thatcher Street to create a gateway to the City of Attleboro. Work will include roadway reconstruction to provide narrowed travel lanes, wider sidewalks and shared use paths. Street lighting and streetside amenities are also proposed.

ATTLEBORO

MassDOT Project ID: 613095

TIP Year: 2027

Corridor Improvements on Dartmouth Street and Prospect Street

Work on this project consists of corridor improvements on Dartmouth Street and Prospect Street. Reconstruction on Dartmouth Street is between the intersections of Howland Street and Middle Street while reconstruction on Prospect Street is between the intersections of Middle Street and Elm Street. Roadway improvements include full depth pavement, curbing, sidewalks, signing, striping, street lighting, drainage and utility pole relocation, along with mill (limited on Prospect Street) and overlay on side streets to meet existing grading.

DARTMOUTH

MassDOT Project ID: 608586

TIP Year: 2027

Chauncy Street (Route 106) Improvements (Phase 2)

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 MassDOT Project #608944 - Chauncy Street (Route 106) Improvements (Phase 1).

MANSFIELD

MassDOT Project ID: 612268

TIP Year: 2027

Reconstruction and Related Work on Wareham Street and Wood Street

Work on this project includes Wareham Street from its intersection with Center Street and North/South Main Street to Wood Street. The proposed work includes pavement rehabilitation, construction of sidewalks and curb ramps to comply with ADA requirements, traffic operation improvements, intersection geometry improvements and stormwater improvements. The work also includes pavement rehabilitation, installation of sidewalks and curbing on Wood Street from Wareham Street to the Nichols Middle School driveway The existing traffic signal at Center Street and North/South Main Street (Route 105) will be reconstructed. Bicycle accommodations for the corridor will be in the form of a shared travel lane/shoulder for the portion of the project where on-street parking is allowed and a bike lane in the shoulder for the remainder of the project where there is no on street parking.

MIDDLEBOROUGH

MassDOT Project ID:
608530

TIP Year: 2027

Intersection Improvements at Route 177 and Roberts Road at Tickle Road

Work on this project includes constructing a single land 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, with new stormwater and drainage improvements. Sidewalks and bicycle lanes will be evaluated. Roadway approaches will be reconstructed as required to match existing grade and provide smooth transitions.

WESTPORT

MassDOT Project ID: 610927

TIP Year: 2027

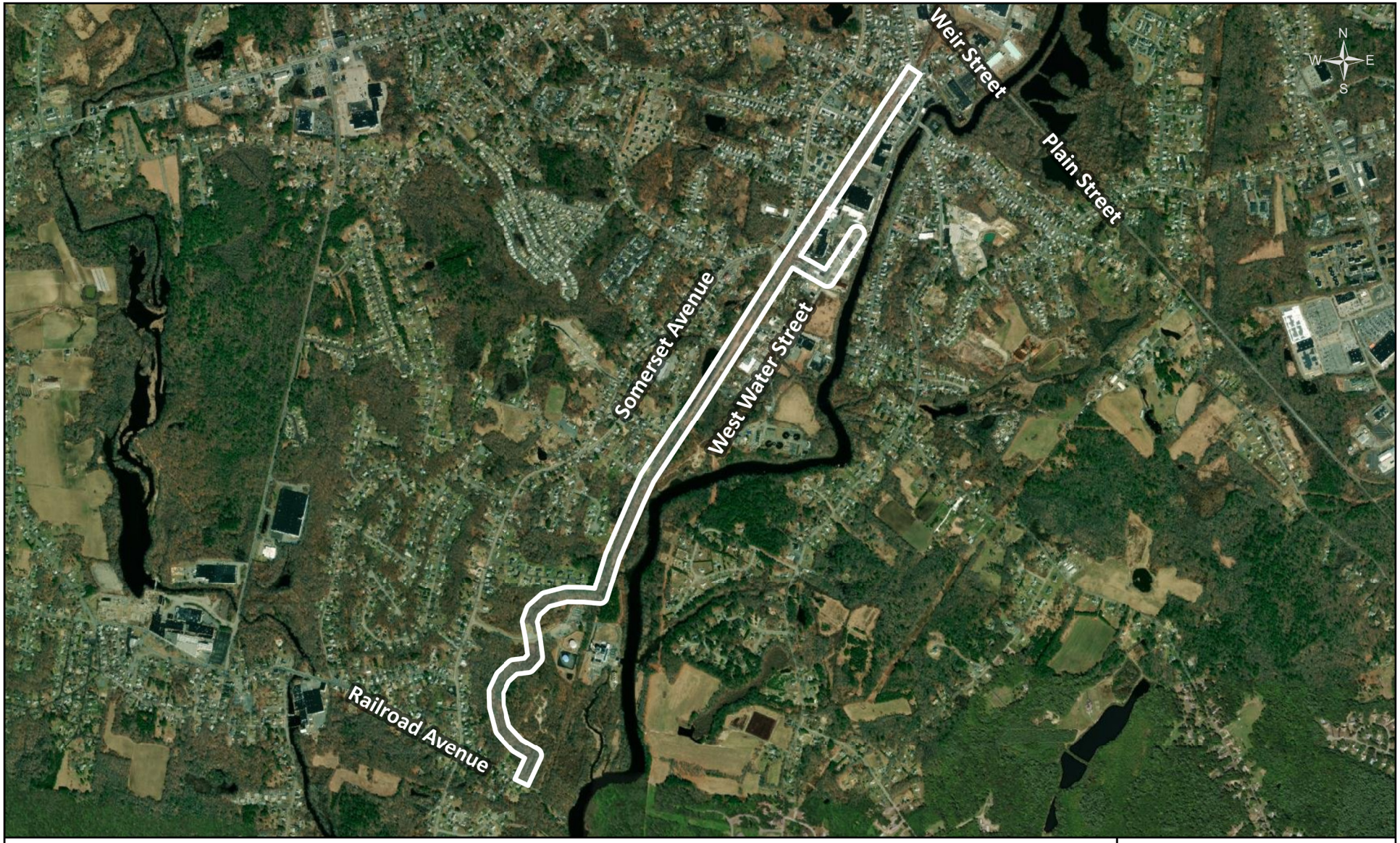
Shared Use Path Construction Adjacent to Narrows Road and Minot Avenue

With the addition of a separate use path, this project is intended to address the need to provide improved bicycle and pedestrian accommodations along the Minot Avenue and Narrows Road corridor.

WAREHAM

MassDOT Project ID: 607825

TIP Year: 2028



Taunton River Trail

The is project will provide a shared-use facility for non motorized transportation. This project extends from Weir Street southward to Railroad Avenue in Taunton. This project will be part of a 22 mile continuous network of off-road shared-use paths and on-road bike lanes which will ultimately connect the communities of Taunton Dighton and Somerset along the Taunton River.

TAUNTON

MassDOT Project ID: 613094

TIP Year: 2028

Corridor improvements on Tarkiln Hill Road and Ashley Boulevard

The proposed project will address the intersection crash clusters with traffic signal reconstruction at three intersections. Area needs will be improved with an improved roadway resurface, address pedestrian accommodations through ADA compliant sidewalks, crosswalks, curb ramps, and address bicycle accommodation by providing bicycle lanes. Traffic signals equipped with video detection as well as GPS-enabled preemption and hardwire interconnect with Fire Station number 9 will facilitate emergency vehicle operations.

NEW BEDFORD

MassDOT Project ID: 612672

TIP Year: 2028

Appendix L - Acronyms

Transportation Planning Acronyms

ACS – American Community Survey (Census)
ADA- American with Disabilities Act
BIL – Bipartisan Infrastructure Law
CFR - Code of Federal Regulations
CIP – Capital Investment Plan
CMAQ – Congestion Mitigation / Air Quality
CMR - Code of Massachusetts Regulations
DEP - Department of Environmental Protection
EJ – Environmental Justice
EPA- Environmental Protection Agency
FAST Act - Fixing America's Surface Transportation Act
FAPRO - Federal Aid Programming and Reimbursement Office
FFY - Federal Fiscal Year
FHWA – Federal Highway Administration
FTA – Federal Transit Administration
GATRA – Greater Attleboro Taunton Regional (Transit) Authority
GHG – Greenhouse Gas
GIS- Geographic Information System
JTPG - The Joint Transportation Planning Group
LEP - Limited English Proficiency
LOS – Level of Service
MAP-21 - Moving Ahead for Progress in the 21st Century Act
MARPA - Massachusetts Association of Regional Planning Agencies
MassDOT – The Massachusetts Department of Transportation
MaPIT - MassDOT's Project Intake Tool
MEPA- Massachusetts Environmental Protection Act
MOU - Memorandum of Understanding
MPO - Metropolitan Planning Organization
NHS - National Highway System
NOFO - Notice of Funding Opportunity
OTP - Office of Transportation Planning
Pinfo – MassDOT's Project Information Tracking System
PPP – Public Participation Program

PRC – Project Review Committee

RSA – Road Safety Audit

RTA – Regional Transit Authority

RTP – Regional Transportation Plan

SAFETEA-LU - Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users

SGR – State of Good Repair

SIP – State Implementation Plan

SMMPO - The Southeastern Massachusetts Metropolitan Planning Organization

SRPEDD – Southeastern Regional Planning and Economic Development District

SRTA – Southeastern Regional Transit Authority

SRTS- Safe Routes to School

Table 9: Evaluation Criteria Scores

Programmed Year	MassDOT 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)**
2024	608753	TN	TAUNTON - CORRIDOR IMPROVEMENTS AND RELATED WORK ON BROADWAY (ROUTE 138), FROM PURCHASE STREET TO JACKSON STREET (PHASE 2)	10	10	21	11	10	11	**73**
2024	610647	WA	WAREHAM - CORRIDOR IMPROVEMENTS ON ROUTE 6 AT SWIFTS BEACH ROAD	9	6	15	7	12	0	**49**
2025	607871	DA	CORRIDOR IMPROVEMENTS ON ROUTE 6, FROM FAUNCE CORNER ROAD TO HATHAWAY ROAD (Formerly Tucker Road Relocation)	10	12	19	9	13	7	**70**
2025	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**
2025	609255	MN	MANSFIELD - CORRIDOR IMPROVEMENTS AND RELATED WORK ON SCHOOL STREET, FROM SPRING STREET TO WEST STREET	3	12	6	8	8	5	**42**
2026	607440	MT	MATTAPOISETT - CORRIDOR IMPROVEMENTS AND RELATED WORK ON MAIN STREET, WATER STREET, BEACON STREET, AND MARION ROAD	9	13	9	5	5	10	**51**
2026	608750	PL	PLAINVILLE - RECONSTRUCTION OF SOUTH STREET (ROUTE 1A), FROM SHARLENE LANE TO EVERETT STREET AND RELATED WORK	9	13	18	10	12	6	**68**
2026	610798	NB	NEW BEDFORD - INTERSECTION IMPROVEMENTS AT MOUNT PLEASANT AND NASH ROAD	11	7	9	11	13	2	**53**
2026	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
2027	608586	DA	DARTMOUTH - CORRIDOR IMPROVEMENTS ON DARTMOUTH STREET AND PROSPECT STREET	6	8	8	6	12	2	42
2027	612268	MN	MANSFIELD- CHAUNCY STREET (ROUTE 106) IMPROVEMENTS (PHASE 2)	9	12	12	12	10	6	61
2027	610927	WT	WESTPORT - INTERSECTION IMPROVEMENTS AT ROUTE 177 AND ROBERTS ROAD/TICKLE ROAD	3	13	5	3	8	2	34
2027	608530	MB	MIDDLEBOROUGH - RECONSTRUCTION AND RELATED WORK ON WAREHAM STREET AND WOOD STREET	10	13	17	7	11	3	61
2028	607825	WA	WAREHAM- SHARED USE PATH CONSTRUCTION ADJACENT TO NARROWS ROAD AND MINOT AVENUE	11	7	6	5	9	6	44
2028	613094	TN	TAUNTON- TAUNTON RIVER RAIL TRAIL CONSTRUCTION	11	0	6	4	10	8	39
2028	612672	NB	NEW BEDFORD- CORRIDOR IMPROVEMENTS ON TARKILN HILL ROAD AND ASHLEY BOULEVARD	8	10	16	8	13	2	57

Appendix A - Acronyms

Transportation Planning Acronyms cont.

STIP – State Transportation Improvement Program

TAM Plan – Transit Asset Management Plan

Title VI – Federal law that mandates that any program, project or service be provided without regard to anyone's race, color, or national origin, as well as age, gender or disability.

TIP – Transportation Improvement Program

TOD – Transit Oriented Development

ULB – Useful Life Benchmark

UPWP - Unified Planning Work Program

VMT - Vehicle Miles Traveled

VOC - Volatile Organic Compound