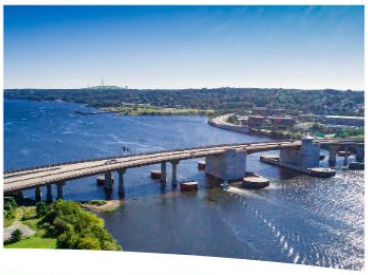
FFY2026-2030
TRANSPORTATION IMPROVEMENT PROGRAM




Improving
Our Communities

Endorsed May 20, 2025

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2026-2030
TRANSPORTATION IMPROVEMENT PROGRAM
For the SOUTHEASTERN MASSACHUSETTS METROPOLITAN PLANNING ORGANIZATION

SOUTHEASTERN REGIONAL PLANNING AND ECONOMIC DEVELOPMENT DISTRICT

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Grant King, AICP, Deputy Director
Austin Horowitz, Chief Financial Officer
Stacy S. Royer, Office Administrator

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Jennifer Chaves, Assistant Director of Transportation GIS and Data
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Title VI and Civil Rights Notice to the Public

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 through Massachusetts Department of Transportation contract 126744. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

The Southeastern Massachusetts Metropolitan Planning Organization (SMMPO) through the Southeastern Regional Planning and Economic Development District (SRPEDD) operates its programs, services, and activities in compliance with federal nondiscrimination laws including Title VI of the Civil Rights Act of 1964 (Title VI), the Civil Rights Restoration Act of 1987, and related statutes and regulations. Title VI prohibits discrimination in federally assisted programs and requires that no person in the United States of America shall, on the grounds of race, color, or national origin (including limited English proficiency), be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity receiving federal financial assistance.

In addition to Title VI, other Nondiscrimination statutes provide legal protection. These statutes include the following: Section 162 (a) of the Federal-Aid Highway Act of 1973 (23 U.S.C. 324), Age Discrimination Act of 1975, and Section 504 of the Rehabilitation Act of 1973/Americans with Disabilities Act (ADA) of 1990. ADA specifies that programs and activities funded with Federal dollars are prohibited from discrimination based on disability. The planning regulations, at 23 CFR 450.316(a)(1)(vii), require that the needs of those "traditionally underserved" by existing transportation systems, such as low-income and/or minority households, be sought out and considered. These protected categories are contemplated within SRPEDD's Title VI Programs consistent with federal and state interpretation and administration. Additionally, SRPEDD provides meaningful access to its programs, services, and activities to individuals with limited English proficiency. The SMMPO is committed to nondiscrimination in all activities.

In this capacity, the SMMPO identifies and addresses disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on low-income and minority, including BIPOC, Asian or Pacific Islander populations, as well as religious minorities, LQBTQ+ persons, Limited English Proficient (LEP) persons or those who have a disability. The SMMPO carries out this responsibility by the consistent, fair, just, and impartial treatment of all individuals, by involving underserved individuals in the transportation process, and considering their transportation needs in the development and review of the SMMPO's transportation plans, programs and projects.

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 Coordinator or to file a complaint alleging a violation of the state's Public Accommodation Law, contact the Massachusetts Attorney General's Office.

Individuals who believe they have been discriminated against may file a complaint with and contact the SMMPO, and/or Massachusetts Department of Transportation (MassDOT) or the Massachusetts Bay Transportation Authority (MBTA) at the contact information here. All such complaints must be received, in writing, within 180 days of the alleged discriminatory occurrence. Assistance will be provided, upon request, to individuals unable to provide the complaint form in writing.

SMMPO Title VI Coordinator
Southeastern Regional Planning and Economic Development District (SRPEDD)
88 Broadway, Taunton, MA 02780
Phone: 508 824-1367 or dial 711 to use MassRelay
Email: aduarte@srpedd.org

MassDOT/MBTA Title VI Specialists
MassDOT Office of Diversity and Civil Rights – Title VI Unit
10 Park Plaza, Suite 3800, Boston, MA 02116
Phone: 857-368-8580 or dial 7-1-1 for Relay Service.
Email: MassDOT.CivilRights@state.ma.us or MBTAcivilrights@mbta.com

Complaints may also be filed directly with the United States Department of Transportation at:

U.S. Department of Transportation
Office of Civil Rights
1200 New Jersey Avenue, SE
Washington, DC 20590
Website: civilrights.justice.gov/report

For additional information, language service requests, or reasonable accommodations visit mass.gov/nondiscrimination-in-transportation-program, mbta.com/titlevi, or srpedd.org/title-vi-compliance.

English: Discrimination is prohibited at the SMMPO/MassDOT/MBTA. If you believe discrimination has occurred you have the right to file a complaint. If this information is needed in another language, please contact the MPO Title VI Coordinator at 508-824-1367 ext. 235 or at aduarte@srpedd.org.

Spanish: La discriminación está prohibida en SMMPO/MassDOT/MBTA. Si cree que se ha producido discriminación, tiene derecho a presentar una queja. Si necesita esta información en otro idioma, por favor contacte al coordinador de MPO del Título VI al 508-824-1367 ext. 235 o en aduarte@srpedd.org.

Portuguese: A discriminação é proibida no SMMPO/MassDOT/MBTA. Se você acredita que ocorreu discriminação, você tem o direito de registrar uma reclamação. Caso estas informações sejam necessárias em outro idioma, por favor, contate o Coordenador de Título VI da MPO pelo telefone 508-824-1367, Ramal 235 ou em aduarte@srpedd.org.

Haitian Creole: Diskriminasyon entèdi nan SMMPO/MassDOT/MBTA. Si w kwè gen diskriminasyon, ou gen dwa pou w pote yon plent. Si yon moun bezwen enfòmasyon sa a nan yon lòt lang, tanpri kontakte Koòdonatè a Title VI MPO nan 508-824-1367 ext. 235 owsa nan aduarte@srpedd.org.

Simplified Chinese: SMMPO/MassDOT/MBTA 禁止歧视。如果您认为发生了歧视，您有权提出投诉。如果需要其他语言的此信息，请致电 508-824-1367 分机联系 MPO Title VI 协调员。235 或发送电子邮件至 aduarte@srpedd.org.

Traditional Chinese: SMMPO/MassDOT/MBTA 禁止歧視。如果您認為發生了歧視，您有權提出投訴。如果需要其他語言的此信息，請致電 508-824-1367 分機聯繫 MPO Title VI 協調員。235 或發送電子郵件至 aduarte@srpedd.org.

Mon Khmer Cambodian (Khmer): ការរើសអើងត្រូវហាមឃាត់នៅ SMMPO/MassDOT/MBTA ។ ប្រសិនបើអ្នកជឿថាការរើសអើងបានកើតឡើង អ្នកមានសិទ្ធិដាក់ពាក្យបណ្តឹង។ ប្រសិនបើព័ត៌មាននេះត្រូវការជាភាសាផ្សេង សូមទាក់ទងអ្នកសម្របសម្រួល MPO Title VI តាមរយៈលេខ 508-824-1367 ext ។ 235 ឬនៅ aduarte@srpedd.org ។

SOUTHEASTERN MASSACHUSETTS METROPOLITAN PLANNING ORGANIZATION (SMMPO)

MEMBERS

Chairperson
Monica Tibbits-Nutt, Secretary & CEO of the Massachusetts Department of Transportation

Vice-Chairperson
Marie Clarner, Chairman of the Southeastern Regional Planning and Economic Development District Commission

Cathleen DeSimone, Mayor of the City of Attleboro
Paul Coogan, Mayor of the City of Fall River
Jonathan F. Mitchell, Mayor of the City of New Bedford
Shauna O'Connell, Mayor of the City of Taunton
Jonathan Gulliver, Administrator, MassDOT Highway Division
Diana Bren, Select Board Member, Town of Mansfield
Andrew B. Saunders, Select Board Member, Town of Fairhaven
Sarah Hewins, Select Board Member, Town of Carver
Craig Dutra, Select Board Chair, Town of Westport
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 Regional Administrator
Victoria Alfaro-Duran, Joint Transportation Planning Group Chair

SOUTHEASTERN MASSACHUSETTS
JOINT TRANSPORTATION PLANNING GROUP
(JTPG)

MEMBERS

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Victoria Alfaro-Duran, Acushnet Representative
Vice-Chairman, Bristol County GATRA Area
David Cabral, Seekonk Representative
Vice-Chairman, Bristol County SRTA Area
Gloria Saddler, Fall River At-Large Commissioner
Vice-Chairman, Plymouth County
Alan Slavin, Wareham Representative

James F. Kelley, Town of Acushnet
Joseph Callahan, Town of Berkley
Tim Barber, Town of Dartmouth
Joshua Crabb, Town of Fairhaven
Deborah Pettey, Town of Freetown
Kevin Dumas, Town of Mansfield
Janice Robbins, Town of Mattapoisett
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Norm Sturtevant, Town of Raynham
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Norman Hills, Town of Marion
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Michael Borg, Town of North Attleborough
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George Solas, Town of Rehoboth
Christopher Simons, Town of Somerset
Fred Cornaglia, City of Taunton
Christopher McDermott, City of Attleboro At-Large Commissioner
Ashley Eaton, City of New Bedford At-Large Commissioner
Tanya Lobo, City of Taunton At-Large Commissioner

Non-Voting Agency Members:
Erik Rousseau, SRTA
Christopher Klem, MassDOT Planning
Richard Bilski, MassDOT District 5
Diane Hayes, MassDOT District 5
Eric Gemperline, FHWA
Mary Ellen DeFrias, GATRA
Derek Shooster, MassDOT Planning
Shaun Handy, MassDOT District 5
Barbara LaChance, MassDOT District 5
Joshua Barber, FHWA

Southeastern Massachusetts Metropolitan Planning Organization Endorsement of the FFY 2026-2030 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 2026-2030 Transportation Improvement Program (TIP) for the region. Furthermore, the SMMPO certifies that the FFY 2026-2030 TIP conforms with the existing FFY 2024 Regional Transportation Plan for the region. The SMMPO hereby endorses the FFY 2026-2030 Transportation Improvement Program.

The endorsement of this document was administered on ***May 20, 2025*** 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 2026-2030 Transportation Improvement Program.

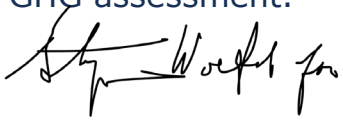
Monica Tibbits-Nutt, Secretary and Chief Executive Officer
Massachusetts Department of Transportation
Chair, SMMPO

May 20, 2025

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.



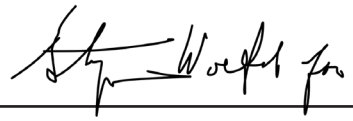
Monica Tibbits-Nutt, Secretary and Chief Executive Officer
Massachusetts Department of Transportation
Chair, SMMPO

May 20, 2025

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.



Monica Tibbits-Nutt, Secretary and Chief Executive Officer
Massachusetts Department of Transportation
Chair, SMMPO

May 20, 2025

Transportation Planning Acronyms

ACS – American Community Survey (Census)
ADA- American with Disabilities Act
CFR - Code of Federal Regulations
CIP – Capital Investment Plan
CMAQ – Congestion Mitigation / Air Quality
CMR - Code of Massachusetts Regulations
DEP - Department of Environmental Protection
EPA- Environmental Protection Agency
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
IIJA - Infrastructure and Investment Jobs Act
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
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
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
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

Table of Contents

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, such as 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. It is the advisory body to the SMMPO and the forum for public involvement in regional transportation planning. The relationship between the SMMPO and entities in the transportation process is displayed in Figure 1.

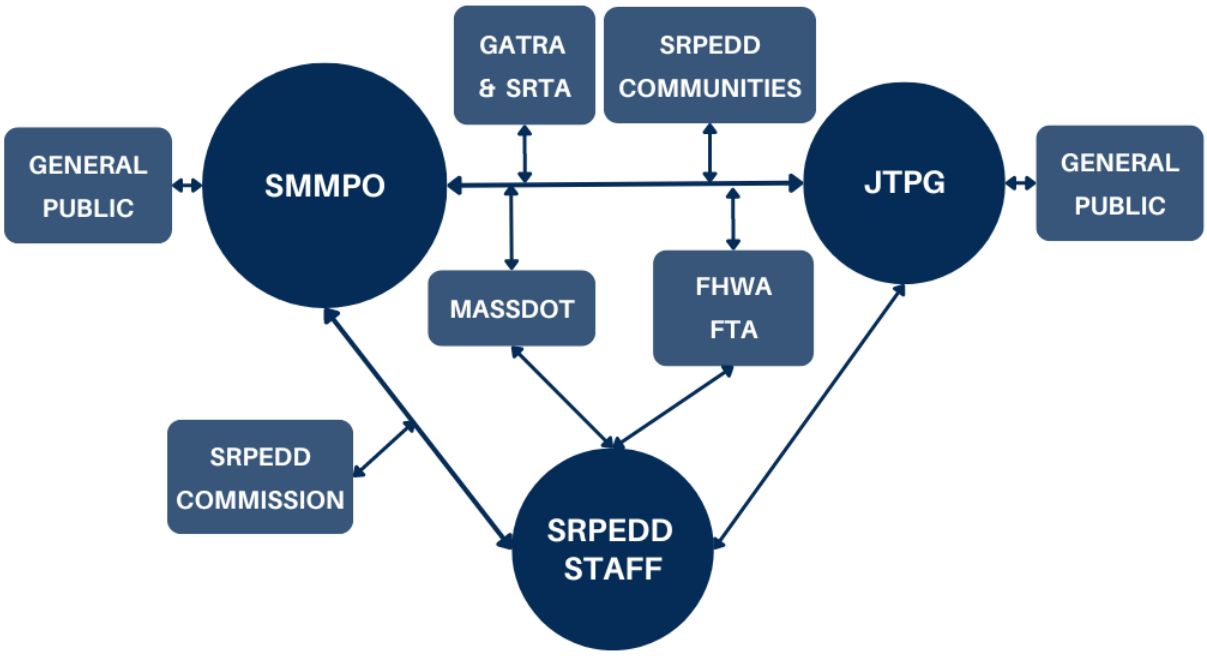


Figure 1: Relationships and Entities in the Transportation Planning Process

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/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 **2026 (October 1, 2025 to September 30, 2026)**. 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 **2027 (October 1, 2026 to September 30, 2027)**. 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 **2028 (October 1, 2027 to September 30, 2028)**.

FOURTH YEAR ELEMENT - Transportation projects proposed for construction/ implementation during federal fiscal year **2028 (October 1, 2028 to September 30, 2029)**.

FIFTH YEAR ELEMENT - Transportation projects proposed for construction/ implementation during federal fiscal year **2030 (October 1, 2029 to September 30, 2030)**.

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.

Infrastructure Investment and Jobs Act (IIJA)

With the passing of the Infrastructure and Investment Jobs Act (IIJA) enacted by the 117th United States Congress and signed into law on November 15, 2021, Massachusetts received a five-year apportionment that includes $5.4 billion in highway formula funds, $2.8 billion in transit formula funding, and over $110 billion in discretionary program funds.

Based upon an assumed obligation authority of 90% (five-year rolling average), for FY26-FY30 the increase in overall regional target funding is $150.7 million; and the increase in Southeastern Mass MPO target funding is $5.47 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 the IIJA 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 the IIJA 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 the IIJA 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 National Planning Factors.

The National Planning factors are ten planning factors that the Metropolitan Planning Organizations (MPO) is required to consider and advance 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;

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.

Performance Based Planning and Measures

Performance-Based Planning and Programming (PBPP) refers to the application of performance management principles within the planning and programming process of transportation agencies to achieve desired performance outcomes for the multimodal transportation system. States and MPOs must develop performance goals, guided by national goals that address key areas such as safety, infrastructure condition, congestion, system reliability, emissions, and freight movement. The performance-based approach to decision making supports the national goals and offers a greater level of transparency and accountability, with the overall aim of more efficient investments of Federal transportation funds.

Please see national goals listed below for additional details:

- SAFETY - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- INFRASTRUCTURE CONDITION - To maintain the highway infrastructure asset system in a state of good repair.
- CONGESTION REDUCTION - To achieve a significant reduction in congestion on the National Highway System.
- SYSTEM RELIABILITY - To improve the efficiency of the surface transportation system.
- 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.
- ENVIRONMENTAL SUSTAINABILITY - To enhance the performance of the transportation system while protecting and enhancing the natural environment.
- 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 RTAs 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 2024. CY 2025 targets were adopted by the SMMPO on January 21, 2025. 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.

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 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 SMMPO adopted a Vision Zero Resolution on March 18, 2025 which affirmed commitment to the Strategy Resolution adopted by the JTPG and sets a goal of reducing fatal and serious injury crashes by 35% by the year 2040 and increasing safe mobility for all road users, working towards the ultimate long-term goal of zero fatal and serious injury crashes.

The safety measures MassDOT has established for 2025, that the SMMPO has adopted, are described on the following pages.

Fatalities – Total Fatalities and Fatality Rate
Per Federal Highway Administration (FHWA) guidance, the calendar year (CY) 2025 5-year rolling average (2021-2025) target setting process began with a trend line projection based on the most recent available data. Due to higher rates of speeding caused by decreased vehicle miles traveled (VMT) amid pandemic shutdowns in 2020 and the lingering impacts in 2021 and 2022, roadway fatalities were increasing relative to previous years. However, Massachusetts began to see this trend reverse in 2023. As stated in the Infrastructure Investments and Jobs Act (IIJA), performance targets must demonstrate constant or improved performance. In addition, similar to last year, MassDOT also developed a 2023-2027 projection to forecast current trends further into the future.

To estimate 2024 fatalities, MassDOT compared data from 2015-2023 to the data available at the time of target setting in July 2024. On average, 55% of annual fatalities occurred between January 1 – July 30 of each year. Therefore, to estimate 2024 fatalities MassDOT divided the number to date by 55%. A 3% annual reduction in fatalities was then assumed to obtain an estimate for 2025, which brings the 2021-2025 5-year rolling average to 365. If this 3% decrease in annual fatalities continues, MassDOT projects the 2023-2027 5-year average to be 315.

As always, although numeric targets have been established following federal guidelines, MassDOT's overarching goal is zero deaths and this goal will be pursued by implementing strategies from the Strategic Highway Safety Plan (SHSP). The Massachusetts SHSP and Vulnerable Road User Safety Assessment were both updated and finalized in 2023. These strategies help provide details on how the state will drive down fatalities and serious injuries.

Fatality Rate: The fatality rate represents five-year average fatalities divided by five-year average VMTs. The COVID-19 pandemic greatly impacted VMT, causing fatality rates to spike in 2020 with significantly lower VMT and slightly higher fatalities. However, VMT in Massachusetts is returning to pre-pandemic levels and annual projections for 2024 are nearly in line with 2019, while 2025 projections are slightly higher. Consequently, the 5-year average fatality rate is estimated to be 0.58 fatalities per 100 million VMT for 2021-2025. If this trend continues, MassDOT projects a decrease to 0.48 fatalities per 100 million VMT for 2023-2027.

The SMMPO total fatalities five-year averages have remained steady over the last 4 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.

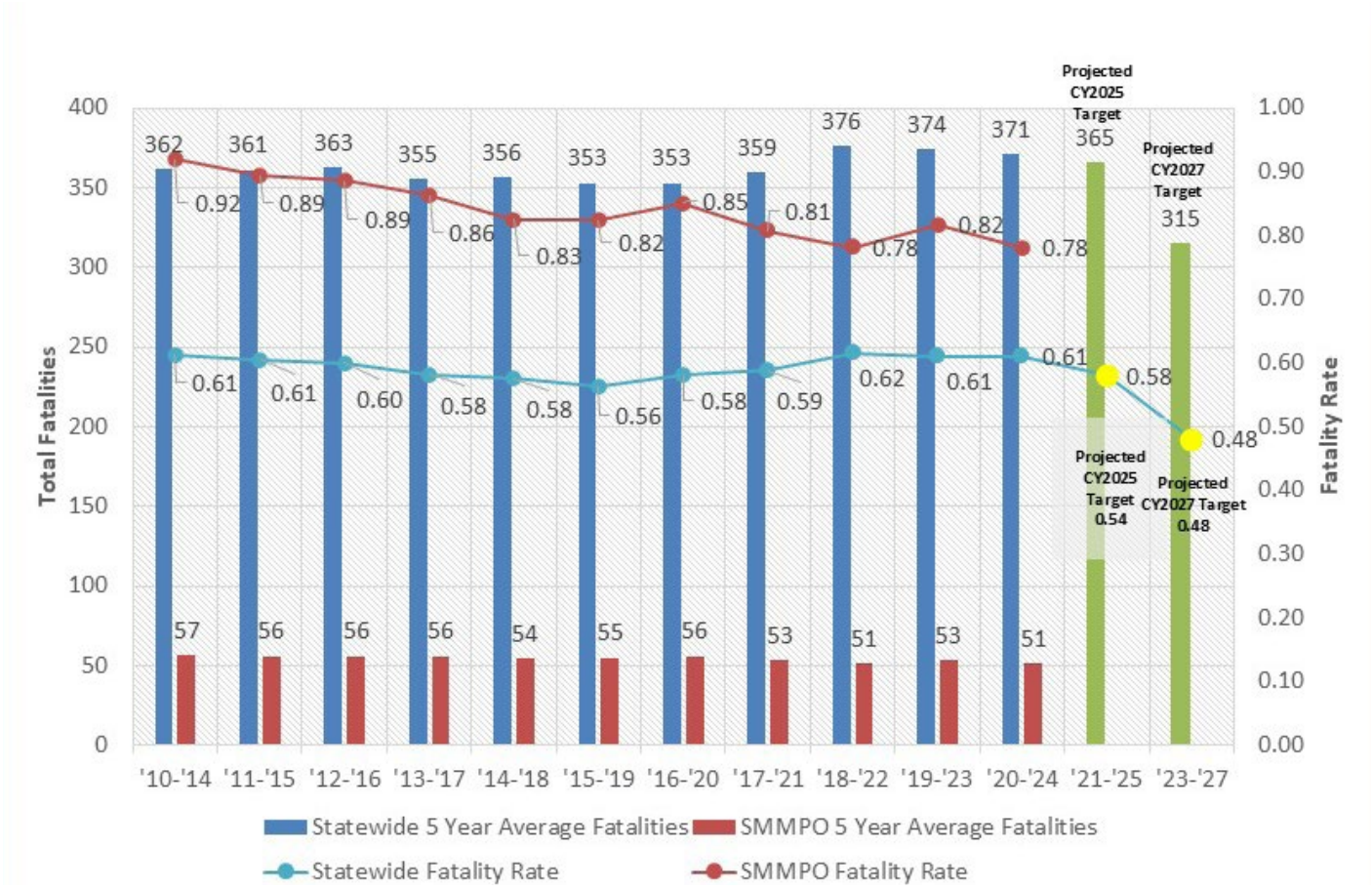


Figure 2: SMMPO vs. Statewide Five-Year Total Average Fatalities, Fatality Rates, and Statewide CY 2025 Targets

Serious Injuries – Total Serious Injuries and Serious Injury Rates

The target setting process began with a trend line projection based on the most recent available data. The 2022 and 2023 serious injury data were not finalized in the statewide crash system during this process, so it is possible these figures will change once that data becomes final.

Due to higher rates of speeding caused by decreased VMT amid pandemic shutdowns in 2020 and the lingering impacts in 2021 and 2022, serious injuries increased relative to previous years. However, Massachusetts began to see this trend reverse in 2023. To estimate 2024 serious injuries, MassDOT compared data from 2015-2023 to the data available at the time of target setting. 2024 serious injuries to date were divided by 55%, the average of serious injuries that occur between January 1 – July 30 each year. A 3% annual reduction in serious injuries was then assumed to obtain an estimate for 2025, which brings the 2021-2025 5-year rolling average to 2,622. If this 3% annual decrease continues, the 2023-2027 5-year average of serious injuries will be 2,258.

Serious Injuries Rate:
Similar to the fatality rate, the rate of serious injuries is trending toward pre-pandemic levels. Following the same methods to derive the 5-year average fatality rate, the 5-year average serious injuries rate is estimated to be 4.17 serious injuries per 100 million VMT for 2021-2025. If this trend continues, MassDOT projects a decrease to 3.48 serious injuries per 100 million VMT for 2023-2027.

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 regionally that has continued through the 202-2024 reporting period. See Figure 3 for the SMMPO vs. statewide comparison of the trend for this performance measure.

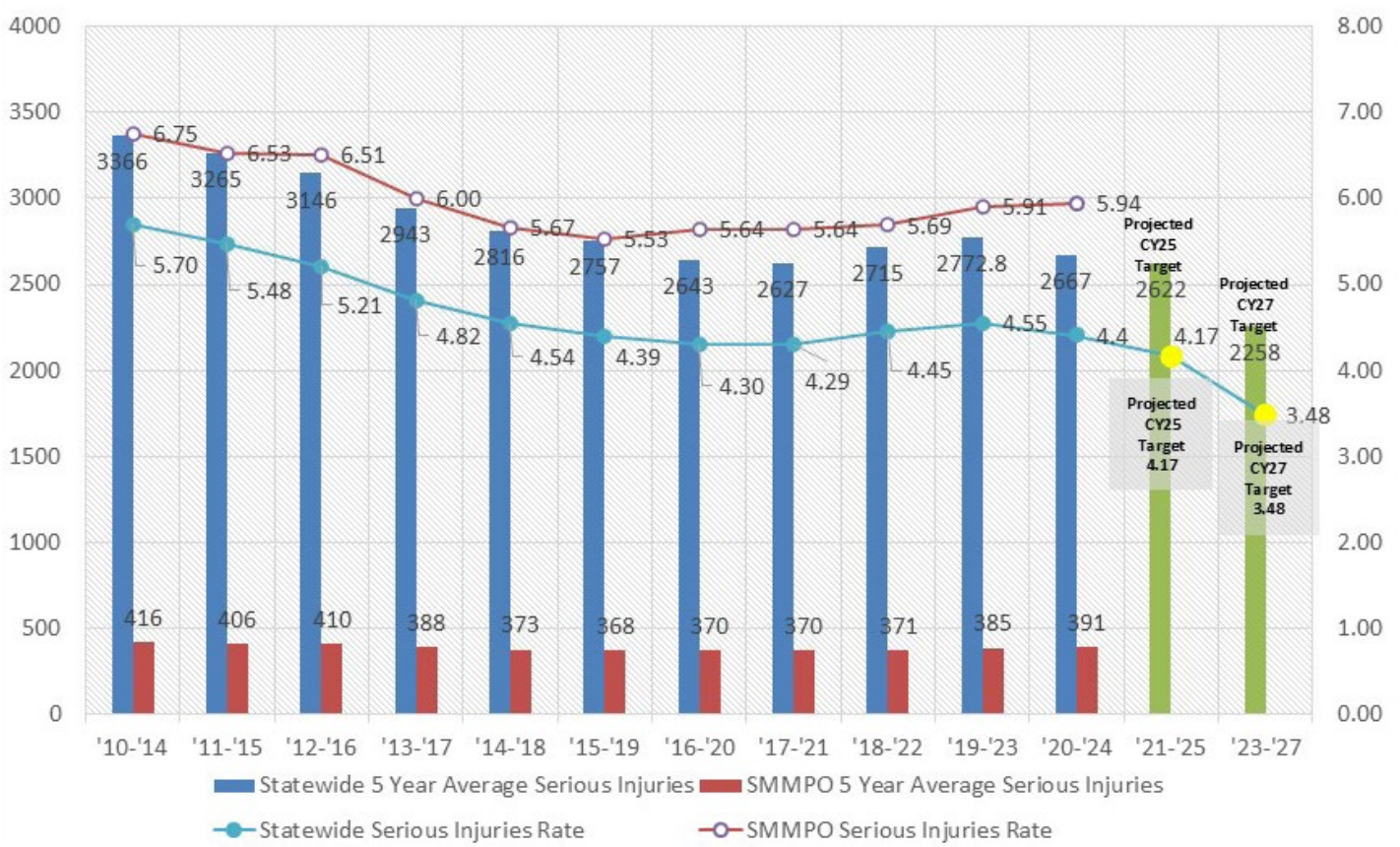


Figure 3: SMMPO vs. Statewide 5-Year Total Average Serious Injuries, Serious Injury Rates, and Statewide CY2023 Targets

Total Number of Non-Motorized Fatalities and Serious Injuries

The number of non-motorized fatalities and serious injuries has fluctuated greatly in recent years. Non-motorist fatalities, specifically, increased through 2022 and then decreased rapidly, while serious injuries appear to have peaked in 2023 and show signs of decreasing in 2024. On average, 54% of annual non-motorist fatalities and serious injuries occur between January 1 – July 30. Therefore, to estimate 2024 fatalities MassDOT divided the number to date by 54%. Based on the state's increased work and emphasis to protect vulnerable road users, a 5% annual reduction in non-motorized fatalities and serious injuries was then assumed to obtain an estimate for 2025, which brings the 2021-2025 5-year rolling average to 497. If this 5% annual decrease continues, MassDOT projects the 2023-2027 5-year average to be 445.

The SMMPO regional trends for non motorist crashes have increased incrementally over the last five reporting periods. See Figure 4 for an MPO vs. statewide comparison of the trend for this performance measure.

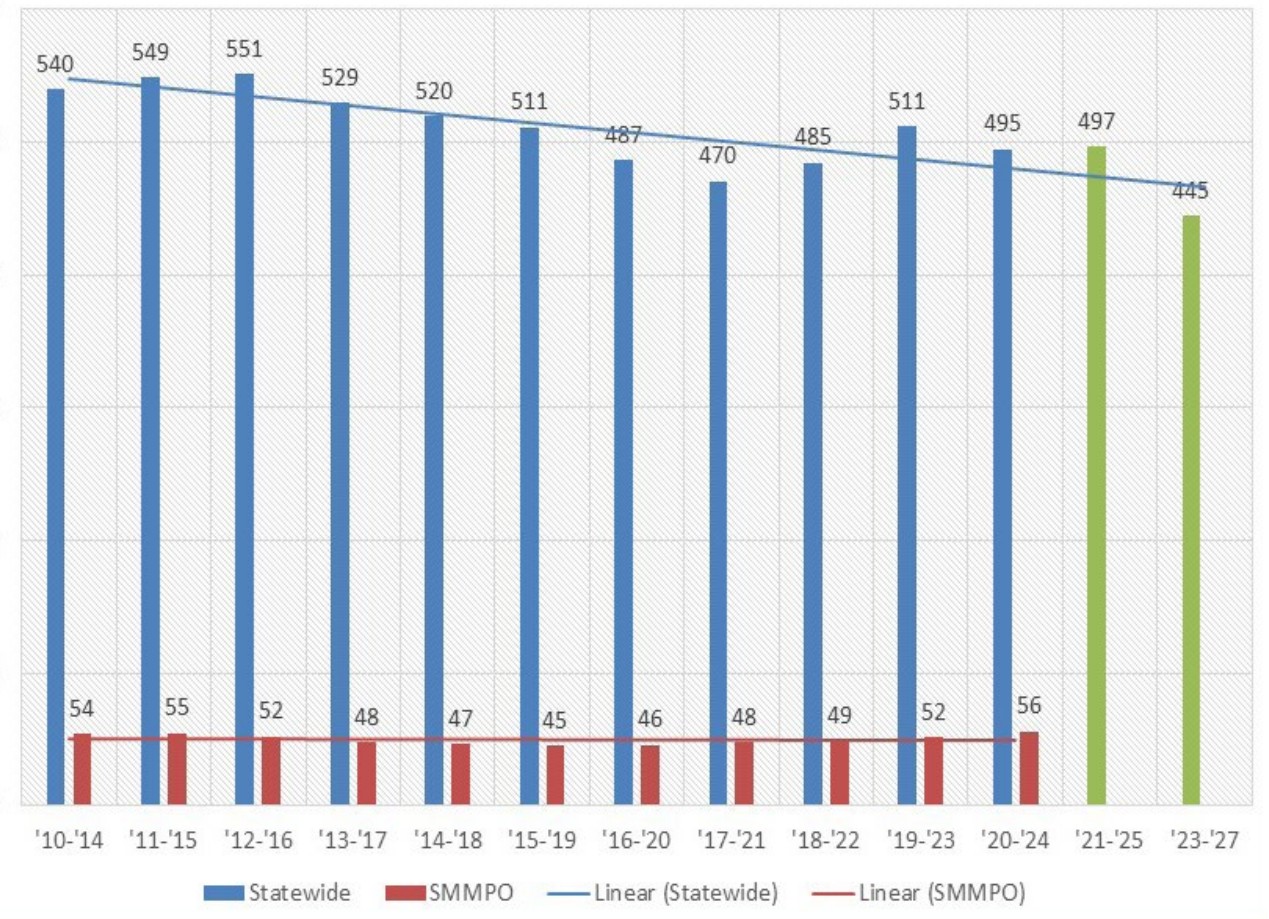


Figure 4: SMMPO vs. Statewide Combined Cyclist and Pedestrian Fatalities and Serious Injuries 5-Year Averages with CY2024 and CY2026 Targets

Note: The fatality and serious injury data contained here was developed to align with the data included in MassDOT's annual Highway Safety Improvement Program (HSIP) report. As such, historical data may be different from what was reported in prior years.

The targets were developed in coordination with the Executive Office of Public Safety and Security (EOPSS), the Highway Safety Division (HSD), and other sections within MassDOT. Although MassDOT emphasizes that the state's goal is zero fatalities and serious injuries, the state targets presented here are not "goals" but realistic targets considering the events of the last 4+ years. The Secretary of Transportation and Highway Division Administrator for MassDOT approved the targets recognizing that MassDOT must demonstrate short term incremental steps in order to achieve the Commonwealth's goal.

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 16, 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. The target percentage of travel 4 year target (2026) was adjusted in 2024 to account for updated data and adjusting for COVID-19 trends.

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%	42.6% (adjusted 2024)
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 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 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%		35%	30%
	Minibus							10%	10%
	Van	37%	32%	52%	62%	68%	25%	10%	10%
Equipment									
Age - % of Vehicles that have met or exceeded their Useful Life Benchmark (ULB)	Non-Revenue / Service Automobiles						50%	100%	67%
	Trucks and other Rubber Tire Vehicles						25%	50%	25%
Facilities									
Condition - % of facilities with a condition rating below 3.0 on the FTA Term Scale	Administrative / Passenger Facility	0%	0%	0%	0%	0%	0%	0%	0%
	Maintenance Facility	0%	0%	0%	0%	0%	0%	100%	100%

The lower the percentage, the closer an agency is to attaining a State of Good Repair (SGR). SGR is defined as the condition in which a capital asset is able to operate at a full level of performance. Condition assessments were performed on all assets inventoried and compared against the defined Useful Life Benchmark (ULB) for each asset. FTA defines ULB 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	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 2026-2030.

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

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 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.

All projects must be initiated through the Massachusetts Project Intake Tool (MaPIT). MaPIT is a web-based application designed to help municipal proponents map, create, and initiate transportation projects, while screening against all relevant in-house GIS resources. A GeoDOT account is required to use MaPIT. A GeoDOT account request as well as 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 (PCR). 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, wetlands, wildlife habitats, culverts, transit routes, freight corridors, Title VI areas, etc. 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.

After a Project Need has been approved, the applicant/community will receive an email with access to complete the second step of the process, which is the Project Initiation OR Scope/Proposal. Using MaPIT, project proponent works with MassDOT District 5 to define project scope, costs, timeline, impacts and responsibilities. This 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; environmental impacts; and policy support.

An approved Project Need and Project Scope (confirm word) is necessary to gain PRC approval. Following the PRC review, one of the following determinations will be made:

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

Following approval by the PRC a number of steps subsequently follow:

1. 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 and includes appropriate attachments.
2. 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.
3. The staff of the SMMPO is notified of the project's status and is placed on the future element list of the TIP for programming consideration.
4. Prior to construction, MassDOT will notify the proponent (via email) as well as, forward a copy of a municipal agreement. This agreement 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. This agreement must be signed by the municipality.

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 hybrid public meetings of the Joint Transportation Planning Group held on February 12, 2025, March 12, 2025, & April 9, 2025, held at the SRPEDD Office and via Zoom. These meetings were advertised and posted through individual municipal websites and SRPEDD's website consistent with open meeting laws.

The preliminary draft TIP was approved for public review and comment by the SMMPO on April 15, 2025, via a Virtual Meeting using Zoom. The final draft TIP had an advertised minimum 21-day public comment period from April 15, 2025, to May 20, 2025. 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 1,2025, via Zoom Virtual Meeting. The SMMPO met on May 20, 2025, via Zoom to consider and endorse the TIP. See Table 8 for Public Comments received during the development of the draft FFY2026-2030 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: FFY2026-2030 TIP Development Public Comments

Date	Meeting (If Applicable)	Comment Type	Commenter	Comment	Response
3/7/2025	N/A	Email	Dan McCormack, PE Beta Group/City of Attleboro	Dan McCormack, PE, requested information regarding the listed design status of the project in JTPG meeting materials on behalf of the City of Attleboro.	SMMPO staff supplied the requested information.
3/10/2025	N/A	Email	Mayor Cathleen DeSimone, City of Attleboro	Mayor Simone emphasized the importance of the Corridor Improvements on Route 123, from Lathrop Road to Thatcher Street project to the City of Attleboro.	SMMPO staff replied that the importance of the project would be noted in the development of the FFY2026-2030 TIP and encouraged participation in upcoming JTPG and SMMPO meetings.
3/12/2025	JTPG	Verbal	Micheal Tyler, City of Attleboro	Mr. Tyler advocated for the use of evaluation criteria scores to select scenarios, and referenced a high-scoring project in Attleboro that serves a low-income, elderly neighborhood and three schools. The project addresses safety concerns on a hazardous stretch of Route 123.	
3/12/2025	JTPG	Verbal	Jim Hartnett, Town of Westport	Mr. Hartnett discussed caution when using evaluation criteria scoring and advocated for leaving the Westport Route 177 at Roberts/Tickle Road project in 2026, for which the town has made significant investments in the design. He also raised concerns about the cost and impact of requiring shared-use paths and bike lanes in every project. While supportive of bike infrastructure, they pointed out that in this case, the shared-use path would not connect to an existing network, yet it adds significant costs, requires land takings, and may involve wetlands filling and Army Corps approvals. They suggested that the group reconsider a blanket requirement for shared-use paths and bike lanes in future projects, advocating instead for a more case-by-case approach	
3/12/2025	JTPG	Vote	JTPG Members	The members of the JTPG voted to recommend Scenario 2 as presented to the SMMPO	
3/14/2025	N/A	Letter	Sandy Medeiros, President, South Coast Bikeway Alliance	The South Coast Bikeway Alliance sent a letter detailing concerns with funding for bicycle and pedestrian infrastructure at the federal level to the Massachusetts Secretary of Transportation. The letter specifically referenced the Marion Pathway project programmed in FY2026.	
3/16/2025	SMMPO	Vote	SMMPO Members	The members of the SMMPO voted to select Scenario 2 as presented.	
4/9/2025	JTPG	Vote	JTPG Members	The members of the JTPG voted to recommend that the SMMPO release the draft FFY2026-2030 TIP for a public comment period.	
4/9/2025	JTPG	Verbal	Robert Price	Mr. Price inquired about the status of the Marion Pathway Project (FY2026) as it was not showing in the draft TIP. He also inquired about the potential placement of the Mattapoisett Phase 2 Path Project on the TIP.	Ms. Jones replied that staff had recently discovered that a table had been cut off in the version that had been sent out to the SMMPO and that an updated version with the table intact was available online and would be sent to the SMMPO after the meeting. She also replied that staff was aware of the Mattapoisett project and that the designer for the project had been working with MassDOT to get PRC approval. She explained that projects can not be programmed onto the TIP without a project number, which is received after PRC approval.
4/15/2025	SMMPO	Vote	SMMPO Members	The members of the SMMPO voted to release the draft FFY2026-2030 TIP for a 21 day public comment period.	
5/1/2025	TIP Public Meeting			No Comments Received	

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 Managers, Economic Development personnel, Public Safety (police, fire emergency management), SRPEDD Commissioners, Community Groups, At-Large Commissioners, Safe Routes to School, GATRA, SRTA, the MBTA, Federal Highway, the Federal Transit Authority, the MassDOT Office of Transportation Planning and MassDOT District 5 staff on all phases of projects including project development and programming. 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, the South Coast Bikeway Alliance (includes members from: Swansea, Somerset, Fall River, Westport, Dartmouth, New Bedford, Fairhaven, Mattapoisett, Marion & Wareham), Taunton Pathways, Dighton Trails Committee, and the town of Somerset for the Taunton River Trail, the 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 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 has requested project schedules to aid in programming projects. 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.

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 J.

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 & Adaptability – positive / negative environmental impacts.

Projects that address safety problems generally rank 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 2026-2030; 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	Project	COMMUNITY IMPACT & SUPPORT (14 Total Points)	MAINTENANCE & INFRASTRUCTURE (13 Points Total)	SAFETY & SECURITY (25 Points Total)	MOBILITY / CONGESTION (20 Points Total)	LIVABILITY / SUSTAINABLE DEVELOPMENT (14 Points Total)	ENVIRONMENTAL & RESILIENCY (14 Points Total)	Criteria Total (100 Points Total)
2025 & 2026 (AC)	606715	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
2026	610647	WAREHAM - CORRIDOR IMPROVEMENTS ON ROUTE 6 AT SWIFTS BEACH ROAD	8	13	19	7	12	10	68
2026	607871	CORRIDOR IMPROVEMENTS ON ROUTE 6, FROM FAUNCE CORNER ROAD TO HATHAWAY ROAD (Formerly Tucker Road Relocation)	5	13	21	11	11	7	71
2027	609193	NORTON - INTERSECTION IMPROVEMENTS AT WEST MAIN STREET (ROUTE 123), NORTH WORCESTER STREET AND SOUTH WORCESTER STREET	5	7	8	8	12	3	43
2027	610927	WESTPORT - INTERSECTION IMPROVEMENTS AT ROUTE 177 AND ROBERTS ROAD/TICKLE ROAD	3	4	4	5	8	2	26
2027	608750	PLAINVILLE - RECONSTRUCTION OF SOUTH STREET (ROUTE 1A), FROM SHARLENE LANE TO EVERETT STREET AND RELATED WORK	6	13	19	10	14	6	68
2027	612268	MANSFIELD- CHAUNCY STREET (ROUTE 106) IMPROVEMENTS (PHASE 2)	5	12	19	12	12	6	66
2028 & 2029 (AC)	608530	MIDDLEBOROUGH - RECONSTRUCTION AND RELATED WORK ON WAREHAM STREET AND WOOD STREET	10	13	17	7	11	3	61
2028-2030 (AC)	607440	MATTAPOISETT - CORRIDOR IMPROVEMENTS AND RELATED WORK ON MAIN STREET, WATER STREET, BEACON STREET, AND MARION ROAD	3	11	0	4	10	10	38
2028	610798	NEW BEDFORD - INTERSECTION IMPROVEMENTS AT MOUNT PLEASANT AND NASH ROAD	11	4	16	11	13	3	58
2028	612672	NEW BEDFORD- CORRIDOR IMPROVEMENTS ON TARKILN HILL ROAD AND ASHLEY BOULEVARD	8	10	16	8	13	2	57
2029	613095	ATTLEBORO- CORRIDOR IMPROVEMENTS ON ROUTE 123, FROM LATHROP ROAD TO THACHER STREET	8	8	19	7	14	5	61
2030	613257	TAUNTON- INTERSECTION IMPROVEMENTS AT WINTHROP STREET (ROUTE 44) AND HIGHLAND STREET	5	7	10	7	8	5	42
2030	607825	WAREHAM- SHARED USE PATH CONSTRUCTION ADJACENT TO NARROWS ROAD AND MINOT AVENUE	11	10	7	6	13	2	49
2030	608586	DARTMOUTH - CORRIDOR IMPROVEMENTS ON DARTMOUTH STREET AND PROSPECT STREET	4	8	3	3	13	3	34
2030	610669	DARTMOUTH - CROSS ROAD CORRIDOR IMPROVEMENTS	4	11	16	7	11	3	52
2030	612604	NEW BEDFORD - CORRIDOR IMPROVEMENTS ON COUNTY STREET, FROM UNION STREET TO KEMPTON STREET	8	13	9	6	11	2	49

Table 10: Regional Target Projects Relationship

TIP Year	Project Description	Long Range Transportation Plan	Regional or State Modal Plan	Corridor Study	MPO Technical Assistance	Other (Please Specify)	Project's Relationship to Performance Measures / Other Regional Goals
2025 & 2026 (AC)	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 Identified in 2024 LRTP Public Survey Comments as requiring pavement Maintenace and desiring bicycle/pedestrian facilities	2019 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
2026	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
2026	DARTMOUTH-CORRIDOR IMPROVEMENTS ON ROUTE 6, FROM FAUNCE CORNER ROAD TO HATHAWAY ROAD	Yes, Identified as Congestion Intersections in 2020 LRTP Top 100 Most Dangerous Locations in 2024 LRTP State Rd (Rte 6) and Faunce Corner/Old Westport Rd (#22) 2018-2022 and Town identified Congested Location	Identified in Regional Pedestrian Plan as Priority Sidewalk Locations	Faunce Corner Road/ Route 6 Congestion Study (October 2007) Route 6 By Pass Study (June 1995)		RSA (March 2015) State Road (Route 6) Corridor (Prepared by McMahon for MassDOT)	SMMPO Performance Measures • 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
2027	NORTON- INTERSECTION IMPROVEMENTS AT WEST MAIN STREET (ROUTE 123), NORTH WORCESTER STREET AND SOUTH WORCESTER STREET	Yes, Identified as Congestion Projects Awaiting Action in 2020 LRTP Identified in 2024 LRTP as Area with Hgih Number of Lane Departure Crashes North Worcester Street 2018-2022 South Worcester Street 2018-2022	Identified in 2019 and 2023 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	WESTPORT- INTERSECTION IMPROVEMENTS AT ROUTE 177 AND ROBERTS ROAD/ TICKLE ROAD	Consistent with LRTP goals	Included in 2019 Regional Bicycle Plan as segment of South Coast Bikeway 2023 Regional Bicycle Plan identifies Route 177 identified as a bicycle network gap	Route 177 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

Table 10: Regional Target Projects Relationship

TIP Year	Project Description	Long Range Transportation Plan	Regional or State Modal Plan	Corridor Study	MPO Technical Assistance	Other (Please Specify)	Project's Relationship to Performance Measures / Other Regional Goals
2027	PLAINVILLE- RECONSTRUCTION OF SOUTH STREET (ROUTE 1A), FROM SHARLENE LANE TO EVERETT STREET AND RELATED WORK	Yes, Identified in 2020 and 2024 LRTP Top 100 Most Dangerous Locations South St and E/W Bacon Street (#88) 2014-2016 Area with High Number of Lane Departure Crashes South Street 2018-2022	2023 Regional Bicycle Plan identifies South St as a potential detour for Ten Mile River Trail			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
2027	MANSFIELD- CHAUNCY STREET (ROUTE 106) IMPROVEMENTS (PHASE 2)	Yes, Identified in 2020 and 2024 LRTP as Congestion Corridor and Top 100 Most Dangerous Locations Chauncy St and N. Main St (#16) 2014-2016, (#90) 2017-2019, and (#34) 2018-2022 & Chauncy St and Copeland Dr (#17) 2014-2016 , (#21) 2017-2019, and (#20) 2018-2022	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.
2028 & 2029 (AC)	MIDDLEBOROUGH- RECONSTRUCTION AND RELATED WORK ON WAREHAM STREET AND WOOD STREET	Consistent with LRTP goals	Included in **2019 Regional Bicycle Plan** as recommended bicycle connection 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 Pavement Performance Measures (PM2)** • Project improves pavement conditions in corridor **Reliability, Congestion & Emissions Performance Measures (PM3)** • Intersection improvements provides facilities for alternate modes of travel

Table 10: Regional Target Projects Relationship

TIP Year	Project Description	Long Range Transportation Plan	Regional or State Modal Plan	Corridor Study	MPO Technical Assistance	Other (Please Specify)	Project's Relationship to Performance Measures / Other Regional Goals
2028 - 2030 (AC)	MATTAPOISETT- CORRIDOR IMPROVEMENTS AND RELATED WORK ON MAIN STREET, WATER STREET, BEACON STREET AND MARION ROAD	Yes, Identified in 2024 LRTP as Town Identified Congetion Area (Main St and Water St)					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
2028	NEW BEDFORD- CORRIDOR IMPROVEMENTS ON TARKILN HILL ROAD AND ASHLEY BOULEVARD	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 efficiency 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
2028	NEW BEDFORD- INTERSECTION IMPROVEMENTS AT MOUNT PLEASANT STREET AND NASH ROAD	Yes, Identified in 2020 and 2024 LRTP as Congestion Intersection and Top 100 Most Dangerous Intersections Mount Pleasant St. and Nash Rd. (#57) 2014-2016, 2017-2019, (#64) 2018-2022	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
2029	ATTLEBORO- CORRIDOR IMPROVEMENTS ON ROUTE 123, FROM LATHROP ROAD TO THACHER STREET	Consistent with LRTP goals	Route 123 included in 2023 Regional Bicycle Plan as a major barrier to bicycle transportation	Route 1/1A/123, Attleboro Safety Study (September 1998)		RSA (August 2019) South Avenue (Route 123) at I-95 Northbound Ramps and Lathrop Road (Prepared by McMahon Associates 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

Table 10: Regional Target Projects Relationship

TIP Year	Project Description	Long Range Transportation Plan	Regional or State Modal Plan	Corridor Study	MPO Technical Assistance	Other (Please Specify)	Project's Relationship to Performance Measures / Other Regional Goals
2030	DARTMOUTH - CROSS ROAD CORRIDOR IMPROVEMENTS	**Yes,** Identified in **2024 LRTP** as Top 100 Most Dangerous Intersections Faunce Corner Rd and Cross Rd (#99) 2018-2022	Identified in **2019 Regional Bicycle Plan** as recemented bicycle connection for Southcoast Bikeway Identified in **Top 100 Most Dangerous Intersections in Southeastern Massachusetts** Faunce Corner Road/Cross Road (#71) 2017-2019	**Faunce Corner Road/Route 6 Congestion Study** (October 2007) **Westport & Dartmouth Route 6 Corridor Study** (September 2022)		**RSA** September 2016 Route 6 at Cross Road (Prepared by Vanasse & Associates for MassDOT)	**SMMPO Performance Measures** • Safety: Improves safety conditions for pedestrians and cyclists • Infrastructure Condition: Rehabilitates infrastructure conditions • System Reliability: Improves the efficiency of the transportation system for all users while promoting transit, bicycling, and pedestrian alternatives **Safety Performance Measures (PM1)** • Improvements to existing facilities for pedestrians and cyclists **Bridge and Pavement Performance Measures (PM2)** • Project improves pavement conditions in corridor
2030	WAREHAM- SHARED USE PATH CONSTRUCTION ADJACENT TO NARROWS ROAD AND MINOT AVENUE	**Yes,** Identified in **2024 LRTP** as segment of Proposed South Coast Bikeway Bicycle (Wareham Pathway Phase II) & Area with High Number of Lane Departure Crashes Minot Ave 2018-2022	Identified in **2019 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 occupancy 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
2030	DARTMOUTH- CORRIDOR IMPROVEMENTS ON DARTMOUTH STREET AND PROSPECT STREET	Yes, Identified in 2024 LRTP as Area with High Number of Lane Departure Crashes Darmouth Street 2018-2022 Public Survey Comments noted Dartmouth St as needing sidewalk provision and improvement					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

Table 10: Regional Target Projects Relationship

TIP Year	Project Description	Long Range Transportation Plan	Regional or State Modal Plan	Corridor Study	MPO Technical Assistance	Other (Please Specify)	Project's Relationship to Performance Measures / Other Regional Goals
2030	NEW BEDFORD- CORRIDOR IMPROVEMENTS ON COUNTY STREET, FROM UNION STREET TO KEMPTON STREET	Yes, Identified in 2020 LRTP as Top 100 Most Dangerous Location County Street/Mill Street (#80), County Street identified as Bicycle Crash Corridor 2010-2012, Union Street identified as Bicycle Crash Corridor 2010-2012 Identified in 2024 LRTP as Top 100 Most Dangerous Location County St and Union St (#63) 2018-2022	Identified in 2019 Regional Bicycle Plan as Top Bicycle Crash Corridor 2014-2016 Identified in Top 100 Most Dangerous Intersections in Southeastern Massachusetts County Street at Kempton Street (#27) 2017-2019 Identified in Top 100 Most Dangerous Intersections in Southeastern Massachusetts County Street at Union Street (#43) 2017-2019			RSA (March 22, 2017) County Street (Prepared by CDM Smith on behalf of the City of New Bedford for MassDOT)	SMMPO Performance Measures • Safety: Several intersections on corridor identified as high crash locations for improvement • Infrastructure Condition: Project proposes improvements and resurfacing for current infrastructure • System Reliability: Project proposes improvements to the efficiency of the transportation system for all users while promoting transit, bicycling, and pedestrian alternatives Safety Performance Measures (PM1) • Improvements intended to address safety on entire corridor Bridge and Pavement Performance Measures (PM2) • Project improves pavement conditions in corridor Reliability, Congestion & Emissions Performance Measures (PM3) • Intersection improvements provides facilities for alternate modes of travel
2030	TAUNTON- INTERSECTION IMPROVEMENTS AT WINTHROP STREET (ROUTE 44) AND HIGHLAND STREET	Yes, Identified in 2024 LRTP as reducing GHG Impact, Highland Avenue identified as area with high rate of lane departure crashes				RSA (June 2024) Winthrop Street (Route 44) at Highland Street (prepared by BETA Group 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 • Congestion Reduction: Reduce traffic congestion and improve LOS and access management • 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 • Roadway noted as area that experiences high number of lane departure crashes 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 K 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 31-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 31-member communities. Figure 5 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 construction of the East Wareham Maintenance Facility and replacment of the Attleboro Train Station roof. Transit planning funds will assist with numerous services and tasks such as: service analysis, continued implementation of 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 6 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.

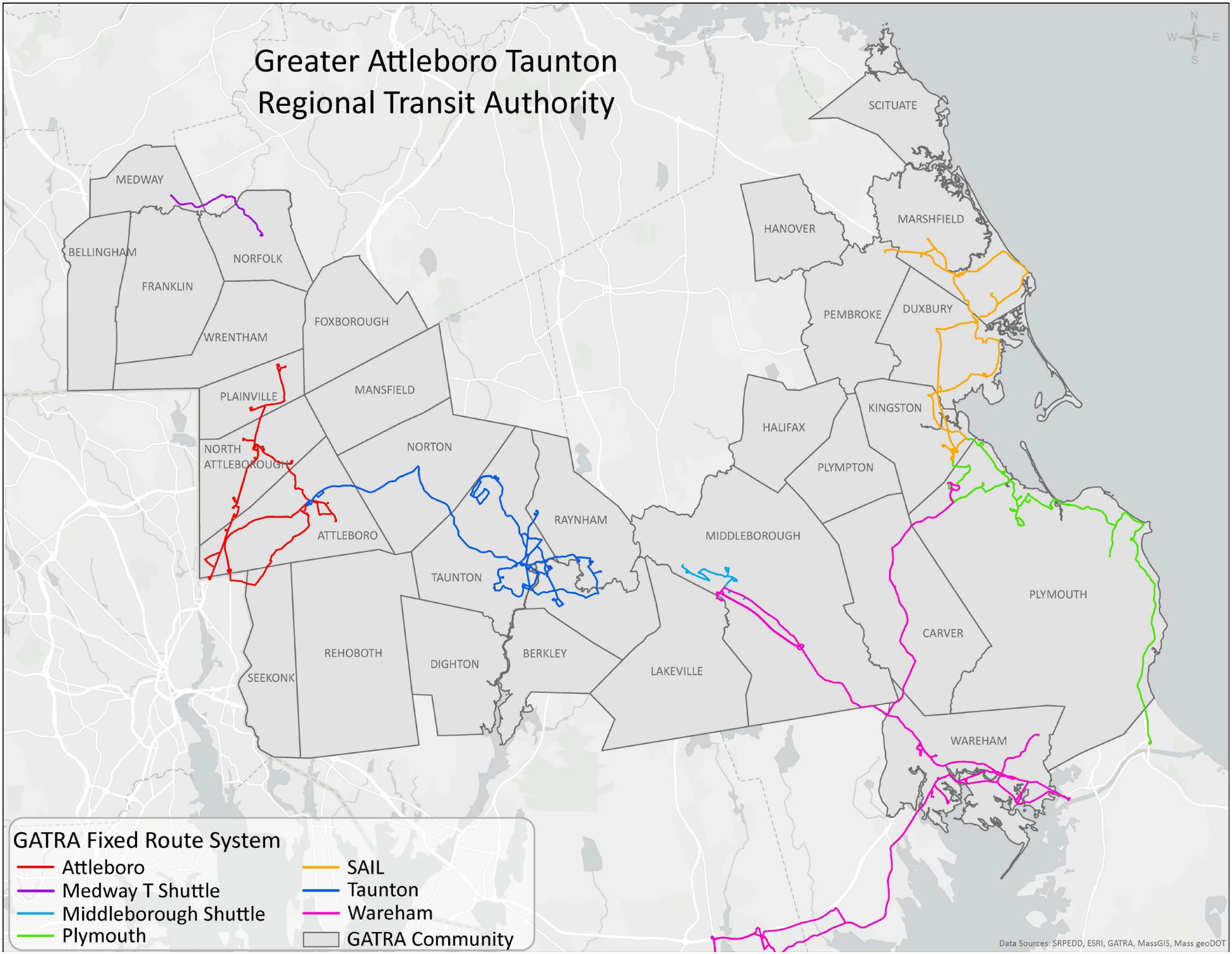


Figure 5: GATRA Service Area and Routes

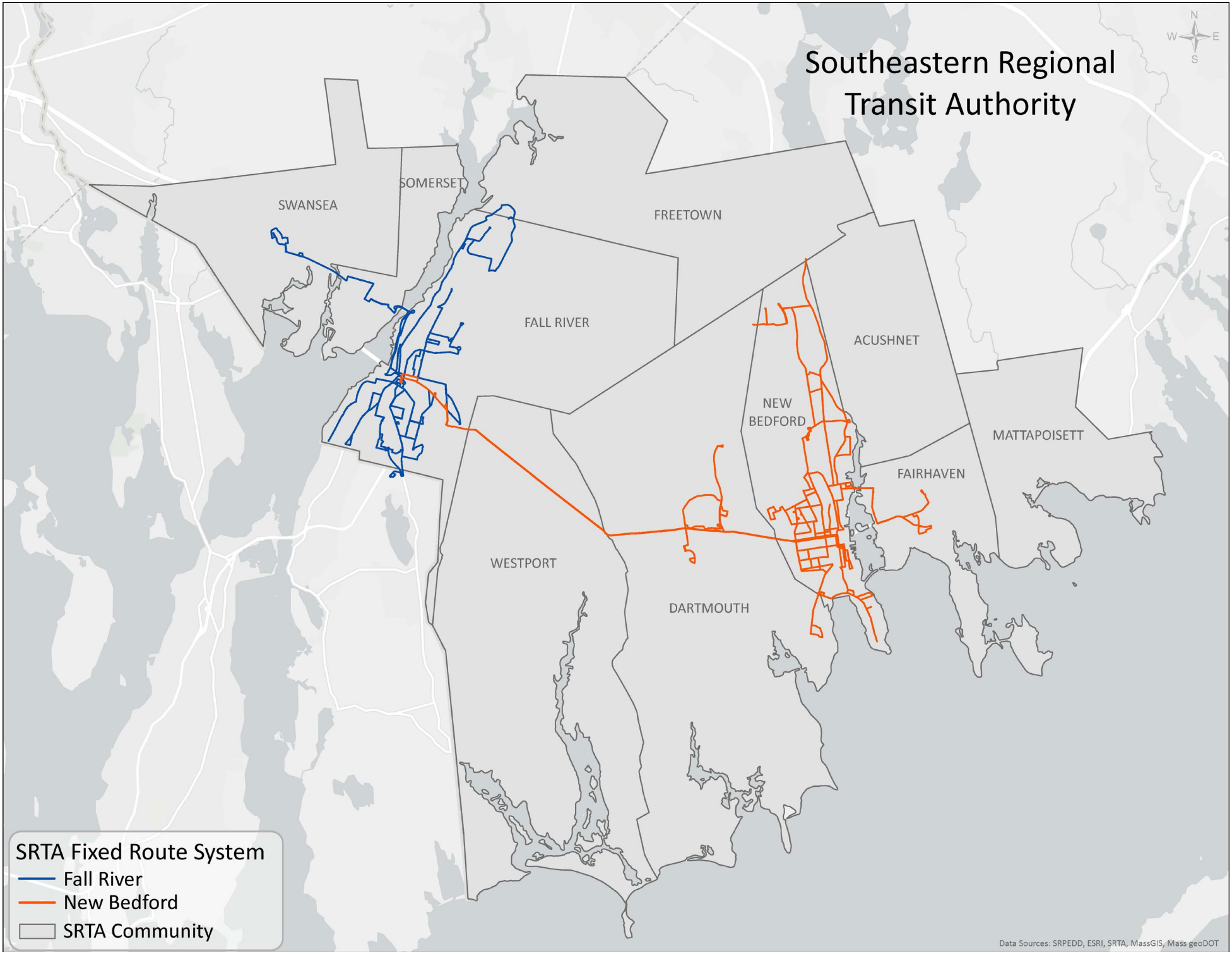


Figure 6: SRTA Service Area and Routes

TIP Project Funding Distribution Analysis

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 of the Civil Rights Act of 1964 prohibits discrimination based upon race, color, and national origin. Specifically, 42 U.S.C. 2000d states that "No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance." In addition to Title VI, there are other Nondiscrimination statutes that afford legal protection. These statutes include the following: Section 162 (a) of the Federal-Aid Highway Act of 1973 (23 U.S.C. 324), Age Discrimination Act of 1975, and Section 504 of the Rehabilitation Act of 1973/ Americans with Disabilities Act (ADA) of 1990. ADA specifies that programs and activities funded with Federal dollars are prohibited from discrimination based on disability.

The planning regulations, at 23 CFR 450.316(a)(1)(vii), require that MPOs seek out and consider the needs of those "traditionally underserved" by existing transportation systems, such as low-income and/or minority households.

Although the SMMPO does not make decisions that initiate projects, our efforts guide and inform the process. We encourage communities and transit agencies to pursue projects that are identified as needs through the Regional Transportation Plan as well as the Coordinated Human Services Transportation Plan (CHST). We provide support to our communities as requested during the project development/TIP process including, but not limited to, data collection and analysis, public outreach, and assistance using the MaPIT tool. Our Transportation Evaluation Criteria supports projects that conduct public outreach and are located in underserved neighborhoods and communities. The SMMPO routinely maps and considers minority, low-income, Limited English Proficiency (LEP), age 65 and over, disability, and households with no vehicle available populations in its transportation planning and analyses.

Methodology

The funding distribution analysis considers projects programmed with regional target funds in the SMMPO's TIP for FFY 2026-2030 in relation to historically underserved populations. Underserved populations include the following and are categorized as such:

- Minority – Individuals who identify as non-white, including Hispanic or Latino of any race.
- Low Income – Block group whose annual median household income is equal to or less than 65% of the statewide median.
- Limited English Proficiency – Households having no one over the age of 14 who speaks English only or very well.
- Age – Individuals aged 65 and older.
- Disability – Households with one or more person with a disability.
- Vehicle Ownership – Households with no vehicle available.

These variables are identified and mapped if they exceed the SMMPO's regional average for that population, or in the case of low income, have a median household income less than 65% of the statewide median. In addition, dot density symbology is overlayed to provide a better visual of where these underserved populations are located. These two distinct methods are used as to not unintentionally eliminate any underserved population that has not exceeded the threshold but is still serviced or impacted.

The impacts of TIP projects often extend beyond their immediate neighborhoods. To account for underserved populations that could be affected outside of the immediate TIP project location, a half-mile buffer zone was created around each project. If a project or buffer zone was located within an area identified as having an underserved population the project was identified as such.

The SMMPO uses this methodology to determine whether projects were distributed in a fair manner throughout the region and to what degree. Table 11 lists the details of each variable as well as the regional average for each population.

Table 11: Variable Details and Source

Variable	Unit of Analysis	Total Population / Households	Underserved Population	SRPEDD Regional Average	**Data Source** ACS 5-year 2022 Block Groups
Race and Ethnicity	Person	649,761	133,719	20.6%	Table B03002
Income	Block Group	N/A	N/A	$62,728*	Table B19013
Limited English Proficiency (LEP)	Household	260,908	13,370	5.1%	Table C16002
Disability	Household	260,908	75,454	28.9%	Table B22010
No Vehicle	Household	260,908	23,433	9.0%	Table B25044
Age 65+	Person	649,761	116,722	18.0%	Table B01001

* Block group whose annual median household income is equal to or less than 65% of the 2022 statewide median income of $96,505. Sixty-five percent of $96,505 equals $62,728.

FFY2026-2030 TIP Analysis

The geographical distribution of the FFY 2026-2030 TIP projects were mapped with underserved population thresholds and density. If a project or associated buffer area was located within an area identified as having a population of concern above the SMMPO's regional average or by dot density, the project was viewed as serving or impacting an underserved population. This analysis was performed for each of the seventeen projects to assess the possible benefits and/or burdens. Projects programmed in FFY's 2026-2030 TIP are displayed in Table 12.

Table 12: SMMPO FFY 2026-2030 TIP Projects by TIP Year

TIP Year	MassDOT ID #	Municipality	Description
2025/ 2026	606715	Lakeville	Reconstruction and related work on Rhode Island Road (Route 79), from the Taunton city line to Clear Pond Road
2026	607871	Dartmouth	Corridor improvements on Route 6, from Faunce Corner Road to Hathaway Road
2026	610647	Wareham	Corridor improvements on Route 6 at Swifts Beach Road
2027	609193	Norton	Intersection improvements at West Main Street (Route 123), North Worcester Street and South Worcester Street
2027	610927	Westport	Intersection improvements at Route 177 and Roberts Road/ Tickle Road
2027	608750	Plainville	Reconstruction of South Street (Route 1A), from Sharlene Lane to Everett Street and related work
2027	612268	Mansfield	Chauncy Street (Route 106) improvements (Phase 2)
2028/ 2029	608530	Middleborough	Reconstruction and related work on Wareham Street and Wood Street
2028	610798	New Bedford	Intersection improvements at Mount Pleasant Street and Nash Road
2028	612672	New Bedford	Corridor improvements on Tarkiln Hill Road and Ashley Boulevard
2028/ 2029/ 2030	607440	Mattapoisett	Corridor improvements and related work on Main Street, Water Street, Beacon Street and Marion Road
2029	613095	Attleboro	Corridor Improvements on Route 123, From Lathrop Road to Thatcher Street.
2030	610669	Dartmouth	Cross Road corridor improvements
2030	612604	New Bedford	Corridor improvements on County Street, from Union Street to Kempton Street.
2030	607825	Wareham	Shared use path construction adjacent to Narrows Road and Minot Avenue
2030	608586	Dartmouth	Corridor improvements on Dartmouth Street and Prospect Street
2030	613257	Taunton	Intersection improvements at Winthrop Street (Route 44) and Highland Street

An analysis of the geographic distribution of the seventeen TIP projects resulted in an understanding of the percentage of TIP projects and TIP funds allocated within underserved geographic areas. GATRA and SRTA fixed bus routes were also analyzed and concluded that the majority of these populations of concern are served with current fixed bus routes. All TIP projects serve or impact at least two underserved population variables, with 7 projects serving all six variables as shown in Table 13. See Figures 7-12 for individual maps of each underserved population with TIP projects.

Table 13: SMMPO FFY 2026-2030 TIP Projects with Underserved Geographic Areas

MassDOT Project ID	Municipality	Fiscal Year	Minority	Low Income	LEP	Disability	Age 65+	No Vehicle
606715	Lakeville	2025/ 2026	No	No	No	Yes	Yes	No
607871	Dartmouth	2026	Yes	Yes	Yes	Yes	Yes	Yes
610647	Wareham	2026	Yes	Yes	Yes	Yes	Yes	Yes
609193	Norton	2027	Yes	No	No	Yes	No	Yes
610927	Westport	2027	No	No	Yes	Yes	Yes	No
608750	Plainville	2027	Yes	Yes	Yes	Yes	Yes	Yes
612268	Mansfield	2027	Yes	No	No	Yes	Yes	Yes
608530	Middleborough	2028/ 2029	Yes	Yes	No	Yes	Yes	Yes
610798	New Bedford	2028	Yes	Yes	Yes			Yes
612672	New Bedford	2028	Yes	Yes	Yes	Yes	Yes	Yes
607440	Mattapoisett	2028/ 2029/ 2030	Yes	No	No	Yes	Yes	Yes
613095	Attleboro	2029	Yes	No	Yes	Yes	Yes	Yes
610669	Dartmouth	2030	Yes	No	Yes	Yes	Yes	Yes
612604	New Bedford	2030	Yes	Yes	Yes	Yes	Yes	Yes
607825	Wareham	2030	Yes	Yes	No	Yes	Yes	Yes
608586	Dartmouth	2030	Yes	Yes	Yes	Yes	Yes	Yes
613257	Taunton	2030	Yes	Yes	Yes	Yes	Yes	Yes

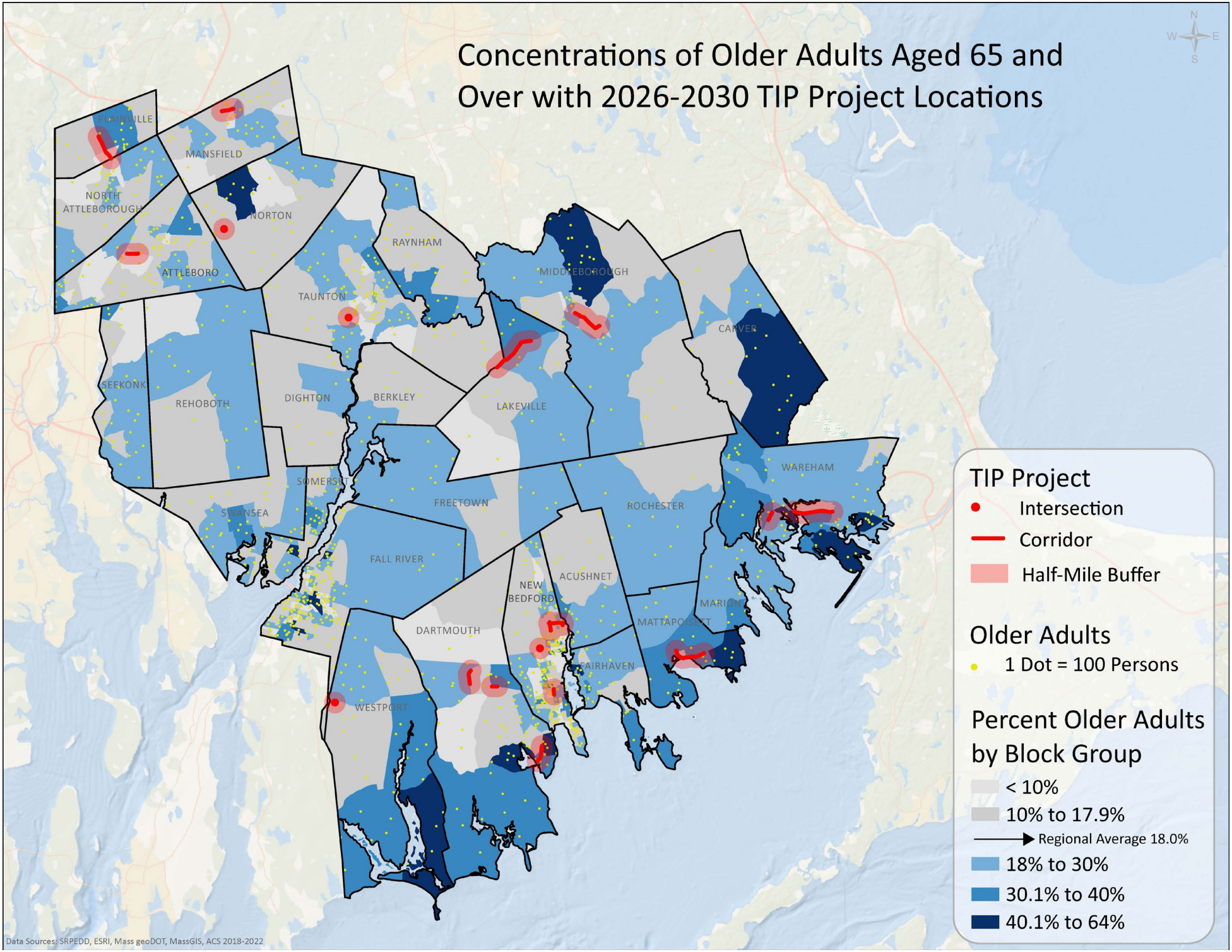


Figure 7: Concentrations of Older Adults Aged 65 and Over with 2026-2030 TIP Project Locations

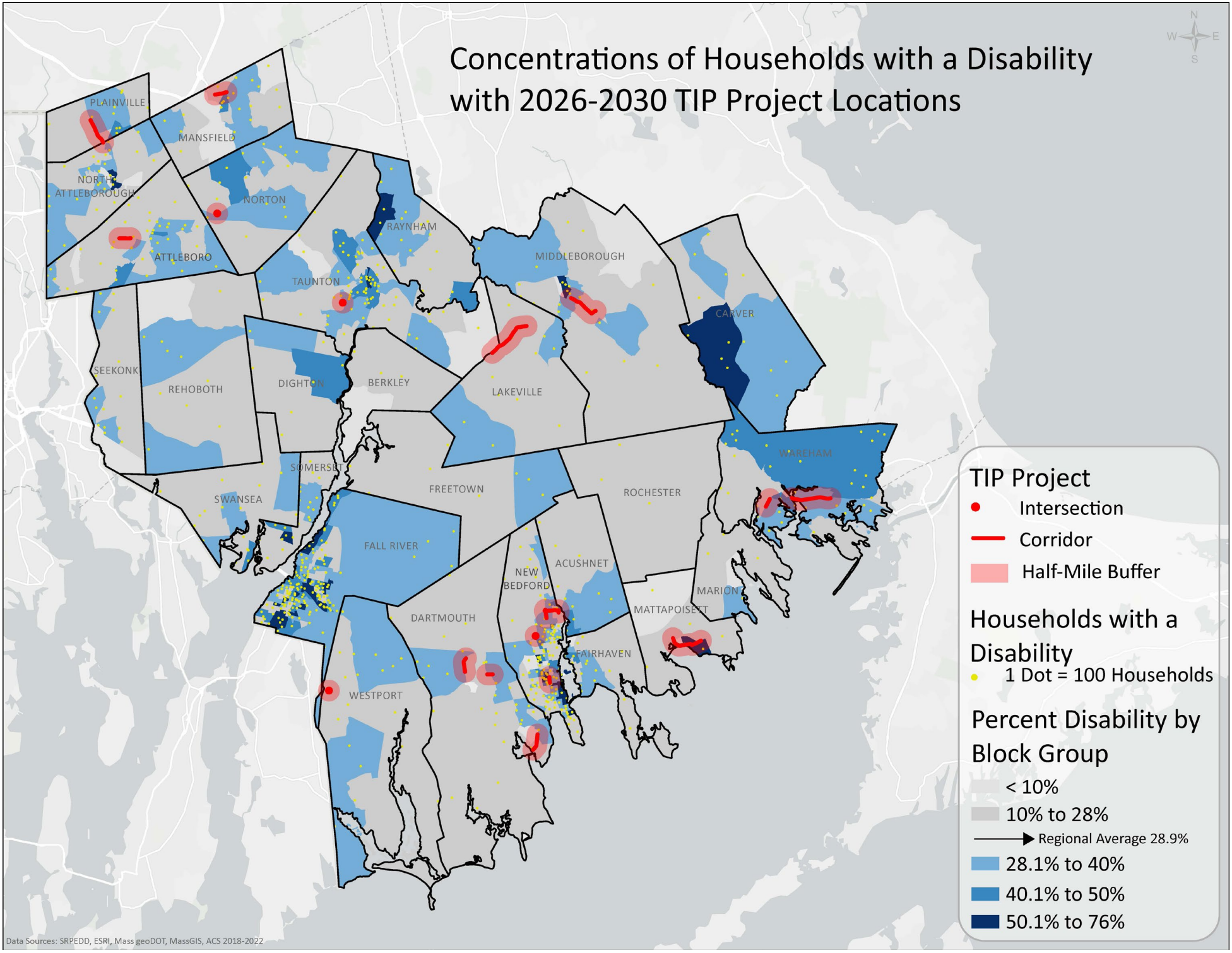


Figure 8: Concentrations of Households with a Disability with 2026-2030 TIP Project Locations

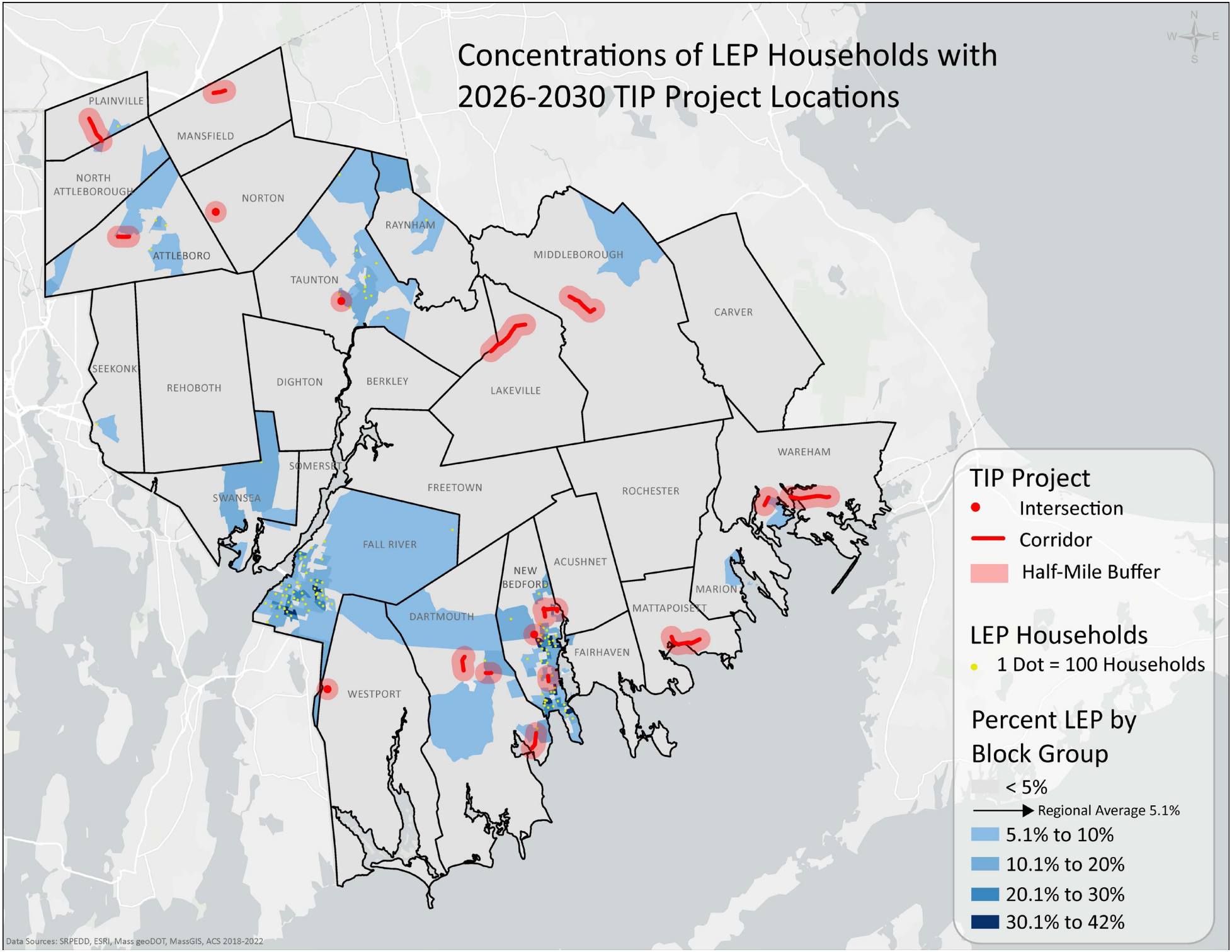


Figure 9: Concentrations of LEP Households with 2026-2030 TIP Project Locations

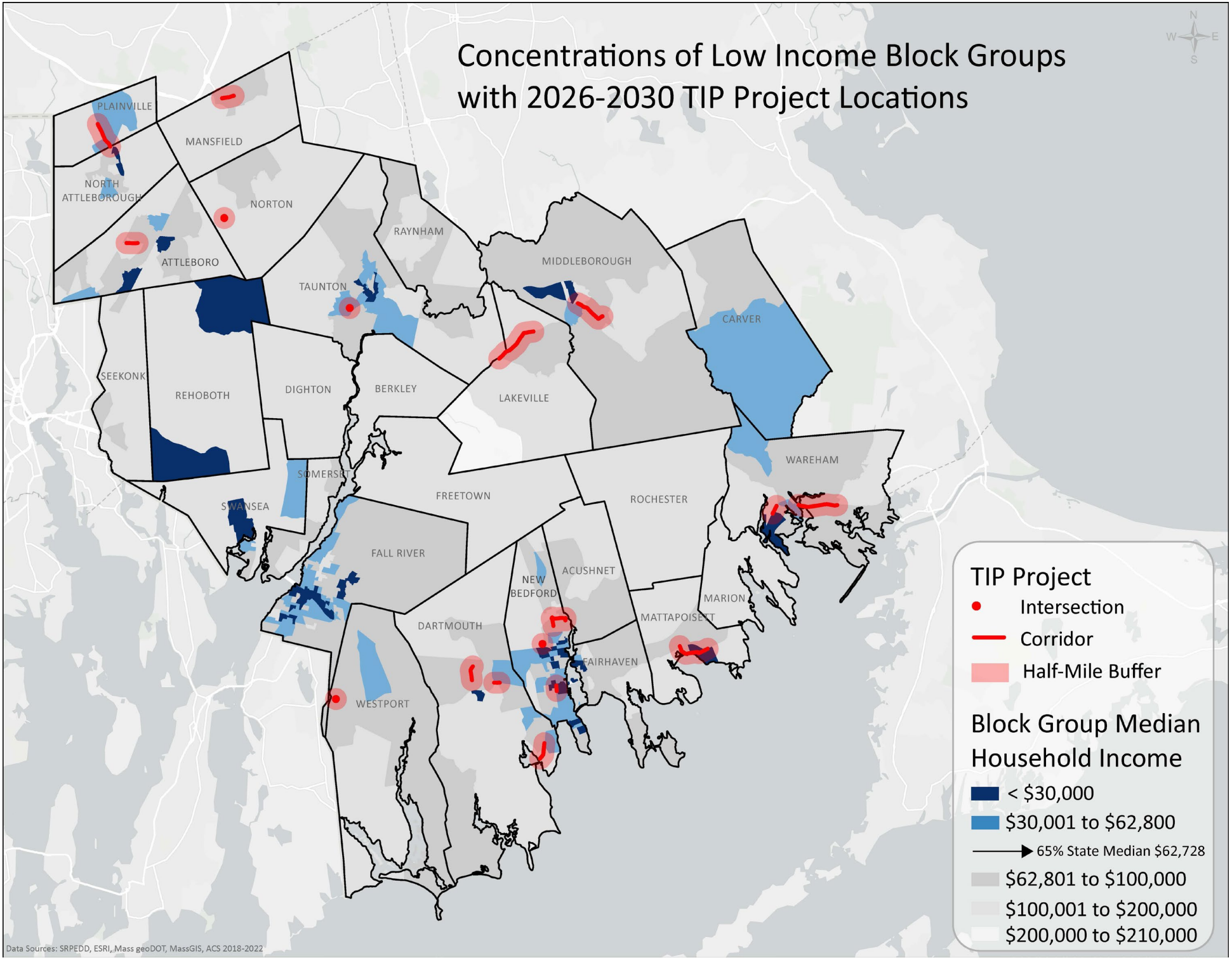


Figure 10: Concentrations of Low Income Block Groups with 2026-2030 TIP Project Locations

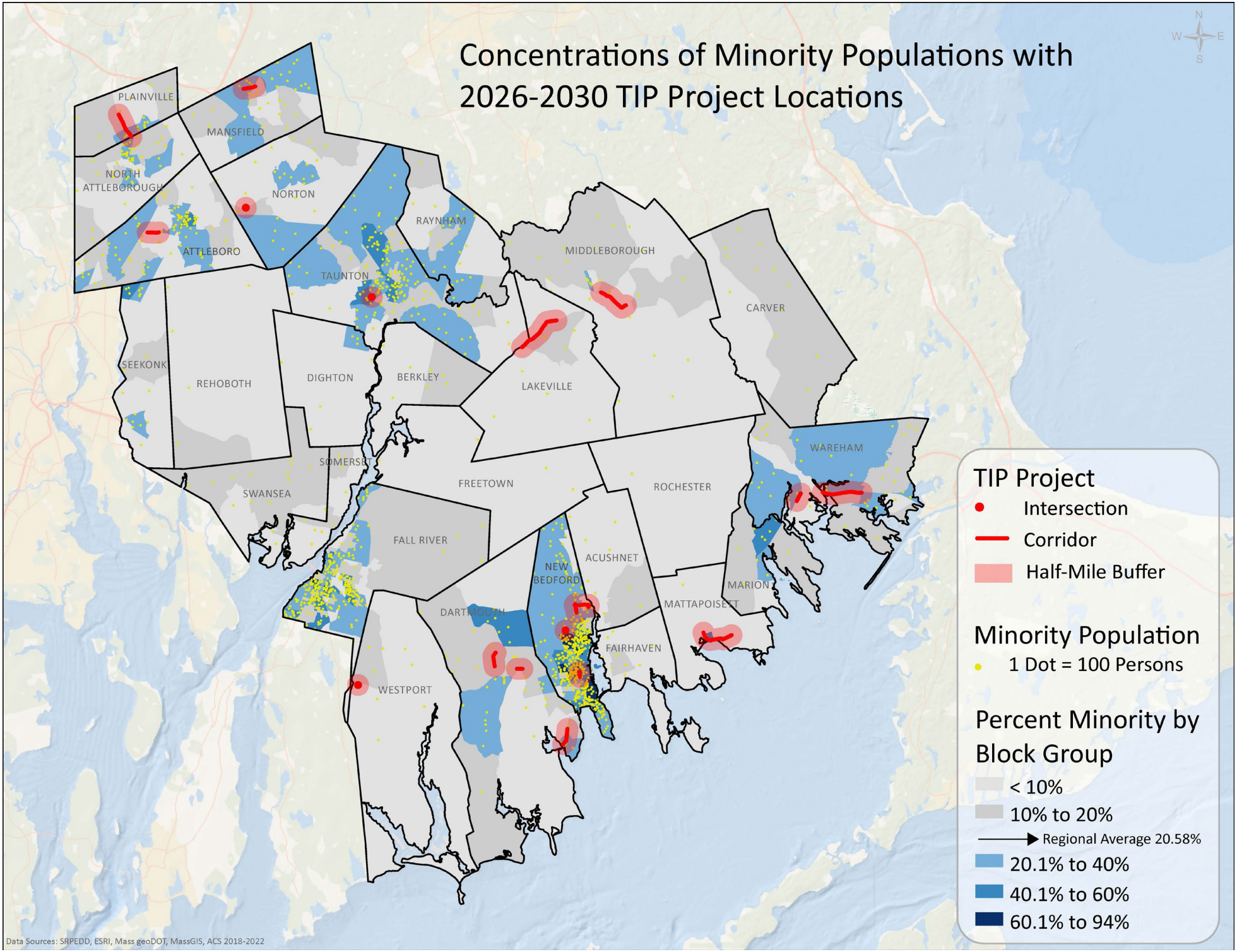


Figure 11: Concentrations of Minority Poputations with 2026-2030 TIP Project Locations

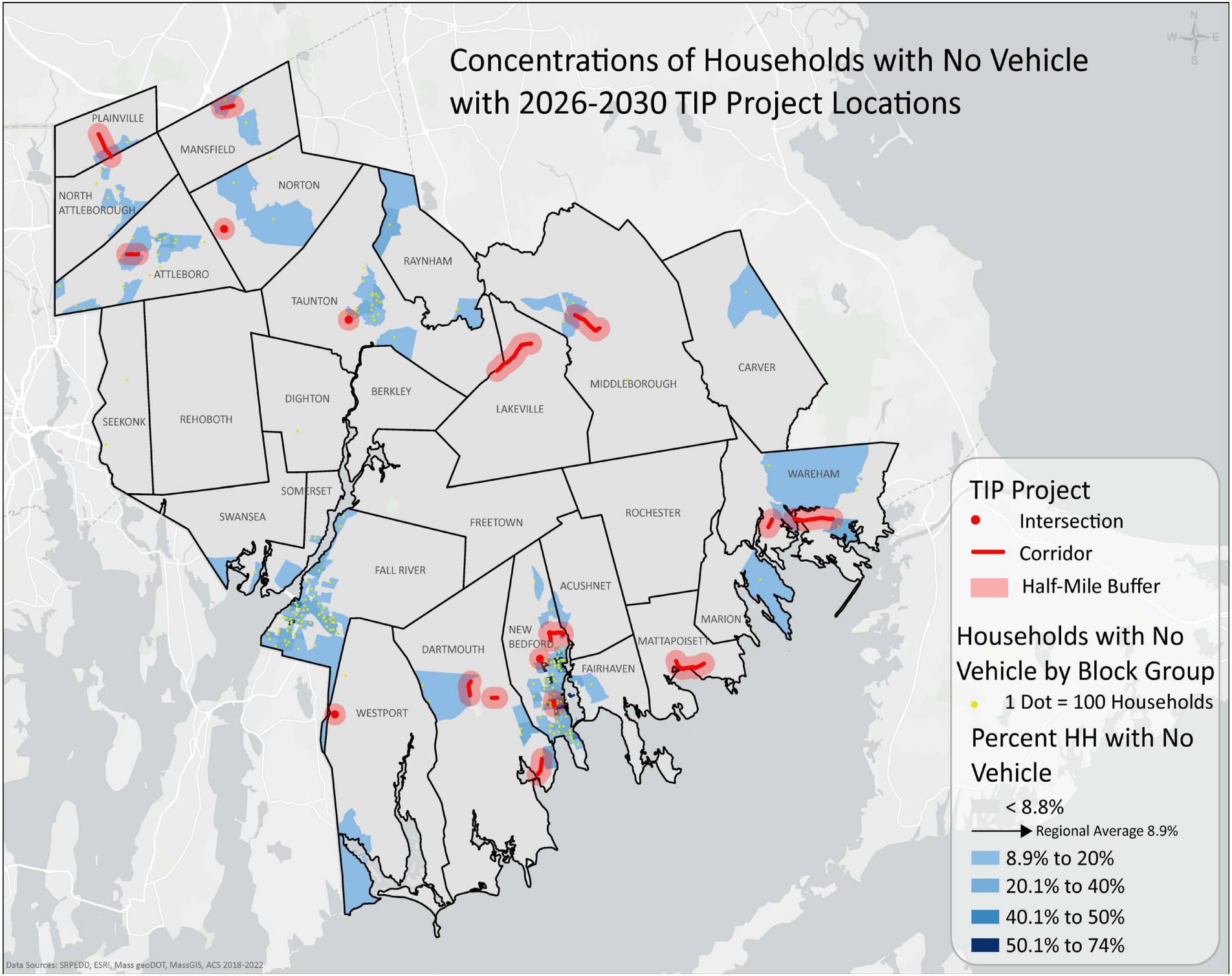


Figure 12: Concentrations of Households with No Vehicle with 2026-2030 TIP Project Locations

To analyze the distribution of TIP projects and funding, the SSMPO determined the number of projects by community, project expenditures, per capita expenditure, as well as if the project served and/or affected an underserved population. Per capita spending ranged from $48 in Taunton to $2,681 in Mattapoisett (Table 14).

Table 14: SRPEDD 2026-2030 TIP Projects by Community with Project Expenditure and Underserved Populations

Community	Number of Projects	Total Population (2022 ACS 5 year)	Project Expenditures	Per Capita Expenditure	Project(s) Serves or Affects Underserved Population (# of projects)
Attleboro	1	46,384	$13,110,243	$283	Yes
Dartmouth	3	32,366	$22,301,054	$689	Yes (3)
Lakeville	1	11,625	$724,497	$62	Yes
Mansfield	1	23,831	$9,362,652	$393	Yes
Mattapoisett	1	6,511	$17,458,138	$2,681	Yes
Middleborough	1	24,268	$17,071,083	$703	Yes
New Bedford	3	100,620	$26,750,968	$266	Yes (3)
Norton	1	19,177	$3,593,548	$187	Yes
Plainville	1	9,814	$12,200,212	$1,243	Yes
Taunton	1	59,436	$2,852,324	$48	Yes
Wareham	2	23,192	$18,314,692	$790	Yes (2)
Westport	1	16,330	$4,701,252	$288	Yes

All projects serve or affect two or more underserved populations. The anticipated improvements of these projects may include bicycle and pedestrian facilities, traffic signals, lighting, drainage infrastructure, and mobility for emergency vehicles. They are expected to result in increased safety and access, reduced congestion, and improved system efficiency and infrastructure conditions for all modes, while contributing to better air quality and building connections in the region’s active transportation networks. The SMMPO’s analysis identified no known disparate impacts or disproportionate burdens on underserved populations. Analysis results are displayed in Table 15.

Table 15: FFY2026-2030 TIP Projects with Underserved Populations

Project	Underserved Populations Affected	Anticipated Benefits / Positive Impacts	Disproportionate Burdens / Adverse Effects
Attleboro - Corridor Improvements on Route 123, From Lathrop Road to Thatcher Street.	Minority, LEP, Disability, Age 65+, No Vehicle	Adds bicycle facilities; expands pedestrian facilities; new lighting	No identified burdens/adverse effects
Dartmouth - Corridor improvements on Dartmouth Street and Prospect Street	Minority, Low Income, LEP, Disability, Age 65+, No Vehicle	Adds bicycle and pedestrian facilities; improves lighting; on SRTA bus route	No identified burdens/adverse effects
Dartmouth - Corridor improvements on Route 6, from Faunce Corner Road to Hathaway Road	Minority, Low Income, LEP, Disability, Age 65+, No Vehicle	Improves intersection safety; adds traffic signal; improves bicycle and pedestrian facilities; on major SRTA transit route	No identified burdens/adverse effects
Dartmouth - Cross Road corridor improvements	Minority, LEP, Disability, Age 65+, No Vehicle	Improves safety; adds pedestrian and bicycle facilities; improves drainage	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	Disability and Age 65+	Improves intersection safety; adds bicycle and pedestrian facilities	No identified burdens/adverse effects
Mansfield - Chauncy Street (Route 106) improvements (Phase 2)	Minority, Disability, Age 65+, No Vehicle	Improves traffic flow and safety; adds traffic signal; improves bicycle and pedestrian facilities; improves access to commuter rail	No identified burdens/adverse effects
Mattapoisett - Corridor improvements and related work on Main Street, Water Street, Beacon Street and Marion Road	Minority, Disability, Age 65+, No Vehicle	Improves pedestrian facilities; improves drainage	No identified burdens/adverse effects
Middleborough - Reconstruction and related work on Wareham Street and Wood Street	Minority, Low Income, Disability, Age 65+, No Vehicle	Adds bicycle and pedestrian facilities; improves drainage	No identified burdens/adverse effects
New Bedford - Intersection improvements at Mount Pleasant Street and Nash Road	Minority, Low Income, LEP, No Vehicle	Improves safety and traffic flow; improves traffic signals; improves bicycle and pedestrian facilities; on SRTA route	No identified burdens/adverse effects

Table 15: FFY2026-2030 TIP Projects with Underserved Populations

Project	Underserved Populations Affected	Anticipated Benefits / Positive Impacts	Disproportionate Burdens / Adverse Effects
New Bedford - Corridor improvements on Tarkiln Hill Road and Ashley Boulevard	Minority, Low Income, LEP, Disability, Age 65+, No Vehicle	Improves safety and traffic signal; improves pedestrian and bicycle facilities; facilitates emergency vehicle movement	No identified burdens/adverse effects
New Bedford - Corridor improvements on County Street, from Union Street to Kempton Street.	Minority, Low Income, LEP, Disability, Age 65+, No Vehicle	Improves traffic flow and traffic signals; improves pedestrian facilities; adds bicycle facilities; improves lighting; improves drainage; facilitates emergency vehicle movement	No identified burdens/adverse effects
Norton - Intersection improvements at West Main Street (Route 123), North Worcester Street and South Worcester Street	Minority, Disability	Improves safety and traffic flow; adds traffic signal; adds bicycle and pedestrian facilities	No identified burdens/adverse effects
Plainville - Reconstruction of South Street (Route 1A), from Sharlene Lane to Everett Street and related work	Minority, Low Income, LEP, Disability, Age 65+, No Vehicle	Improves pedestrian facilities; improves traffic flow and drainage; on a GATRA bus route	No identified burdens/adverse effects
Taunton - Intersection improvements at Winthrop Street (Route 44) and Highland Street	Minority, Low Income, LEP, Disability, Age 65+, No Vehicle	Improves safety and traffic flow; upgrades traffic signal; adds bicycle and pedestrian facilities	No identified burdens/adverse effects
Wareham - Corridor improvements on Route 6 at Swifts Beach Road	Minority, Low Income, LEP, Disability, Age 65+, No Vehicle	Improves safety; adds traffic signal; adds bicycle and pedestrian facilities; on two GATRA bus routes	No identified burdens/adverse effects
Wareham - Shared use path construction adjacent to Narrows Road and Minot Avenue	Minority, Low Income, Disability, Age 65+, No Vehicle	Adds bicycle and pedestrian facilities; 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	LEP, Disability, Age 65+	Improves safety; adds a single-lane roundabout; adds bicycle and pedestrian facilities; improves drainage	No identified burdens/adverse effects

Analysis results show that 100% of regional target funded projects in the FFY2026-2030 TIP are located in a block group that the SMMPO defines as underserved and do not burden or adversely affect these populations. Eighty-eight percent of these projects are anticipated to benefit minority populations, 59% are anticipated to benefit low-income households, 65% are anticipated to benefit Limited English Proficient households, 100% of the projects are anticipated to benefit populations with a disability, 88% are anticipated to benefit populations aged 65 and over, and 88% are anticipated to benefit households with no access to a vehicle (Table 16). The SMMPO will continue to encourage and support projects that serve and benefit these underserved populations.

Table 16: Percent of Projects Affecting Underserved Populations.

Minority	Low-Income	LEP	Disability	Age 65+	No Vehicle
88%	59%	65%	100%	88%	88%

2021-2025 Five Year Lookback

Table 17 displays the eleven projects in the SMMPO region that were programmed in the last five years, from FFY 2021 to FFY 2025. All projects appeared in a prior TIP and were advertised for construction, initiated construction, or completed construction prior to the development of this TIP.

An assessment of projects funded over the last five TIPSs identified 11 projects with a total of $69,847,811 in expenditures. As with the current TIP projects, a geographic distribution analysis was performed. Lookback projects were mapped with underserved population thresholds and density. If a project, or associated buffer area, was located within an area identified as having a population of concern above the SMMPO's regional average[1] or by dot density, the project was viewed as serving or impacting an underserved population. This analysis used the same variable criteria as the current TIP project analysis and was performed on each of the eleven projects to assess the possible benefits and/or burdens.

Table 17: SMMPO TIP Projects between FFYs 2021-2025 by TIP Year

TIP Year	MassDOT ID #	Municipality	Description
2021	608536	New Bedford	Intersection improvements and relate work at Rockdale Ave. and Allen St.
2021	608267	Raynham	Resurfacing and related work on Route 138
2022	607339	Attleboro	Intersection improvements at Route 1 (Washington St.)/ Route 1A (Newport Ave.) and Route 123 (Highland Ave.)
2022	609201	New Bedford	Intersection improvements on Acushnet Avenue at Peckham Road/Sassaquin Ave.
2022	606024	Taunton	Reconstruction of Route 44 (Dean St.), from Arlington St. to Route 104 (South Main St.)
2023	608230	Rehoboth	Intersection improvements and related work at Winthrop St. (Route 44) and Anawan St. (Route 118)
2023	608535	New Bedford	Corridor improvements and related work on County St. from Nelson St. to Union St.
2024	608563	Swansea	Improvements on Route 6 (Grand Army of the Republic Highway) at Gardners Neck Rd.
2024	608753	Taunton	Corridor improvements and related work on Broadway (Route 138), from Purchase St. to Jackson St. (Phase 2)
2025	606715	Lakeville	LAKEVILLE- RECONSTRUCTION AND RELATED WORK ON RHODE ISLAND ROAD (ROUTE 79), FROM THE TAUNTON CITY LINE TO CLEAR POND ROAD
2025	609255	Mansfield	Corridor improvements and related work on School Street, from Spring Street to West Street

1 Low income is defined by a block group whose annual median household income is equal to or less than 65% of the 2022 Massachusetts statewide median income of $96,505.

An analysis of the geographic distribution of the 11 lookback projects resulted in an understanding of the percentage of TIP projects and TIP funds allocated within underserved geographic areas. All lookback projects serve or impact at least two underserved population variables, with 4 projects serving all six variables as shown in Table 18. See Figures 13-18 for individual maps of each underserved population with lookback projects.

Table 18: SMMPO 2021-2025 TIP Projects with Underserved Geographic Areas

MassDOT Project ID	Municipality	Fiscal Year	Minority	Low Income	LEP	Disability	Age 65+	No Vehicle
608536	New Bedford	2021	Yes	Yes	Yes	Yes	Yes	Yes
608267	Raynham	2021	No	No	Yes	Yes	Yes	No
607339	Attleboro	2022	Yes	No	Yes	Yes	Yes	Yes
609201	New Bedford	2022	Yes	Yes	No	Yes	Yes	Yes
606024	Taunton	2022	Yes	Yes	Yes	Yes	Yes	Yes
608230	Rehoboth	2023	No	No	No	Yes	Yes	No
608535	New Bedford	2023	Yes	Yes	Yes	Yes	Yes	Yes
608563	Swansea	2024	No	No	Yes	Yes	Yes	No
608753	Taunton	2024	Yes	Yes	Yes	Yes	Yes	Yes
606715	Lakeville	2025	No	No	No	Yes	Yes	No
609255	Mansfield	2025	Yes	No	No	Yes	Yes	Yes

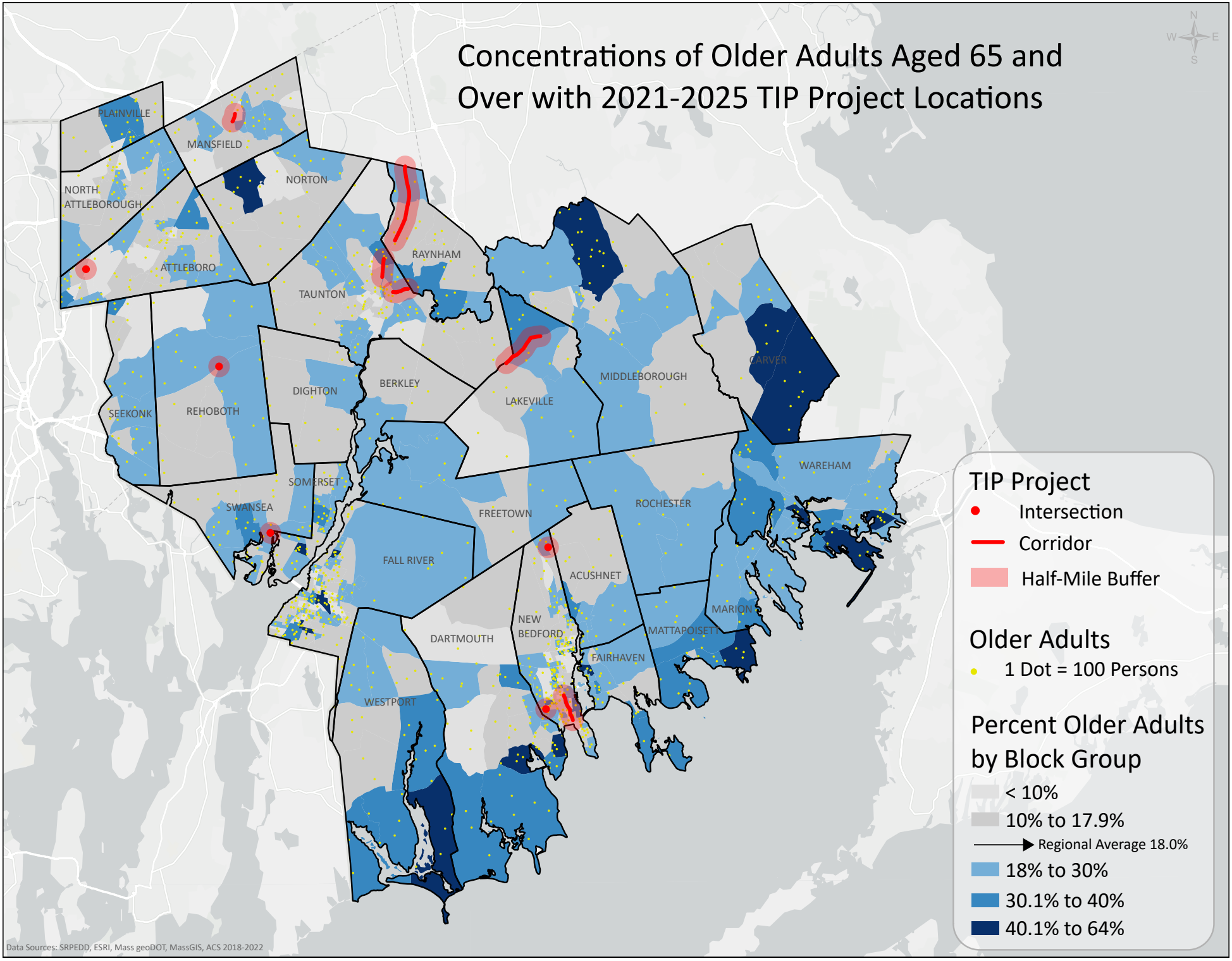


Figure 13: Concentrations of Older Adults Aged 65 and Over with 2021-2025 TIP Project Locations

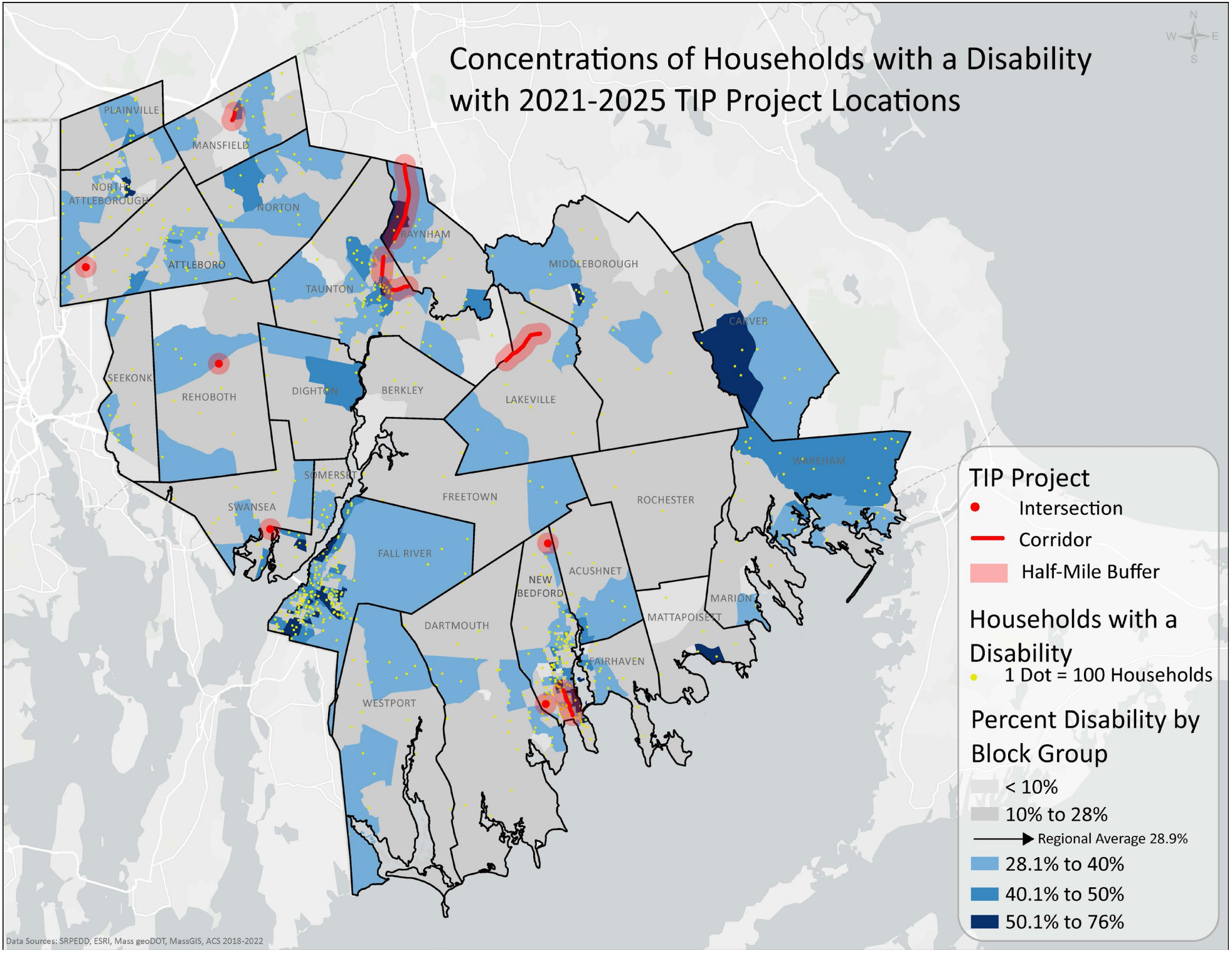


Figure 14: Concentrations of Households with a Disability with 2021-2025 TIP Project Locations

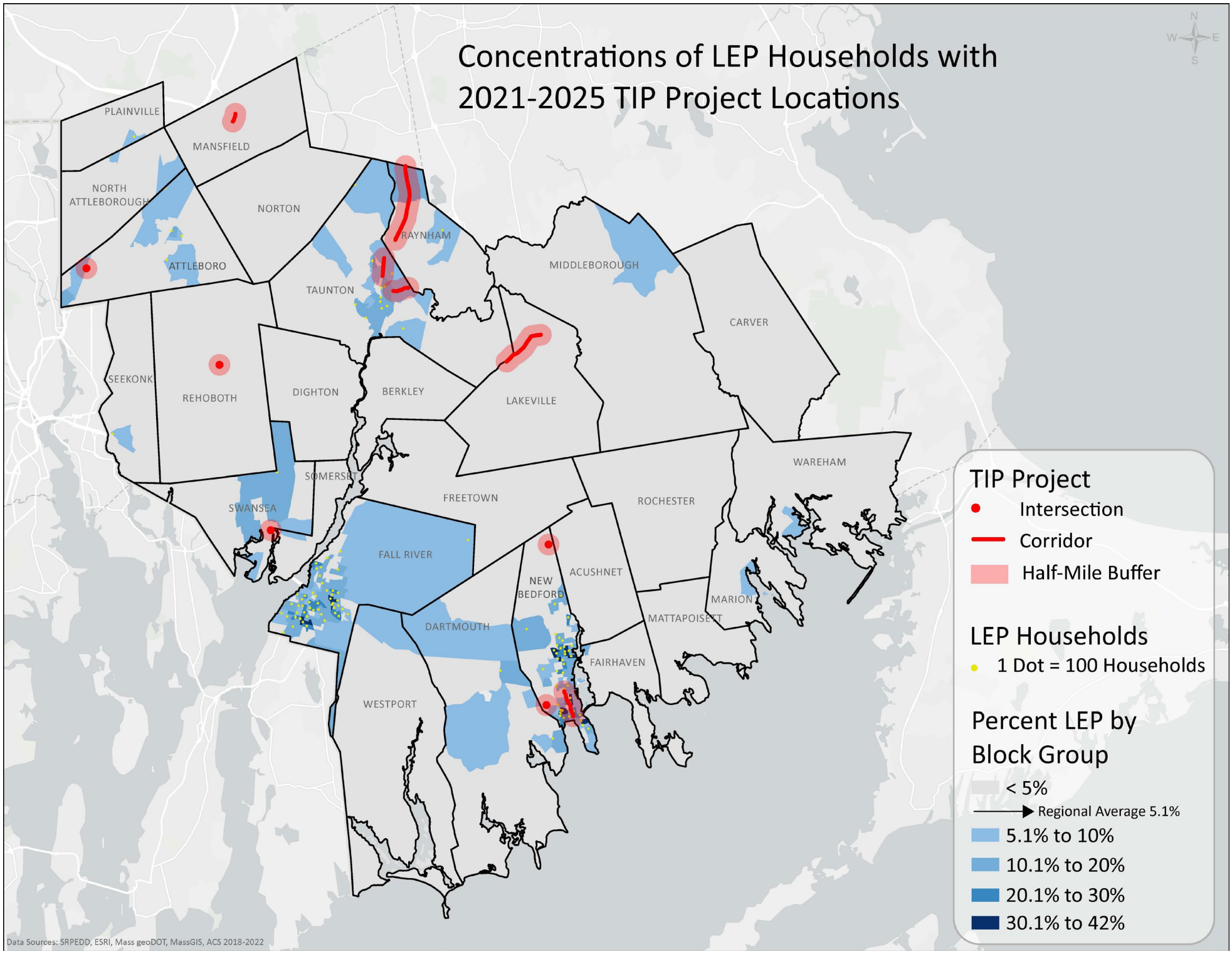


Figure 15: Concentrations of LEP Households with 2021-2025 TIP Project Locations

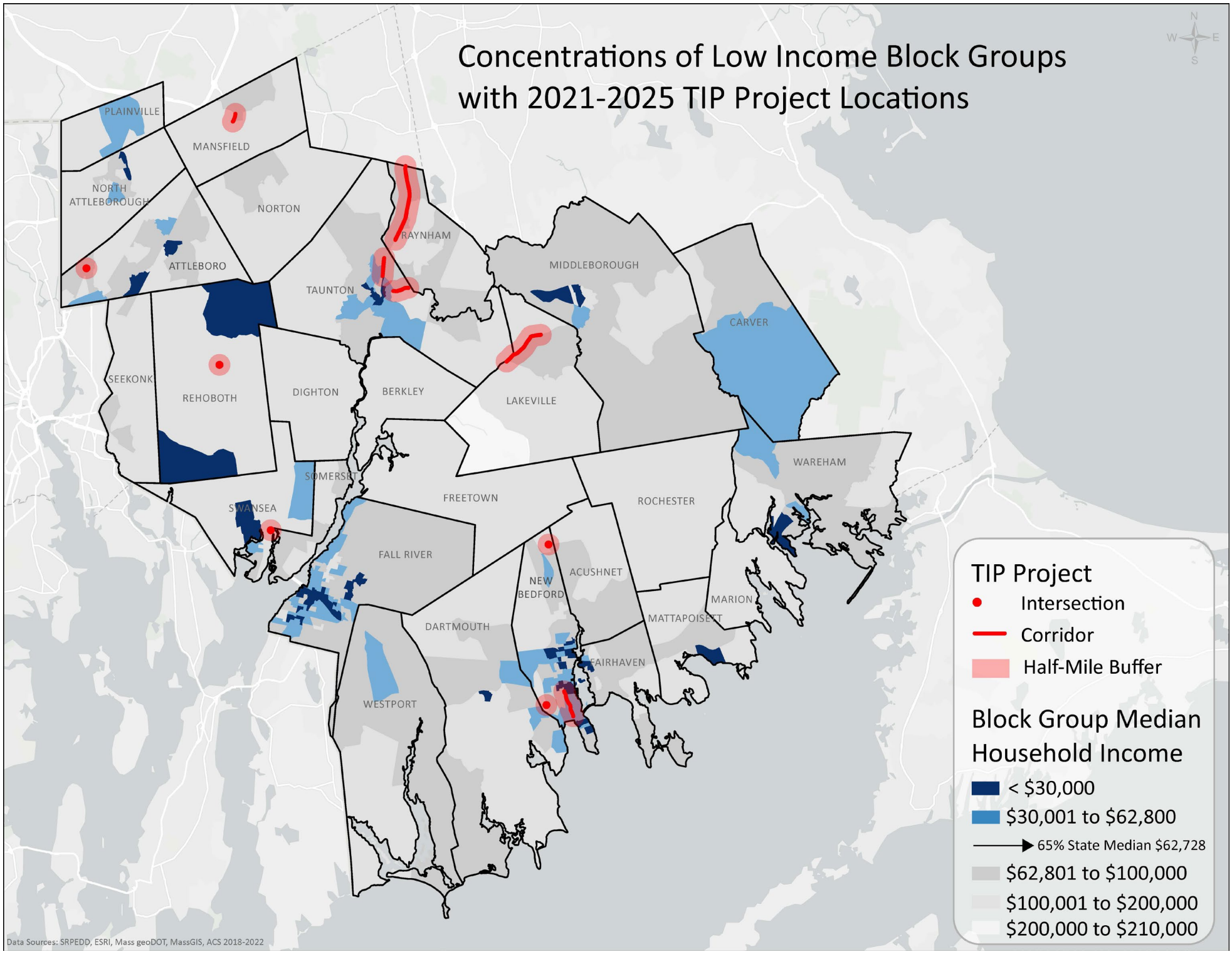


Figure 16: Concentrations of Low Income Block Groups with 2021-2025 TIP Project Locations

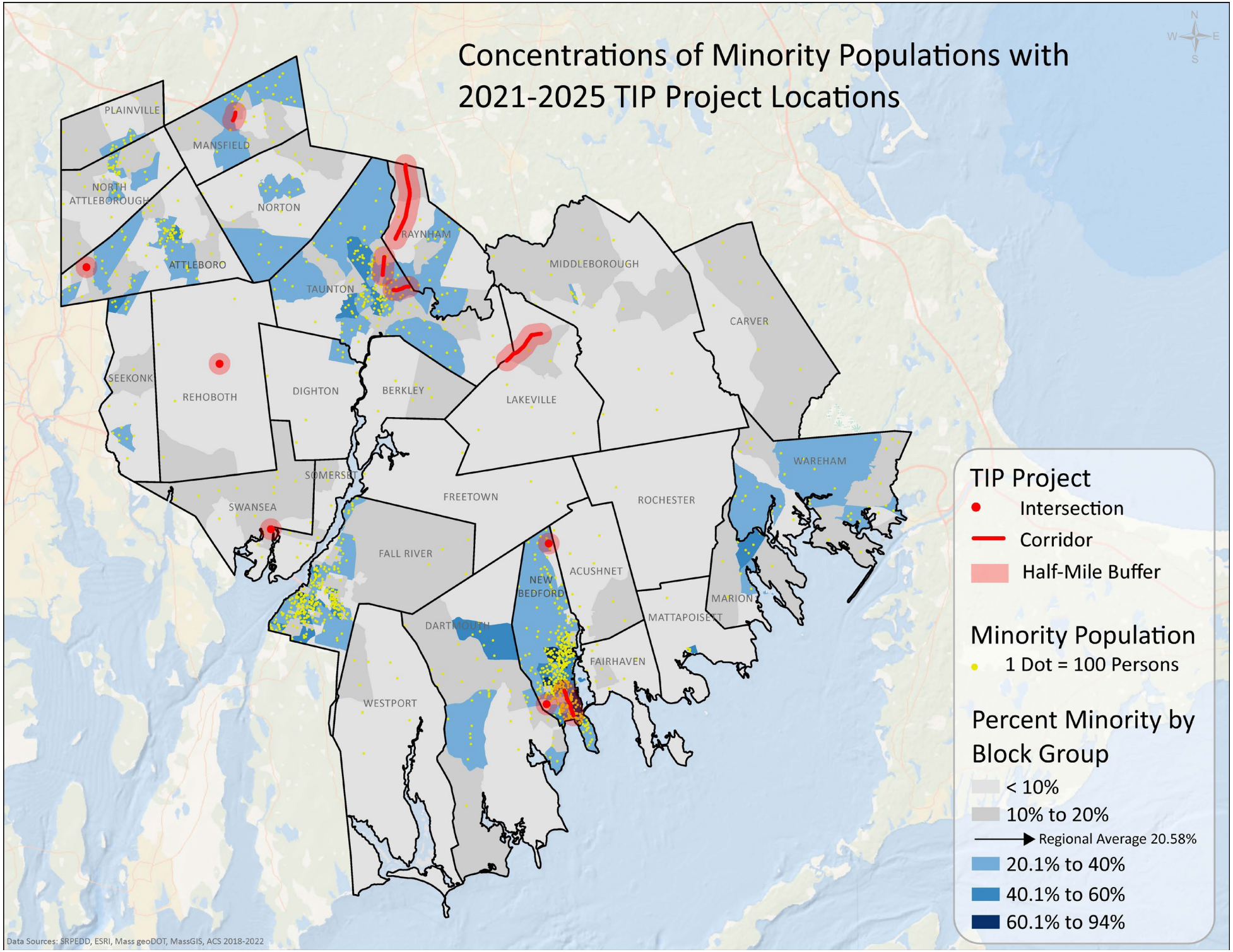


Figure 17: Concentrations of Minority Poputations with 2021-2025 TIP Project Locations

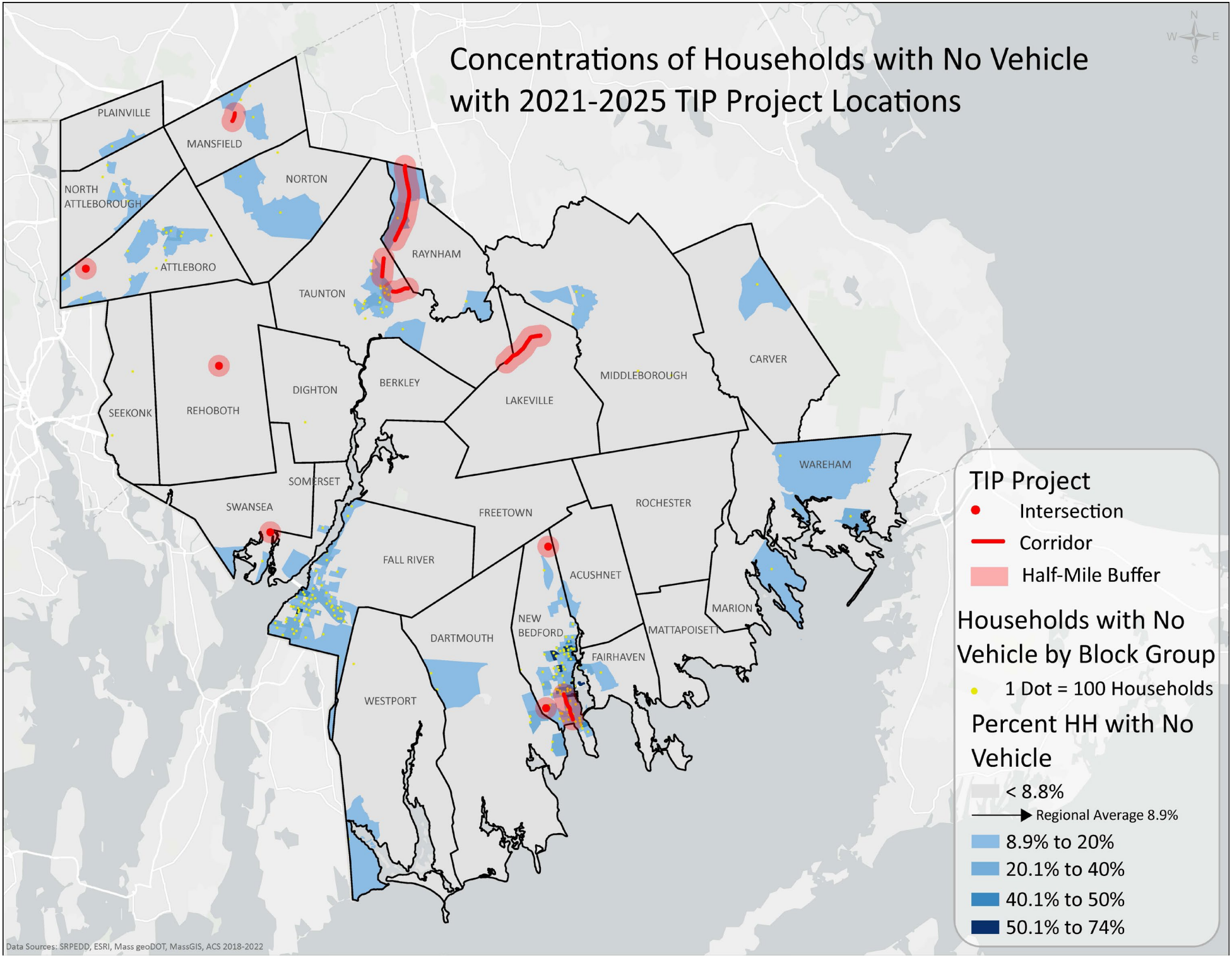


Figure 18: Concentrations of Minority Poputations with 2021-2025 TIP Project Locations

To analyze the distribution of the lookback TIP projects and funding, the SMMPO determined the number of projects by community, project expenditures, per capita expenditure, as well as if the project served and/or affected an underserved population. Per capita spending ranged from $143 in New Bedford to $1,606 in Lakeville (Table 19).

Table 19: SMMPO 2021-2025 TIP Projects by Community with Project Expenditure and Underserved Populations

Community	Number of Projects	Total Population (ACS 5 year 2022)	Project Expenditures	Per Capita Expenditure	Project(s) Serves or Affects underserved population (# of projects)
Attleboro	1	46,384	$6,749,836	$146	Yes
Lakeville	1	11,625	$18,667,142	$1,606	Yes
Mansfield	1	23,831	$4,343,951	$182	Yes
New Bedford	3	100,620	$14,435,714	$143	Yes (3)
Raynham	1	15,124	$18,139,557	$1,199	Yes
Rehoboth	1	12,614	$3,399,978	$270	Yes
Swansea	1	17,158	$5,574,248	$325	Yes
Taunton	2	59,436	$27,770,729	$467	Yes (2)

All projects serve two or more underserved populations. The anticipated improvements (reduced congestion, increased safety bicycle and pedestrian accommodations, etc.) of these projects will result in improved system efficiency and roadway conditions. The SMMPO's analysis identified no disparate impacts or disproportionate burdens to underserved populations. Analysis results are displayed in Table 20.

Table 20: SMMPO 2021-2025 TIP Projects with Underserved Populations

Project	Underserved Populations Affected	Anticipated Benefits / Positive Impacts	Disproportionate Burdens / Adverse Effects
Attleboro - Intersection improvements at Route 1 (Washington St.)/ Route 1A (Newport Ave.) and Route 123 (Highland Ave.)	Minority, LEP, Disability, Age 65+, No Vehicle	Congestion reductions, safety improvements, and travel option improvements	No identified burdens/adverse effects
New Bedford - Corridor improvements and related work on County St. from Nelson St. to Union St.	Minority, Low Income, LEP, Disability, Age 65+, No Vehicle	Addition of bike lanes, ADA compliant sidewalks, new lighting, on a SRTA transit route.	No identified burdens/adverse effects
New Bedford - Intersection improvements and relate work at Rockdale Ave. and Allen St.	Minority, Low Income, LEP, Disability, Age 65+, No Vehicle	Safety improvements	No identified burdens/adverse effects
New Bedford - Intersection improvements on Acushnet Avenue at Peckham Road/ Sassaquin Ave.	Minority, Low Income, Disability, Age 65+, No Vehicle	Safety improvements and travel option improvements	No identified burdens/adverse effects
Raynham - Resurfacing and related work on Route 138.	LEP, Disability, Age 65+	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).	Disability, Age 65+	Safety improvements	No identified burdens/adverse effects
Swansea - Improvements on Route 6 (Grand Army of the Republic Highway) at Gardners Neck Rd.	LEP, Disability, Age 65+	Safety improvements and travel option improvements	No identified burdens/adverse effects
Taunton - Corridor improvements and related work on Broadway (Route 138), from Purchase St. to Jackson St. (Phase 2)	Minority, Low Income, LEP, Disability, Age 65+, No Vehicle	Safety improvements, travel option improvements, and infrastructure condition	No identified burdens/adverse effects

Table 20: SMMPO 2021-2025 TIP Projects with Underserved Populations

Project	Underserved Populations Affected	Anticipated Benefits / Positive Impacts	Disproportionate Burdens / Adverse Effects
Taunton - Reconstruction of Route 44 (Dean Street), from Arlington Street to Route 104 (South Main Street).	Minority, Low Income, LEP, Disability, Age 65+, No Vehicle	Congestion reductions, safety improvements, and travel option improvements	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	Disability, Age 65+	Safety improvements, bicycle lanes and sidewalks.	No identified burdens/adverse effects
Mansfield - Corridor improvements and related work on School Street, from Spring Street to West Street	Minority, Disability, Age 65+, No Vehicle	Improves safety and congestion and adds travel options. New sidewalk with pedestrian signal, and bike accommodations. On two GATRA bus routes.	No identified burdens/adverse effects

Analysis results show that all eleven projects supported by regional target funds in the FFY 2020-2024 TIP look back period are located in a block group that the SMMPO defines as an underserved block group and do not burden or adversely affect these populations. Sixty-four percent of these projects are anticipated to benefit minority populations, 45% are anticipated to benefit low-income households, 64% are anticipated to benefit Limited English Proficient households, 100% of the projects are anticipated to benefit populations with a disability and populations aged 65 and over, and 64% are anticipated to benefit households with no access to a vehicle (Table 21). The SMMPO will continue to encourage and support projects that serve and benefit these underserved populations.

Table 21: Percent of Projects Affecting Underserved Populations.

Minority	Low-Income	LEP	Disability	Age 65+	No Vehicle
64%	45%	64%	100%	100%	64%

Municipality Grant Program Participation

Shared Streets & Spaces

- From 2020 to 2025, there were 35 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, totaling $3,062,542.
- Eight communities (Attleboro, Dighton, Fall River, Freetown, North Attleborough, Somerset, Swansea, and Wareham) had two Shared Streets grants awarded.
- Two communities (New Bedford and Raynham) had three Shared Streets grants awarded.
- One community, Taunton, had four Shared Streets grants awarded in this period.

Complete Streets

- Thirteen communities in the SMMPO region (Dighton, Fairhaven, Fall River, Mansfield, Mattapoisett, Middleborough, New Bedford, North Attleborough, Raynham, Somerset, Swansea, Taunton, and Wareham) were awarded Complete Streets grants in the past five years, totaling $5,552,483.
- Three of these were received in 2024.
- One of these communities, Wareham, received a Complete Streets grant for the first time in 2024.
- Mansfield and North Attleborough were each awarded two Complete Streets grants in the five–year period.

MassTrails

- During the past five years, thirteen communities in the SMMPO region received MassTrails grants, totaling $2,618,524.
- Seven communities (Attleboro, Carver, Dighton, Lakeville, Mansfield, Marion, Middleborough, Raynham, Westport) were each awarded one MassTrails grant.
- New Bedford and Taunton were each awarded two MassTrails grants.
- Fall River, Mattapoisett, and Wareham were each awarded three MassTrails grants in the five-year period.
- Two of these SMMPO communities, Marion and Westport, received a MassTrails grant for the first time in 2024.

Berkley and Rehoboth did not receive any of the three grants over the five-year period going back to 2020. A breakdown of grants by community is shown in Table 15.

While most of these communities are active participants in the regional target TIP funding process, five, Acushnet, Fairhaven, Fall River, North Attleborough, and Somerset, have no TIP projects programmed in the current or look back analysis. Fairhaven and Fall River have each developed a project listed in the TIP being funded with statewide funds, and Somerset has recently become more active. Communities that do not participate in JTPG or take advantage of the SMMPO's technical assistance generally do not initiate TIP projects. All SMMPO communities who have TIP projects programmed have also received other sources of transportation grant funding.

Table 22: Municipality Grant Program Participation

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.
Carver			2023: $5,321 There are three existing trail networks on the 200+ acre Cole Property Conservation Land: the blue, white, and orange trails. All three trails need maintenance due to a lack of proper equipment and stewardship since 2014. From its inception in 2020, the Carver Trail and Conservation Stewards Committee has been providing stewardship with our own time and tools, but we are woefully in need of new and better equipment to continue to provide this stewardship. While this project provides for needed equipment, no on the ground labor will take place as part of this project.
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	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. 2021: $118,839 to construct curb ramps, ADA-compliant curb cuts, accessible sidewalks, and delineated crosswalks throughout town	2020: $277,442 for new sidewalk and high visibility crosswalks at Center Street and Elementary/Middle School intersection. Upgrading and extending the existing sidewalk on Pearl Street. Bicycle signage installed on ten roads throughout the town to encourage motorists to share the road.	2023: $74,000 This grant application seeks funding for the design and permitting of accessible trailheads for the Taunton River Trails project on the Dighton Town Hall campus. The campus abuts the trail and provides an appealing connection opportunity for trail users. Project efforts will seek to complement ongoing design and permitting processes underway by the Department of Conservation and Recreation and the Horsley Witten Group.
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.	

Table 22: Municipality Grant Program Participation

Municipality	Shared Streets Award & Description	Complete Streets Award & Description (If available)	MassTrails Award & Description
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.
Freetown	2022: $61,076 to create a well-lit crosswalk from the Freetown Elementary School to the Central Park ballfields with ADA-compliant curb ramps, as well as signage to increase the safety of pedestrians and bicyclists during games and town events. 2022: $43,054.86 Snow removal equipment for pedestrian and bicycle facilities and speed feedback/messaging signs.		
Lakeville			2021: $43,500 This project permits, organizes, and re-opens a historic off-highway motorcycle trail system on recently acquired Department of Conservation and Recreation property in the towns of Lakeville and Freetown
Mansfield		2024: $132,012.92 to construct a five-foot sidewalk with a grass strip and drainage on West Street between the KinderCare School and Stratton Road. This project will fill in a gap between two stretches of the current sidewalk and improve walkability on this street. 2021: $367,987 To calm traffic, construct new sidewalks, and implement bicycle lanes to fill a crucial gap in local connectivity 2018: $200,000 Replace existing northerly Park Street sidewalk with a shared use path, creating an ADA-compliant route between downtown and East St, where the middle and high school complex and skate park are located. The shared use path will also connect to the WWII Veterans' Memorial Trail, creating vibrant network connection to neighborhoods along the path to the north and south. the Town will widen the roadway by two feet to the south to maintain two Park Street travel lanes.	2019: $264,790 for construction of new 10-foot wide concrete shared-use path (fully handicapped accessible for bicycles and pedestrians) that links an existing 2-mile off-road trail to the south with an existing WWII Veterans' Memorial Trail to the north that ties into the heart of the Downtown.
Marion			2024: $69,000 to appraise and potentially purchase easements for the shared-use path construction along an abandoned rail bed. Certain areas of the path will require easements as path width, seating, and other design features extend outside of the existing layout.

Table 22: Municipality Grant Program Participation

Municipality	Shared Streets Award & Description	Complete Streets Award & Description (If available)	MassTrails Award & Description
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.	2024: $202,325 for the engineering/permitting to create a shovel-ready project to connect Phase 1B and the previously MassTrails funded Marion Connector. The construction of this portion and the Marion Pathway, construction 2026, creates a network joining three seaside towns, provides access to nine conservation/ recreation areas, and serves residents of nearby communities, creating a 20-mile route, primarily on separated shared-use paths. 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.
Middleborough	2021: $228,206.00 To construct a new concrete sidewalk with granite curbing on south side of East Main Street (Route 105), in order to extend existing sidewalk network and allow safe walking to Pratt Farm Conservation and Recreation Area	2022: $400,000 To improve safety and access on North Main Street from Reland Street to North Street by providing a path on the north side of the road and a sidewalk on the south side as well as adding other improvements such as new curb ramps, high visibility crosswalks, a Rectangular Rapid Flashing Beacon (RRFB), and installing bicycle lanes on the roadway.	2023: $60,000 The Pratt Farm Accessible Trail provides access for people of all abilities to the serene Pratt Farm, which features trails, forests, tree identification provided by a local scout troop, and small ponds and streams. The project will maintain and reconstruct the hard packed surface originally designed to accommodate wheelchairs, adding a boardwalk to extend the trail's handicapped accessible portion. The boardwalk will also function as a bog bridge over marshy areas to protect fragile wetlands. Work will be contained to previously disturbed area and helical piers will be used for boardwalk completion.
New Bedford	2022: $50,000 Pedestrian-activated warning devices and crossing signals. 2021: $224,224 To install lighting, wayfinding, and other placemaking elements to encourage residents and regional audience to return to downtown for dining, shopping, and arts/ culture-based programming 2020: $148,395 To create multiple outdoor dining destinations and safe pedestrian spaces within the city	2021: $400,000 to construct raised bicycle lanes along West Rodney French Boulevard to allow safe and direct access from existing bike accommodations along JFK Boulevard. Will also provide pedestrian safety upgrades along the corridor, as well as various streetscaping and lighting improvements.	2022: $15,000 Flora B. Peirce Nature Trail will be linked to the Adventure Walk Virtual Trail allowing it to be connected to the various nature trails in New Bedford that have been linked through a website via QR code signage. 2020: $40,000 for Closing the South Coast Gap Phase II: Feasibility Study for the South Coast Bikeway between Fall River and New Bedford, through Westport and Dartmouth. 2020: $13,390.00 for City of New Bedford Nature Trail Maintenance. 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	2024: $500,000 for the construction of new five-foot-wide sidewalks on both sides of Landry Avenue between the J.W. Martin Elementary School and Route 152. The project includes new narrowed road lanes to allow bicycle safety, ADA-compliant curb ramps, tactile warning panels, a high-visibility crosswalk, and Rapid Rectangular Flashing Beacons. 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.	

Table 22: Municipality Grant Program Participation

Municipality	Shared Streets Award & Description	Complete Streets Award & Description (If available)	MassTrails Award & Description
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.	2023: $100,000 Town of Raynham proposes constructing a paved shared use path within the area designated for recreational use next to the King Philip Street right of way layout. The shared use path will be accessible for all connecting from the intersection of Route 104 and King Philip Street to a distance of approximately 3,000 feet long. The project expands potential trail connections in the community.
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 studentsc	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. 2017: $400,000 Kilmer Avenue Sidewalk Improvements and Bicycle Accommodations The work consists of sidewalk improvements and a new on-road bicycle lane and signage on Kilmer Avenue, from Highland Avenue to Oak Street. Kilmer Avenue is part of a GATRA bus route, and an important network connection for a new public housing site, Galligan Elementary and the Mulcahey Schools. The work includes sidewalk reconstruction and new curbing, curb ramp and crosswalk improvements. Funding will enhance roadway reconstruction work done by the city.	2024: $52,000 The Whittenton Junction Multi-Use Trail Study will access the feasibility of connecting the Norton Bike Trail to the Whittenton Village in Taunton. 2023: $60,000 Striar Snake River Preserve (SSRP) is an 84 acre Wildlands Trust preserve in Taunton, a Massachusetts Gateway City. SSNP lies within the Hockomock Swamp Area of Critical Environmental Concern, has a half mile of frontage on the Snake River, feeds directly into Lake Sabbatia, and is a tributary of the Taunton River. Funding will be used to build a trailhead parking area, improve the substandard existing paddle craft launch site, and construct an accessible riverwalk trail. All work will occur above ground or in previously disturbed areas and installation of features must utilize helical piers.

Table 22: Municipality Grant Program Participation

Municipality	Shared Streets Award & Description	Complete Streets Award & Description (If available)	MassTrails Award & Description
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	2024: $500,000 for multiple projects. The grant will construct new ADA-compliant ramps and detectable warning panels at various locations on Main Street from Trinity Christian Church to Sandwich Road and on Onset Avenue from Union Avenue/South Boulevard to East Boulevard. The project includes modifying curbs and the addition of Rapid Rectangular Flashing Beacons. The next project will create the “Walters Alley Pedestrian Zone” between Main Street and Merchant Way and finally, the grant will provide Speed Feedback signs at various locations.	2024: $500,000 to advance the Minot Avenue Shared-Use Path by making the takings as easements required to construct the path. 2023: $177,000 The Minot Avenue/Narrows Road shared use path will provide a much needed multimodal connection in a community and is a critical link for the South Coast Bikeway and the East Coast Greenway. The town funded the initial design for the path and the town has received MassTrails grant funding for the design and right of way acquisition
Westport			2024: $65,906 To complete preliminary engineered plans for an approximately 1,254-foot multi-use trail, connecting Westport to the Quequechan River Rail Trail in Fall River via a former rail line right-of-way. This project is a component of the South Coast Bikeway. The trail will terminate at Route 6 near Old Bedford Road and adjacent to a SRTA bus stop. The project therefore includes upgrades for a bus shelter, bike rack, and adjacent parking to facilitate multi-modal transportation.

Descriptions 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 23: 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.

Table 23: Highway Federal Funding Categories

Funding Category	Explanation
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%
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%.

Table 23: Highway Federal Funding Categories

Funding Category	Explanation
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%.
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.

Table 23: Highway Federal Funding Categories

Funding Category	Explanation
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%
Better Utilizing Investments to Leverage Development (BUILD) - Discretionary Grant program	BUILD, a discretionary grant program, enables DOT to use a rigorous merit-based process to select multi-modal, multi-jurisdictional 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.

Table 23: Highway Federal Funding Categories

Funding Category	Explanation
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).
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 24: 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 25: 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.

2020 SRPEDD Urban Areas

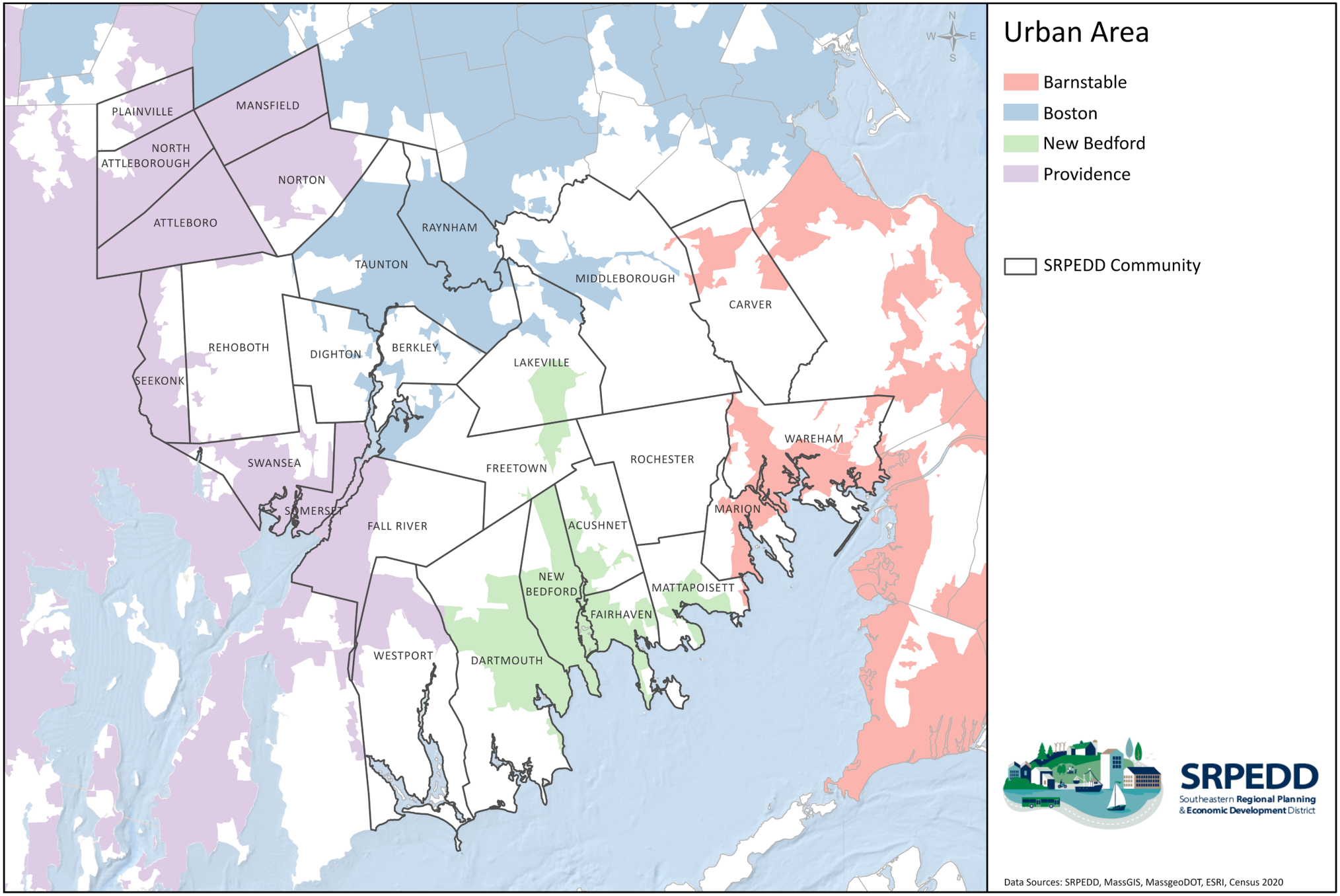


Figure 19: SRPEDD Region Urbanized Areas

Financial Plan

Highway - Regional Target Funds

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

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

A portion of the federal highway funding allocated to Massachusetts is directly transferred to the Accelerated Bridge Program. The remaining funds are jointly examined by MassDOT Highway Division, MassDOT Planning, and Federal Aid Programming and Reimbursement Office (FAPRO) to determine how much of that amount is required for statewide needs, such as Interstate Maintenance, district-wide contracts, planning, and transportation demand management. A breakdown of MassDOT's spending for FFY2026-2030 can be found in Appendix I.

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%. The formula for distribution among the MPOs was developed by the Massachusetts Association of Regional Planning Agencies.

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. Table 26 displays estimates of available funding for each funding program.

Table 26: Estimates of Available Transit Federal Funding by Program and RTA

GATRA

Funding Sources	FFY2026	FFY2027	FFY2028	FFY2029	FFY2030
Section 5307	$12,692,291	$9,100,805	$9,333,857	$9,017,199	$8,783,481
Section 5339	$174,220	$41,480		$53,924	$53,924
Totals	$12,866,511	$9,142,285	$9,333,857	$9,071,123	$8,837,405

SRTA

Funding Sources	FFY2026	FFY2027	FFY2028	FFY2029	FFY2030
Section 5307	$13,721,319	$14,327,629	$16,746,035	$8,230,417	$8,353,874
Section 5339	$0	$536,640	$213,360	$166,767	$169,269
Section 5339 Statewide		$1,930,000	$1,940,000	$1,960,000	$1,970,000
Section 5339D	$4,422,000	$0	$0	$0	$0
Totals	$18,143,319	$16,794,269	$18,899,395	$18,975,334	$19,062,334

In addition, the transit authorities receive funding from state and local sources that are used for capital projects, operations and to supplement federal funds. Table 27 displays estimates of available funding from each source.

Table 27: Estimates of Available Transit State and Local Funding by Program and RTA

GATRA					
Funding Sources	FFY2026	FFY2027	FFY2028	FFY2029	FFY2030
RTACAP	$1,559,128	$596,183	$675,964	$575,281	$516,852
State Contract Assistance	$2,220,000	$2,255,000	$2,220,000	$2,255,000	$2,255,000
LF	$1,665,000	$1,478,600	$1,001,100	$1,332,000	$1,480,800
ONF	$2,081,508	$2,097,292	$0	$0	$0
Totals	**$7,525,636**	**$6,427,075**	**$12,297,064**	**$4,162,281**	**$4,252,652**

SRTA					
Funding Sources	FFY2026	FFY2027	FFY2028	FFY2029	FFY2030
DRTACAP	$1,105,500	$0	$0	$0	$0
RTACAP	$2,769,154	$3,146,660	$19,959,209	$44,541,300	$27,998,300
State Contract Assistance	$17,915,394	$18,418,989	$18,937,026	$19,469,921	$19,469,921
LF	$15,000	$15,000	$15,000	$15,000	$15,000
VWSF	$5,804,132	$0	$0	$0	$0
Total Funds Programmed	$27,609,180	$21,580,649	$38,911,235	$64,026,221	$47,483,221

All funding amounts shown above are reasonable estimates of available funding and were generated as part of the 2024 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 24, 2024. Part 1A includes projects subject to these targets. Table 28 displays all targets and programmed amounts.

Table 28: Federal Highway Federal Aid Financial Plan for FFY26-30 TIP

Federal Fiscal Year	FFY2026	FFY2027	FFY2028	FFY2029	FFY2030
Total Regional Federal Aid Funds Available 2026	$26,126,323	$31,828,004	$33,094,525	$32,847,926	$33,373,236
STBG Programmed	$19,804,206	$24,023,885	$30,237,590	$31,681,326	$22,081,983
CMAQ Programmed	$2,859,980	$5,833,779	$1,810,474	$0	$2,707,563
TAP Programmed	$0	$0	$0	$0	$7,399,877
Balance	$3,462,137	$1,970,340	$1,046,461	$1,166,600	$1,183,813

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 displayed in Tables 23 & 24 represent total federal, state and local contributions for GATRA & SRTA by fiscal year.

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 29, 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.

Regionally Significant Projects

The SMMPO identifies Regionally Significant Projects as transportation projects that serve regional needs with large impacts to the transportation network.

These projects can help the region meet today's needs, adapt to changing mobility patterns for goods and people, and support economic success overall. The plan focuses particularly on projects that reconstruct or enhance the existing network, with few expansion projects. Implementation of many of these projects will require support from local, regional, state, and federal partners.

Regionally significant projects for the SMMPO region are displayed in Table 30.

Table 30: Regionally Significant Projects

Project Name & MassDOT Number	Location	Description	Status
South Coast Rail	Fall River, New Bedford, Middleborough, Taunton, Freetown	Project has restored commuter rail service between Boston and southeastern Massachusetts. Taunton, Fall River and New Bedford. Service on the line began March 24, 2025.	Completed
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. Scenarios for bridge reconstruction were presented by MassDOT at a public meeting in January 2024 with a vertical lift span design selected as the desired design type with two proposed lift heights to minimize traffic disruption from bridge raising. Construction is expected to begin in 2027 with a potential for 1-1.5 years of construction time. 25% design is expected for this project with accompanying information public meetings in late 2024.	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 recently paused on this project to facilitate a change of construction firms but is currently underway again. Funds were previously programmed in FFY's 2021 through 2023 of the TIP.	Under Construction
Route 79/Davol Street (MassDOT #608049	Fall River	The Fall River Route 79 Boulevard will be transformed into an urban boulevard at street level with Davol Street East and President Avenue. It will include a wide landscaped center median and will provide local access to the waterfront and Route 79 via new signalized intersections at Turner Street, Taylor Street/Fall River Depot Driveway, President Avenue, and Cory Street. The new boulevard will be shifted to the east where it will follow the current alignment of Davol Street. The project also includes bicycle infrastructure that will close a critical gap in the South Coast Bikeway and East Coast Greenway routing. The goal is to reconnect the waterfront to the downtown area, promote economic development, and incorporate plans for the South Coast Rail project. This project intends to limit regional transportation impacts, improve economic and land use feasibility within existing environmental constraints, and coordinate with the South Coast Rail project. Construction is underway and funds are programmed in FFY's 2022 through 2026 in the Earmark or Discretionary Grant Funded Project section with National Highway Performance Program (NHPP) & Highway Infrastructure Program (HIP) funds. As well as in the State Prioritized Modernization Project section with National Highway Performance Program (NHPP), Surface Transportation Block Grant Program (STBG) and TAP funds.	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 (FY2026), Wareham Minot 92 Avenue/Narrows Road Path (FY2030), and a section of pathway in Wareham along Route 6 near Swifts Beach Road (FY 2026). 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 off-road shared use paths and protected bike lanes that will connect the communities of Taunton, Dighton, Somerset, and Fall River along the Taunton River. Once complete, it will also intersect with the South Coast Bikeway at Fall River Heritage State Park. Future extensions could connect the Taunton River Trail north to Norton, Bridgewater, and Easton to provide connectivity to Greater Boston area. As of 2025, 2 miles of shared use path is under construction in Fall River along Davol Street, 2.5 miles are programmed on the FY28 Statewide TIP in Taunton south of Weir Street, 2 miles are under design by the Department of Conservation and Recreation at Sweets Knoll State Park in Dighton, and several additional miles are under feasibility study in both Taunton and Dighton.	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

FFY 2026-2030 State Transportation Improvement Program
Massachusetts Department of Transportation (MassDOT)
And the Metropolitan Planning Organizations (MPOs)

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

Introduction

The 1990 Clean Air Act Amendments (CAAA) require metropolitan planning organizations within nonattainment and maintenance areas to perform air quality conformity determinations prior to the approval of Long-Range Transportation Plans (LRTPs) and Transportation Improvement Programs (TIPs), and at such other times as required by regulation. Clean Air Act (CAA) section 176(c) (42 U.S.C. 7506(c)) requires that federally funded or approved highway and transit activities are consistent with ("conform to") the purpose of the State Implementation Plan (SIP). Conformity to the purpose of the SIP means that means Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) funding and approvals are given to highway and transit activities that will not cause or contribute to new air quality violations, worsen existing violations, or delay timely attainment of the relevant NAAQS or any interim milestones (42 U.S.C. 7506(c)(1)). EPA's transportation conformity rules establish the criteria and procedures for determining whether metropolitan transportation plans, transportation improvement programs (TIPs), and federally supported highway and transit projects conform to the SIP (40 CFR Parts 51.390 and 93).

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

Legislative and Regulatory Background

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

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

In 1997, the EPA proposed a new, eight-hour ozone standard that replaced the one-hour standard, effective June 15, 2005. Scientific information had shown that ozone could affect human health at lower levels, and over longer exposure times than one hour. The new standard was challenged in court, and after a lengthy legal battle, the courts upheld it. It was finalized in June 2004.The eight-hour standard is 0.08 parts per million, averaged over eight hours and not to be exceeded more than once per year. Nonattainment areas were again further classified based on the severity of the eight-hour values. Massachusetts as a whole was classified as being in moderate nonattainment for the eight-hour standard, and was separated into two nonattainment areas—Eastern Massachusetts and Western Massachusetts.

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

After reviewing data from Massachusetts monitoring stations, EPA sent a letter on December 16, 2011, proposing that only Dukes County would be designated as nonattainment for the new proposed 0.075 ozone standard. Massachusetts concurred with these findings.
On May 21, 2012, (77 FR 30088), the final rule was published in the Federal Register, defining the 2008 NAAQS at 0.075 ppm, the standard that was promulgated in March 2008. A second rule published on May 21, 2012 (77 FR 30160), revoked the 1997 ozone NAAQS to occur one year after the July 20, 2012 effective date of the 2008 NAAQS.

Also on May 21, 2012, the air quality designations areas for the 2008 NAAQS were published in the Federal Register. In this Federal Register, the only area in Massachusetts that was designated as nonattainment is Dukes County. All other Massachusetts counties were designated as attainment/unclassified for the 2008 standard. On March

6, 2015, (80 FR 12264, effective April 6, 2015) EPA published the Final Rulemaking, "Implementation of the 2008 National Ambient Air Quality Standards (NAAQS) for Ozone: State Implementation Plan Requirements; Final Rule." This rulemaking confirmed the removal of transportation conformity to the 1997 Ozone NAAQS and the replacement with the 2008 Ozone NAAQS, which (with actually a stricter level of allowable ozone concentration than the 1997 standards) classified Massachusetts as "Attainment/unclassifiable" (except for Dukes County).

However, on February 16, 2018, the United States Court of Appeals for the District of Columbia Circuit in South Coast Air Quality Mgmt. District v. EPA ("South Coast II," 882 F.3d 1138) held that transportation conformity determinations must be made in areas that were either nonattainment or maintenance for the 1997 ozone NAAQS and attainment for the 2008 ozone NAAQS when the 1997 ozone NAAQS was revoked. 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 13, 2023. This conformity determination continues to be valid for the FFY 2026 - 2030 State Transportation Improvement Program and each MPOs' FFY 2026 – 2030 Transportation Improvement Program, as each is developed from the conforming 2024-2050 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 FFY 2026-2030 State Transportation Improvement Program, Transportation Improvement Programs, and 2024-2050 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 September 13, 2023.
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. Each MPO's Public Participation Plan ensures that the public will have access to the TIP/RTP and all supporting documentation, provides for public notification of the availability of the TIP/RTP and the public's right to review the document and comment thereon, and provides a 21-day public review and comment period prior to the adoption of the TIP/RTP and related certification documents.

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 2026-2030 State Transportation Improvement Program and 2024-2050 Regional Transportation Plans are fiscally constrained, as demonstrated in this document.

In summary and based upon the entire process described above, the Commonwealth 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 2026-2030 State Transportation Improvement Program and the 2024-2050 Regional Transportation Plans 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 MPO's FFY 2026-2030 State Transportation Improvement Program and the 2024-2050 Regional Transportation Plans 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

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Appendix A
FFY2026-2030
FEDERAL HIGHWAY
PROJECT LISTING

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STIP: 2026 - 2030 (D)

Year	MassDOT Project ID	MPO	Municipality	MassDOT Project Description	District	Funding Source	Adjusted TFPC	Total Programmed Funds	Federal Funds	Non-Federal Funds	Earmark Details	Other Information
Federal Fiscal Year 2026								$227,839,954	$187,006,275	$40,833,679		
Section 1A / Regionally Prioritized Projects								$22,664,186	$18,131,349	$4,532,837		
Roadway Reconstruction								$22,664,186	$18,131,349	$4,532,837		
2026	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	$21,461,710	$724,497	$579,598	$144,899		a) Construction; b) Total Cost = $21,461,710- Advance Construction 2025 $15,323,742 STBG/$5,413,471, CMAQ, 2026 $724,927 STBG ; d) EC Score 61 of 100; h) Project Proponent - Lakeville; i) Status 100%
2026	607871	Southeastern Mass	Dartmouth	DARTMOUTH- CORRIDOR IMPROVEMENTS ON ROUTE 6, FROM FAUNCE CORNER ROAD TO HATHAWAY ROAD	5	CMAQ	$11,024,874	$2,859,980	$2,287,984	$571,996		a) Construction; b) Total Cost= $11,024,874; STBG $8,164,894 and CMAQ $2,859,980; d) EC Score 71 of 100; Project Proponent - MassDOT, i) Status - 75%
2026	607871	Southeastern Mass	Dartmouth	DARTMOUTH- CORRIDOR IMPROVEMENTS ON ROUTE 6, FROM FAUNCE CORNER ROAD TO HATHAWAY ROAD	5	STBG	$11,024,874	$8,164,894	$6,531,915	$1,632,979		a) Construction; b) Total Cost= $11,024,874; STBG $8,164,894 and CMAQ $2,859,980; d) EC Score 71 of 100; Project Proponent - MassDOT, i) Status - 75%
2026	610647	Southeastern Mass	Wareham	WAREHAM- CORRIDOR IMPROVEMENTS ON ROUTE 6 AT SWIFTS BEACH ROAD	5	STBG	$10,914,815	$10,914,815	$8,731,852	$2,182,963		a) Construction; b) Total Cost = $10,914,815 STBG; d) EC Score 68 of 100; h) Project Proponent - MassDOT; i) Status 100%
							CMAQ Programmed	$2,859,980	$2,287,984	$571,996		
							STBG Programmed	$19,804,206	$15,843,365	$3,960,841		
							Total Programmed for Southeastern Mass Region Projects*	$22,664,186	$18,131,349	$4,532,837		
							Program Target for Southeastern Mass Region Projects	$26,126,323	$20,901,058	$5,225,265		
							Target Funds Available for Southeastern Mass Region Projects	$3,462,137	$2,769,709	$692,428		
Section 2A / Federal Aid Funded State Prioritized Reliability Projects								$19,985,460	$16,615,632	$3,369,828		
Bridge On-System NHS NB								$128,321,384	$102,657,107	$25,664,277		
2026	606527	Southeastern Mass	New Bedford	NEW BEDFORD- BRIDGE 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 IMPROVEMENTS TO N-06-021, N-06-022, F-01-008	5	HIP-BR	$378,321,384	$128,321,384	$102,657,107	$25,664,277		
Earmark Discretionary								$9,687,500	$7,750,000	$1,937,500		
2026	613636	Southeastern Mass	Dighton	DIGHTON- BRIDGE REPLACEMENT, D-08-002 (3L9), PLEASANT STREET OVER MUDDY COVE	5	HPP	$5,490,100	$3,437,500	$2,750,000	$687,500		Earmark amount is $3,437,500 inclusive of match (MA 279).
2026	613642	Southeastern Mass	Multiple	RAYNHAM- TAUNTON- BRIDGE REPLACEMENT, R-02-003=T-01-004 (3M4), SOUTH STREET EAST OVER THE TAUNTON RIVER	5	HPP	$7,347,388	$6,250,000	$5,000,000	$1,250,000		
Bridge Systematic Maintenance NB								$1,850,000	$1,480,000	$370,000		
2026	613871	Southeastern Mass	Taunton	TAUNTON- BRIDGE PRESERVATION, T-01-007, PLAIN STREET BRIDGE OVER THE TAUNTON RIVER	5	HIP-BR	$1,250,000	$1,250,000	$1,000,000	$250,000		
2026	613932	Southeastern Mass	Freetown	FREETOWN- BRIDGE PRESERVATION, F-09-002, SOUTH MAIN STREET OVER THE ASSONET RIVER	5	HIP-BR	$600,000	$600,000	$480,000	$120,000		
Section 2A / Federal Aid Funded State Prioritized Reliability Projects								$59,392,705	$52,248,476	$7,144,229		
Highway Resiliency Improvement Program								$12,049,583	$9,639,666	$2,409,917		
2026	606352	Southeastern Mass	Wareham	WAREHAM- CULVERT AND DAM REPLACEMENT ON CRANBERRY HIGHWAY AT ROUTE 28 AND ROUTE 6, MILL POND DAM OVER AGAWAM RIVER	5	PRCT	$36,476,161	$12,049,583	$9,639,666	$2,409,917		
Interstate Pavement								$47,343,122	$42,608,810	$4,734,312		
2026	612056	Southeastern Mass	Attleboro	ATTLEBORO- NORTH ATTLEBOROUGH- MANSFIELD-FOXBOROUGH- RESURFACING AND RELATED WORK ON I-95	5	NHPP-I	$15,417,321	$15,417,321	$13,875,589	$1,541,732		
2026	612061	Southeastern Mass	Multiple	MATTAPOISETT- MARION- WAREHAM- RESURFACING AND RELATED WORK ON I-195	5	NHPP-I	$22,969,565	$22,969,565	$20,672,609	$2,296,957		
2026	612064	Southeastern Mass	Multiple	WESTPORT- DARTMOUTH- RESURFACING AND RELATED WORK ON I-195	5	NHPP-I	$8,956,236	$8,956,236	$8,060,612	$895,624		
Section 2C / Federal Aid Funded State Prioritized Expansion Projects								$5,924,179	$4,739,343	$1,184,836		
Bicycle and Pedestrian								$5,924,179	$4,739,343	$1,184,836		
2026	607979	Southeastern Mass	Marion	MARION- SHARED USE PATH CONSTRUCTION (PHASE 1), FROM THE MARION-MATTAPOISETT T.L. TO POINT ROAD	5	CMAQ	$5,924,179	$5,924,179	$4,739,343	$1,184,836		

STIP: 2026 - 2030 (D)

Year	MassDOT Project ID	MPO	Municipality	MassDOT Project Description	District	Funding Source	Adjusted TFPC	Total Programmed Funds	Federal Funds	Non-Federal Funds	Earmark Details	Other Information
Federal Fiscal Year 2027								$108,405,473	$63,709,284	$44,696,189		
Section 1A / Regionally Prioritized Projects								$29,857,664	$23,886,131	$5,971,533		
Roadway Reconstruction								$26,264,116	$21,011,293	$5,252,823		
2027	608750	Southeastern Mass	Plainville	PLAINVILLE- RECONSTRUCTION OF SOUTH STREET (ROUTE 1A), FROM SHARLENE LANE TO EVERETT STREET AND RELATED WORK	5	CMAQ	$12,200,212	$3,167,363	$2,533,890	$633,473		a) Construction; b) Total Cost = $12,200,212 - $9,032,849 STBG/$3,167,363 CMAQ d) EC Score 71 of 100; h) Project Proponent - Plainville; i) Status Pre 25%
2027	608750	Southeastern Mass	Plainville	PLAINVILLE- RECONSTRUCTION OF SOUTH STREET (ROUTE 1A), FROM SHARLENE LANE TO EVERETT STREET AND RELATED WORK	5	STBG	$12,200,212	$9,032,849	$7,226,279	$1,806,570		a) Construction; b) Total Cost = $12,200,212 - $9,032,849 STBG/$3,167,363 CMAQ d) EC Score 71 of 100; h) Project Proponent - Plainville; i) Status Pre 25%
2027	610927	Southeastern Mass	Westport	WESTPORT- INTERSECTION IMPROVEMENTS AT ROUTE 177 AND ROBERTS ROAD/TICKLE ROAD	5	STBG	$4,701,252	$4,701,252	$3,761,002	$940,250		a) Construction; b) Total Cost = $4,701,252 STBG d) EC Score 29 of 100; h) Project Proponent - Westport; i) Status 25%
2027	612268	Southeastern Mass	Mansfield	MANSFIELD- CHAUNCY STREET (ROUTE 106) IMPROVEMENTS (PHASE 2)	5	STBG	$9,362,652	$9,362,652	$7,490,122	$1,872,530		a) Construction; b) Total Cost = $9,362,652 - STBG d) EC Score 69 of 100; h) Project Proponent - Mansfield; i) Status Pre 25%
Intersection Improvements								$3,593,548	$2,874,838	$718,710		
2027	609193	Southeastern Mass	Norton	NORTON- INTERSECTION IMPROVEMENTS AT WEST MAIN STREET (ROUTE 123), NORTH WORCESTER STREET AND SOUTH WORCESTER STREET	5	CMAQ	$3,593,548	$2,666,416	$2,133,133	$533,283		a) Construction; b) Total Cost = $3,593,548 - $927,132 STBG / $2,666,416 CMAQ d) EC Score 43 of 100; h) Project Proponent - Norton; i) Status PS&E
2027	609193	Southeastern Mass	Norton	NORTON- INTERSECTION IMPROVEMENTS AT WEST MAIN STREET (ROUTE 123), NORTH WORCESTER STREET AND SOUTH WORCESTER STREET	5	STBG	$3,593,548	$927,132	$741,706	$185,426		a) Construction; b) Total Cost = $3,593,548 - $927,132 STBG / $2,666,416 CMAQ d) EC Score 43 of 100; h) Project Proponent - Norton; i) Status PS&E
							CMAQ Programmed	$5,833,779	$4,667,023	$1,166,756		
							STBG Programmed	$24,023,885	$19,219,108	$4,804,777		
							Total Programmed for Southeastern Mass Region Projects*	$29,857,664	$23,886,131	$5,971,533		
							Program Target for Southeastern Mass Region Projects	$31,828,004	$25,462,403	$6,365,601		
							Target Funds Available for Southeastern Mass Region Projects	$1,970,340	$1,576,272	$394,068		
Section 2A / Federal Aid Funded State Prioritized Reliability Projects								$38,674,126	$32,989,498	$5,684,628		
Highway Resiliency Improvement Program								$11,909,061	$9,527,249	$2,381,812		
2027	606352	Southeastern Mass	Wareham	WAREHAM- CULVERT AND DAM REPLACEMENT ON CRANBERRY HIGHWAY AT ROUTE 28 AND ROUTE 6, MILL POND DAM OVER AGAWAM RIVER	5	PRCT	$36,476,161	$11,909,061	$9,527,249	$2,381,812		
Bridge Off-system								$6,263,089	$5,010,471	$1,252,618		
2027	609434	Southeastern Mass	Fall River	FALL RIVER- BRIDGE REPLACEMENT, F-02-114 (C0X), JEFFERSON STREET OVER SUCKER BROOK	5	STBG-BR-Off	$6,263,089	$6,263,089	$5,010,471	$1,252,618		
Interstate Pavement								$20,501,976	$18,451,778	$2,050,198		
2027	612058	Southeastern Mass	Raynham	RAYNHAM- TAUNTON- NORTON- RESURFACING AND RELATED WORK ON I-495	5	NHPP-I	$20,501,976	$20,501,976	$18,451,778	$2,050,198		
Section 2B / Federal Aid Funded State Prioritized Modernization Projects								$8,542,068	$6,833,654	$1,708,414		
Accessibility Improvements								$7,092,129	$5,673,703	$1,418,426		
2027	612263	Southeastern Mass	New Bedford	NEW BEDFORD- BICYCLE AND PEDESTRIAN RAMP CONSTRUCTION, ROUTE 6 (WB) TO MACARTHUR DRIVE	5	STBG	$7,092,129	$7,092,129	$5,673,703	$1,418,426		
Safe Routes to School								$1,449,939	$1,159,951	$289,988		
2027	613359	Southeastern Mass	Freetown	FREETOWN - FREETOWN ELEMENTARY SCHOOL (SRTS)	5	TAP	$1,449,939	$1,449,939	$1,159,951	$289,988		
Section 3B / Non-Federal Aid Funded								$31,331,615	$0	$31,331,615		
Bridge On-system Non-NHS								$31,331,615	$0	$31,331,615		
2027	606089	Southeastern Mass	Freetown	FREETOWN- BRIDGE REPLACEMENT, F-09-010, N. MAIN STREET OVER ST 24	5	NGBP	$26,029,691	$3,893,760	$0	$3,893,760		
2027	606389	Southeastern Mass	Freetown	FREETOWN- BRIDGE REPLACEMENT, F-09-017, CHACE ROAD OVER ROUTE 140	5	NGBP	$17,761,669	$17,580,427	$0	$17,580,427		
2027	607348	Southeastern Mass	North Attleborough	NORTH ATTLEBORO- SUPERSTRUCTURE REPLACEMENT & SUBSTRUCTURE REHABILITATION, N-16-004, MENDON ROAD OVER ABBOTT RUN RIVER	5	NGBP	$9,857,428	$9,857,428	$0	$9,857,428		

STIP: 2026 - 2030 (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								$75,921,790	$61,771,046	$14,150,744	
Section 1A / Regionally Prioritized Projects								$32,048,064	$25,638,451	$6,409,613	
Roadway Reconstruction								$32,048,064	$25,638,451	$6,409,613	
2028	607440	Southeastern Mass	Mattapoisett	MATTAPOISETT- CORRIDOR IMPROVEMENTS AND RELATED WORK ON MAIN STREET, WATER STREET, BEACON STREET AND MARION ROAD.	5	CMAQ	$17,458,138	$1,810,474	$1,448,379	$362,095	a) Construction; b) Total Cost = $17,458,138 Advance Construction 2028 $1,810,474 CMAQ / $2,189,526 STBG, 2029 $10,000,000 STBG 2030 $3,458,138 STBG d) EC Score 38 of 100; h) Project Proponent - Mattapoisett; i) Status Pre 25%
2028	607440	Southeastern Mass	Mattapoisett	MATTAPOISETT- CORRIDOR IMPROVEMENTS AND RELATED WORK ON MAIN STREET, WATER STREET, BEACON STREET AND MARION ROAD.	5	STBG	$17,458,138	$2,189,526	$1,751,621	$437,905	a) Construction; b) Total Cost = $17,458,138 Advance Construction 2028 $1,810,474 CMAQ / $2,189,526 STBG, 2029 $10,000,000 STBG 2030 $3,458,138 STBG d) EC Score 38 of 100; h) Project Proponent - Mattapoisett; i) Status Pre 25%
2028	608530	Southeastern Mass	Middleborough	MIDDLEBORO- RECONSTRUCTION AND RELATED WORK ON WAREHAM STREET AND WOOD STREET	5	STBG	$17,071,083	$8,500,000	$6,800,000	$1,700,000	a) Construction; b) Total Cost = $17,071,083 Advance Construction 2028 $8,500,000 STBG, 2029 $8,571,083 STBG; d) EC Score 61 of 100; h) Project Proponent - Middleboro; i) Status Pre 25%
2028	610798	Southeastern Mass	New Bedford	NEW BEDFORD- INTERSECTION IMPROVEMENTS AT MOUNT PLEASANT STREET AND NASH ROAD	5	STBG	$6,165,230	$6,165,230	$4,932,184	$1,233,046	a) Construction; b) Total Cost = $6,165,230 - STBG d) EC Score 58 of 100; h) Project Proponent - New Bedford; i) Status Pre 25%
2028	612672	Southeastern Mass	New Bedford	NEW BEDFORD- CORRIDOR IMPROVEMENTS ON TARKILN HILL ROAD AND ASHLEY BOULEVARD	5	STBG	$13,382,834	$13,382,834	$10,706,267	$2,676,567	a) Construction; b) Total Cost = $13,382,834 - STBG d) EC Score 57 of 100; h) Project Proponent - New Bedford; i) Status Pre 25%
							CMAQ Programmed	$1,810,474	$1,448,379	$362,095	
							STBG Programmed	$30,237,590	$24,190,072	$6,047,518	
							Total Programmed for Southeastern Mass Region Projects*	$32,048,064	$25,638,451	$6,409,613	
							Program Target for Southeastern Mass Region Projects	$33,094,525	$26,475,620	$6,618,905	
							Target Funds Available for Southeastern Mass Region Projects	$1,046,461	$837,169	$209,292	
Section 2A / Federal Aid Funded State Prioritized Reliability Projects								$19,985,460	$16,615,632	$3,369,828	
Highway Resiliency Improvement Program								$6,000,000	$4,800,000	$1,200,000	
2028	606352	Southeastern Mass	Wareham	WAREHAM- CULVERT AND DAM REPLACEMENT ON CRANBERRY HIGHWAY AT ROUTE 28 AND ROUTE 6, MILL POND DAM OVER AGAWAM RIVER	5	PRCT	$36,476,161	$6,000,000	$4,800,000	$1,200,000	
Non-Interstate Pavement								$7,712,820	$6,170,256	$1,542,564	
2028	612077	Southeastern Mass	Multiple	LAKEVILLE- FREETOWN- TAUNTON- RESURFACING AND RELATED WORK ON ROUTE 140	5	NHPP	$7,712,820	$7,712,820	$6,170,256	$1,542,564	
Interstate Pavement								$6,272,640	$5,645,376	$627,264	
2028	612105	Southeastern Mass	Multiple	FALL RIVER- WESTPORT- INTERSTATE MAINTENANCE AND RELATED WORK ON I-195	5	NHPP-I	$6,272,640	$6,272,640	$5,645,376	$627,264	
Section 2B / Federal Aid Funded State Prioritized Modernization Projects								$4,972,849	$4,384,629	$588,220	
Intersection Improvements								$4,063,500	$3,657,150	$406,350	
2028	611980	Southeastern Mass	Somerset	SOMERSET- INTERSECTION IMPROVEMENTS AT ROUTE 6 AND LEES RIVER AVE	5	HSIP	$4,063,500	$4,063,500	$3,657,150	$406,350	
Safe Routes to School								$909,349	$727,479	$181,870	
2028	612101	Southeastern Mass	Fall River	FALL RIVER- MARY FONSECA ELEMENTARY SCHOOL (SRTS)	5	TAP	$909,349	$909,349	$727,479	$181,870	
Section 2C / Federal Aid Funded State Prioritized Expansion Projects								$18,915,417	$15,132,334	$3,783,083	
Bicycle and Pedestrian								$18,915,417	$15,132,334	$3,783,083	
2028	613094	Southeastern Mass	Taunton	TAUNTON- TAUNTON RIVER RAIL TRAIL CONSTRUCTION	5	CMAQ	$18,915,417	$18,915,417	$15,132,334	$3,783,083	

STIP: 2026 - 2030 (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 2029								$70,738,050	$60,496,112	$10,241,938	
Section 1A / Regionally Prioritized Projects								$31,681,326	$25,345,061	$6,336,265	
Roadway Reconstruction								$31,681,326	$25,345,061	$6,336,265	
2029	607440	Southeastern Mass	Mattapoisett	MATTAPOISETT- CORRIDOR IMPROVEMENTS AND RELATED WORK ON MAIN STREET, WATER STREET, BEACON STREET AND MARION ROAD.	5	STBG	$17,458,138	$10,000,000	$8,000,000	$2,000,000	a) Construction; b) Total Cost = $17,458,138 Advance Construction 2028 $1,810,474 CMAQ / $2,189,526 STBG, 2029 $10,000,000 STBG 2030 $3,458,138 STBG d) EC Score 38 of 100; h) Project Proponent - Mattapoisett; i) Status Pre 25%
2029	608530	Southeastern Mass	Middleborough	MIDDLEBORO- RECONSTRUCTION AND RELATED WORK ON WAREHAM STREET AND WOOD STREET	5	STBG	$17,071,083	$8,571,083	$6,856,866	$1,714,217	a) Construction; b) Total Cost = $17,071,083 Advance Construction 2028 $8,500,000 STBG, 2029 $8,571,083 STBG; d) EC Score 61 of 100; h) Project Proponent - Middleboro; i) Status Pre 25%
2029	613095	Southeastern Mass	Attleboro	ATTLEBORO- CORRIDOR IMPROVEMENTS ON ROUTE 123, FROM LATHROP ROAD TO THATCHER STREET	5	STBG	$13,110,243	$13,110,243	$10,488,194	$2,622,049	a) Construction; b) Total Cost = $13,110,243 - STBG d) EC Score 64 of 100; h) Project Proponent - Attleboro; i) Status Pre 25%
							STBG Programmed	$31,681,326	$25,345,061	$6,336,265	
							Total Programmed for Southeastern Mass Region Projects*	$31,681,326	$25,345,061	$6,336,265	
							Program Target for Southeastern Mass Region Projects	$32,847,926	$26,278,341	$6,569,585	
							Target Funds Available for Southeastern Mass Region Projects	$1,166,600	$933,280	$233,320	
Section 2A / Federal Aid Funded State Prioritized Reliability Projects								$27,408,640	$24,667,776	$2,740,864	
Interstate Pavement								$27,408,640	$24,667,776	$2,740,864	
2029	613386	Southeastern Mass	Multiple	MANSFIELD- NORTON- INTERSTATE PAVEMENT PRESERVATION AND RELATED WORK ON I-495	5	NHPP-I	$27,408,640	$27,408,640	$24,667,776	$2,740,864	
Section 2B / Federal Aid Funded State Prioritized Modernization Projects								$11,648,084	$10,483,276	$1,164,808	
Intersection Improvements								$11,648,084	$10,483,276	$1,164,808	
2029	613596	Southeastern Mass	Middleborough	MIDDLEBOROUGH- INTERSECTION IMPROVEMENTS ON ROUTE 28 AT MERCHANT'S WAY AND WILLIAMS PLACE	5	HSIP	$11,648,084	$11,648,084	$10,483,276	$1,164,808	

STIP: 2026 - 2030 (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 2030								$57,572,809	$47,701,735	$9,871,074	
Section 1A / Regionally Prioritized Projects								$32,189,423	$25,751,538	$6,437,885	
Roadway Reconstruction								$21,937,222	$17,549,778	$4,387,444	
2030	607440	Southeastern Mass	Mattapoisett	MATTAPOISETT- CORRIDOR IMPROVEMENTS AND RELATED WORK ON MAIN STREET, WATER STREET, BEACON STREET AND MARION ROAD.	5	STBG	$17,458,138	$3,458,138	$2,766,510	$691,628	a) Construction; b) Total Cost = $17,458,138 Advance Construction 2028 $1,810,474 CMAQ / $2,189,526 STBG, 2029 $10,000,000 STBG 2030 $3,458,138 STBG d) EC Score 38 of 100; h) Project Proponent - Mattapoisett; i) Status Pre 25%
2030	608586	Southeastern Mass	Dartmouth	DARTMOUTH- CORRIDOR IMPROVEMENTS ON DARTMOUTH STREET AND PROSPECT STREET	5	CMAQ	$4,834,933	$2,707,563	$2,166,050	$541,513	a) Construction; b) Total Cost = $4,834,933 $2,707,563 CMAQ / $2,127,370 STBG, d) EC Score 34 of 100; h) Project Proponent - Dartmouth; i) Status Pre 25%
2030	608586	Southeastern Mass	Dartmouth	DARTMOUTH- CORRIDOR IMPROVEMENTS ON DARTMOUTH STREET AND PROSPECT STREET	5	STBG	$4,834,933	$2,127,370	$1,701,896	$425,474	a) Construction; b) Total Cost = $4,834,933 $2,707,563 CMAQ / $2,127,370 STBG, d) EC Score 34 of 100; h) Project Proponent - Dartmouth; i) Status Pre 25%
2030	610669	Southeastern Mass	Dartmouth	DARTMOUTH- CROSS ROAD CORRIDOR IMPROVEMENTS	5	STBG	$6,441,247	$6,441,247	$5,152,998	$1,288,249	a) Construction; b) Total Cost = $6,441,247 - STBG; d) EC Score 52 of 100; h) Project Proponent - Dartmouth; i) Status Pre 25%;
2030	612604	Southeastern Mass	New Bedford	NEW BEDFORD- CORRIDOR IMPROVEMENTS ON COUNTY STREET, FROM UNION STREET TO KEMPTON STREET	5	STBG	$7,202,904	$7,202,904	$5,762,323	$1,440,581	a) Construction; b) Total Cost = $7,202,904 STBG; d) EC Score 52 of 100; h) Project Proponent - New Bedford; i) Status Pre 25%;
Bicycle and Pedestrian								$7,399,877	$5,919,902	$1,479,975	
2030	607825	Southeastern Mass	Wareham	WAREHAM- SHARED USE PATH CONSTRUCTION ADJACENT TO NARROWS ROAD AND MINOT AVENUE	5	TAP	$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%;
Intersection Improvements								$2,852,324	$2,281,859	$570,465	
2030	613257	Southeastern Mass	Taunton	TAUNTON- INTERSECTION IMPROVEMENTS AT WINTHROP STREET (ROUTE 44) AND HIGHLAND STREET	5	STBG	$2,852,324	$2,852,324	$2,281,859	$570,465	a) Construction; b) Total Cost = $2,852,324 STBG; d) EC Score 45 of 100; h) Project Proponent - Dartmouth; i) Status Pre 25%;
							CMAQ Programmed	$2,707,563	$2,166,050	$541,513	
							TAP Programmed	$22,081,983	$17,665,586	$4,416,397	
							STBG Programmed	$7,399,877	$5,919,902	$1,479,975	
							Total Programmed for Southeastern Mass Region Projects*	$32,189,423	$25,751,538	$6,437,885	
							Program Target for Southeastern Mass Region Projects	$33,373,236	$26,698,589	$6,674,647	
							Target Funds Available for Southeastern Mass Region Projects	$1,183,813	$947,051	$236,762	
Section 2A / Federal Aid Funded State Prioritized Reliability Projects								$25,383,386	$21,950,197	$3,433,189	
Non-Interstate Pavement								$8,948,506	$7,158,805	$1,789,701	
2030	611991	Southeastern Mass	Multiple	NEW BEDFORD- FREETOWN- PAVEMENT PRESERVATION & RELATED WORK ON ROUTE 140	5	NHPP	$8,948,506	$8,948,506	$7,158,805	$1,789,701	
Interstate Pavement								$16,434,880	$14,791,392	$1,643,488	
2030	613384	Southeastern Mass	Multiple	FAIRHAVEN- NEW BEDFORD- INTERSTATE PAVEMENT PRESERVATION AND RELATED WORK ON I-195	5	NHPP-I	$16,434,880	$16,434,880	$14,791,392	$1,643,488	

Appendix B - FFY2026-2030 Greenhouse Gas Monitoring & Evaluation Process & Summaries

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STIP: 2026 - 2030 (D)

MassDot Project ID	MassDOT Project Description	GHG Analysis Type	GHG Impact Description	GHG CO2 Impact (kg/yr)	Additional Information
Federal Fiscal Year 2026					
Southeastern Mass					
606352	WAREHAM- CULVERT AND DAM REPLACEMENT ON CRANBERRY HIGHWAY AT ROUTE 28 AND ROUTE 6, MILL POND DAM OVER AGAWAM RIVER	Qualitative	No assumed impact/negligible impact on emissions	0	
606527	NEW BEDFORD- BRIDGE 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 IMPROVEMENTS TO N-06-021, N-06-022, F-01-008	Qualitative	No assumed impact/negligible impact on emissions	0	
606715	LAKEVILLE- RECONSTRUCTION AND RELATED WORK ON RHODE ISLAND ROAD (ROUTE 79), FROM THE TAUNTON CITY LINE TO CLEAR POND ROAD	Quantified	Quantified Decrease in Emissions from Complete Streets Project	0	Traffic flow improvements will also contribute to decrease in emissions.Impacts Credited in FFY2025 Consultation Committee - 1/21/2021
607871	DARTMOUTH- CORRIDOR IMPROVEMENTS ON ROUTE 6, FROM FAUNCE CORNER ROAD TO HATHAWAY ROAD	Quantified	Quantified Decrease in Emissions from Traffic Operational Improvement	605,237	Consultation Committee: 03/04/2020
607979	MARION- SHARED USE PATH CONSTRUCTION (PHASE 1), FROM THE MARION-MATTAPOISETT T.L. TO POINT ROAD	Quantified	Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure	20,144	Consultation Committee: 11/10/2016
610647	WAREHAM- CORRIDOR IMPROVEMENTS ON ROUTE 6 AT SWIFTS BEACH ROAD	Quantified	Quantified Decrease in Emissions from Traffic Operational Improvement	0	GHG Analysis will be conducted to determine improvements.
612061	MATTAPOISETT- MARION- WAREHAM- RESURFACING AND RELATED WORK ON I-195		No assumed impact/negligible impact on emissions	0	
612064	WESTPORT- DARTMOUTH- RESURFACING AND RELATED WORK ON I-195		No assumed impact/negligible impact on emissions	0	
613636	DIGHTON- BRIDGE REPLACEMENT, D-08-002 (3L9), PLEASANT STREET OVER MUDDY COVE		No assumed impact/negligible impact on emissions	0	
613642	RAYNHAM- TAUNTON- BRIDGE REPLACEMENT, R-02-003=T-01-004 (3M4), SOUTH STREET EAST OVER THE TAUNTON RIVER		No assumed impact/negligible impact on emissions	0	
613871	TAUNTON- BRIDGE PRESERVATION, T-01-007, PLAIN STREET BRIDGE OVER THE TAUNTON RIVER		No assumed impact/negligible impact on emissions	0	
613932	FREETOWN- BRIDGE PRESERVATION, F-09-002, SOUTH MAIN STREET OVER THE ASSONET RIVER		No assumed impact/negligible impact on emissions	0	
Southeastern Mass			Total GHG Increase (kg/year)	0	
			Total GHG Reduction (kg/year)	625,381	
			Total GHG Difference (kg/year)	625,381	
2026			Total GHG Increase (kg/year)	0	
			Total GHG Reduction (kg/year)	625,381	
			Total GHG Difference (kg/year)	625,381	
2026			Total GHG Increase (kg/year)	0	
			Total GHG Reduction (kg/year)	625,381	
			Total GHG Difference (kg/year)	625,381	

STIP: 2026 - 2030 (D)

MassDot Project ID	MassDOT Project Description	GHG Analysis Type	GHG Impact Description	GHG CO2 Impact (kg/yr)	Additional Information
Federal Fiscal Year 2027					
Southeastern Mass					
606089	FREETOWN- BRIDGE REPLACEMENT, F-09-010, N. MAIN STREET OVER ST 24		No assumed impact/negligible impact on emissions	0	
606352	WAREHAM- CULVERT AND DAM REPLACEMENT ON CRANBERRY HIGHWAY AT ROUTE 28 AND ROUTE 6, MILL POND DAM OVER AGAWAM RIVER		No assumed impact/negligible impact on emissions	0	
606389	FREETOWN- BRIDGE REPLACEMENT, F-09-017, CHACE ROAD OVER ROUTE 140		No assumed impact/negligible impact on emissions	0	
607348	NORTH ATTLEBORO- SUPERSTRUCTURE REPLACEMENT & SUBSTRUCTURE REHABILITATION, N-16-004, MENDON ROAD OVER ABBOTT RUN RIVER		No assumed impact/negligible impact on emissions	0	
608750	PLAINVILLE- RECONSTRUCTION OF SOUTH STREET (ROUTE 1A), FROM SHARLENE LANE TO EVERETT STREET AND RELATED WORK	Quantified	Quantified Decrease in Emissions from Complete Streets Project	4,049	
609193	NORTON- INTERSECTION IMPROVEMENTS AT WEST MAIN STREET (ROUTE 123), NORTH WORCESTER STREET AND SOUTH WORCESTER STREET	Quantified	Quantified Decrease in Emissions from Traffic Operational Improvement	802,511	Consultation Committee - 4/14/2018
609434	FALL RIVER- BRIDGE REPLACEMENT, F-02-114 (C0X), JEFFERSON STREET OVER SUCKER BROOK		No assumed impact/negligible impact on emissions	0	
610927	WESTPORT- INTERSECTION IMPROVEMENTS AT ROUTE 177 AND ROBERTS ROAD/TICKLE ROAD		No assumed impact/negligible impact on emissions	0	
612058	RAYNHAM- TAUNTON- NORTON- RESURFACING AND RELATED WORK ON I-495		No assumed impact/negligible impact on emissions	0	
612263	NEW BEDFORD- BICYCLE AND PEDESTRIAN RAMP CONSTRUCTION, ROUTE 6 (WB) TO MACARTHUR DRIVE		No assumed impact/negligible impact on emissions	0	
612268	MANSFIELD- CHAUNCY STREET (ROUTE 106) IMPROVEMENTS (PHASE 2)	Quantified	Quantified Decrease in Emissions from Traffic Operational Improvement	0	GHG analysis will be conducted to determine traffic operational improvements
613359	FREETOWN - FREETOWN ELEMENTARY SCHOOL (SRTS)		No assumed impact/negligible impact on emissions	0	
Southeastern Mass			Total GHG Increase (kg/year)	0	
			Total GHG Reduction (kg/year)	806,560	
			Total GHG Difference (kg/year)	806,560	
2027			Total GHG Increase (kg/year)	0	
			Total GHG Reduction (kg/year)	806,560	
			Total GHG Difference (kg/year)	806,560	
2027			Total GHG Increase (kg/year)	0	
			Total GHG Reduction (kg/year)	806,560	
			Total GHG Difference (kg/year)	806,560	

STIP: 2026 - 2030 (D)

MassDot Project ID	MassDOT Project Description	GHG Analysis Type	GHG Impact Description	GHG CO2 Impact (kg/yr)	Additional Information
Federal Fiscal Year 2028					
Southeastern Mass					
606352	WAREHAM- CULVERT AND DAM REPLACEMENT ON CRANBERRY HIGHWAY AT ROUTE 28 AND ROUTE 6, MILL POND DAM OVER AGAWAM RIVER		No assumed impact/negligible impact on emissions	0	
607440	MATTAPOISETT- CORRIDOR IMPROVEMENTS AND RELATED WORK ON MAIN STREET, WATER STREET, BEACON STREET AND MARION ROAD.	Quantified	Quantified Decrease in Emissions from Complete Streets Project	2,197	
608530	MIDDLEBORO- RECONSTRUCTION AND RELATED WORK ON WAREHAM STREET AND WOOD STREET	Quantified	Quantified Decrease in Emissions from Traffic Operational Improvement	0	GHG Analysis will be conducted to determine improvements.
610798	NEW BEDFORD- INTERSECTION IMPROVEMENTS AT MOUNT PLEASANT STREET AND NASH ROAD	Quantified	Quantified Decrease in Emissions from Traffic Operational Improvement	0	GHG Analysis will be conducted to determine improvements.
611980	SOMERSET- INTERSECTION IMPROVEMENTS AT ROUTE 6 AND LEES RIVER AVE		No assumed impact/negligible impact on emissions	0	
612077	LAKEVILLE- FREETOWN- TAUNTON- RESURFACING AND RELATED WORK ON ROUTE 140		No assumed impact/negligible impact on emissions	0	
612101	FALL RIVER- MARY FONSECA ELEMENTARY SCHOOL (SRTS)		No assumed impact/negligible impact on emissions	0	
612105	FALL RIVER- WESTPORT- INTERSTATE MAINTENANCE AND RELATED WORK ON I-195		No assumed impact/negligible impact on emissions	0	
612672	NEW BEDFORD- CORRIDOR IMPROVEMENTS ON TARKILN HILL ROAD AND ASHLEY BOULEVARD		No assumed impact/negligible impact on emissions	0	
613094	TAUNTON- TAUNTON RIVER RAIL TRAIL CONSTRUCTION	Qualitative	No assumed impact/negligible impact on emissions	0	Anticipate Project will be CMAQ eligible. Analysis to be conducted upon completion of Function Design Report.
Southeastern Mass			Total GHG Increase (kg/year)	0	
			Total GHG Reduction (kg/year)	2,197	
			Total GHG Difference (kg/year)	2,197	
2028			Total GHG Increase (kg/year)	0	
			Total GHG Reduction (kg/year)	2,197	
			Total GHG Difference (kg/year)	2,197	
2028			Total GHG Increase (kg/year)	0	
			Total GHG Reduction (kg/year)	2,197	
			Total GHG Difference (kg/year)	2,197	

STIP: 2026 - 2030 (D)

MassDot Project ID	MassDOT Project Description	GHG Analysis Type	GHG Impact Description	GHG CO2 Impact (kg/yr)	Additional Information
Federal Fiscal Year 2029					
Southeastern Mass					
607440	MATTAPOISETT- CORRIDOR IMPROVEMENTS AND RELATED WORK ON MAIN STREET, WATER STREET, BEACON STREET AND MARION ROAD.	Quantified	Quantified Decrease in Emissions from Complete Streets Project	2,197	
608530	MIDDLEBORO- RECONSTRUCTION AND RELATED WORK ON WAREHAM STREET AND WOOD STREET	Quantified	Quantified Decrease in Emissions from Traffic Operational Improvement	0	GHG Analysis will be conducted to determine improvements.
613095	ATTLEBORO- CORRIDOR IMPROVEMENTS ON ROUTE 123, FROM LATHROP ROAD TO THATCHER STREET	Quantified	Quantified Decrease in Emissions from Traffic Operational Improvement	0	GHG Analysis will be conducted to determine improvements.
613386	MANSFIELD- NORTON- INTERSTATE PAVEMENT PRESERVATION AND RELATED WORK ON I-495		No assumed impact/negligible impact on emissions	0	
613596	MIDDLEBOROUGH- INTERSECTION IMPROVEMENTS ON ROUTE 28 AT MERCHANT'S WAY AND WILLIAMS PLACE		No assumed impact/negligible impact on emissions	0	
Southeastern Mass			Total GHG Increase (kg/year)	0	
			Total GHG Reduction (kg/year)	2,197	
			Total GHG Difference (kg/year)	2,197	
2029			Total GHG Increase (kg/year)	0	
			Total GHG Reduction (kg/year)	2,197	
			Total GHG Difference (kg/year)	2,197	
2029			Total GHG Increase (kg/year)	0	
			Total GHG Reduction (kg/year)	2,197	
			Total GHG Difference (kg/year)	2,197	

STIP: 2026 - 2030 (D)

MassDot Project ID	MassDOT Project Description	GHG Analysis Type	GHG Impact Description	GHG CO2 Impact (kg/yr)	Additional Information
Federal Fiscal Year 2030					
Southeastern Mass					
607440	MATTAPOISETT- CORRIDOR IMPROVEMENTS AND RELATED WORK ON MAIN STREET, WATER STREET, BEACON STREET AND MARION ROAD.	Quantified	Quantified Decrease in Emissions from Complete Streets Project	2,197	
607825	WAREHAM- SHARED USE PATH CONSTRUCTION ADJACENT TO NARROWS ROAD AND MINOT AVENUE	Quantified	Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure	0	GHG Analysis will be conducted to determine traffic operational improvements.
608586	DARTMOUTH- CORRIDOR IMPROVEMENTS ON DARTMOUTH STREET AND PROSPECT STREET	Quantified	Quantified Decrease in Emissions from Complete Streets Project	4,940,960	
610669	DARTMOUTH- CROSS ROAD CORRIDOR IMPROVEMENTS	Quantified	Quantified Decrease in Emissions from Traffic Operational Improvement	0	GHG Analysis will be conducted to determine improvements.
611991	NEW BEDFORD- FREETOWN- PAVEMENT PRESERVATION & RELATED WORK ON ROUTE 140		No assumed impact/negligible impact on emissions	0	
612604	NEW BEDFORD- CORRIDOR IMPROVEMENTS ON COUNTY STREET, FROM UNION STREET TO KEMPTON STREET	Quantified	Quantified Decrease in Emissions from Traffic Operational Improvement	0	GHG Analysis will be conducted to determine improvements.
613257	TAUNTON- INTERSECTION IMPROVEMENTS AT WINTHROP STREET (ROUTE 44) AND HIGHLAND STREET	Quantified	Quantified Decrease in Emissions from Traffic Operational Improvement	0	GHG Analysis will be conducted to determine improvements.
613384	FAIRHAVEN- NEW BEDFORD- INTERSTATE PAVEMENT PRESERVATION AND RELATED WORK ON I-195		No assumed impact/negligible impact on emissions	0	
Southeastern Mass			Total GHG Increase (kg/year)	0	
			Total GHG Reduction (kg/year)	4,943,157	
			Total GHG Difference (kg/year)	4,943,157	
2030			Total GHG Increase (kg/year)	0	
			Total GHG Reduction (kg/year)	4,943,157	
			Total GHG Difference (kg/year)	4,943,157	
2030			Total GHG Increase (kg/year)	0	
			Total GHG Reduction (kg/year)	4,943,157	
			Total GHG Difference (kg/year)	4,943,157	

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Appendix C - FFY2016-2025 Greenhouse Gas Monitoring & Evaluation Process & Summaries

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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
608753	TAUNTON- CORRIDOR IMPROVEMENTS AND RELATED WORK ON BROADWAY (ROUTE 138), FROM PURCHASE STREET TO JACKSON STREET (PHASE 2)	$9,556,955 (CMAQ - $2,389,239)	Quantified	2,234	Quantified Decrease in Emissions from Traffic Operational Improvement		2024
606715	LAKEVILLE- RECONSTRUCTION AND RELATED WORK ON RHODE ISLAND ROAD (ROUTE 79), FROM THE TAUNTON CITY LINE TO CLEAR POND ROAD	$21,461,710 (CMAQ - $5,413,471)	Quantified	1646	Quantified Decrease in Emissions from Complete Streets Project		2025
609255	MANSFIELD- MULTIMODAL ACCOMMODATION ON SCHOOL STREET, FROM SPRING STREET TO WEST STREET	$4,343,952 (CMAQ - $999,109)	Quantified	68009	Quantified Decrease in Emissions from Traffic Operational Improvement		2025

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
RTD0010650	GATRA	Buy Replacement Vans - 6	$650,000	Quantified	27,615	Quantified Decrease in Emissions from Bus Replacement		2023
RTDTBD12	GATRA	Buy Replacement 35-FT Buses (2)	$1,800,000	Quantified	3,481	Quantified Decrease in Emissions from Bus Replacement		2023
RTD0010799	SRTA	BUY REPLACEMENT VAN	$35,000	Quantified	4,052	Quantified Decrease in Emissions from Bus Replacement		2023
RTD0011181	SRTA	BUY REPLACEMENT 35-FT BUS (5) 5339(b) Competitive: FTA-2021-008	$3,750,000	Quantified	5,966	Quantified Decrease in Emissions from Bus Replacement		2023
RTD0010650	GATRA	Buy Replacement Vans - 6	$650,000	Quantified	27,615	Quantified Decrease in Emissions from Bus Replacement		2023
RTDTBD12	GATRA	Buy Replacement 35-FT Buses (2)	$1,800,000	Quantified	3,481	Quantified Decrease in Emissions from Bus Replacement		2023
RTD0010799	SRTA	BUY REPLACEMENT VAN	$35,000	Quantified	4,052	Quantified Decrease in Emissions from Bus Replacement		2023
RTD0011181	SRTA	BUY REPLACEMENT 35-FT BUS (5) 5339(b) Competitive: FTA-2021-008	$3,750,000	Quantified	5,966	Quantified Decrease in Emissions from Bus Replacement		2023
RTD0010655	GATRA	Buy Replacement 35-FT Buses (2) - BEB	$1,800,000	Quantified	25,835	Quantified Decrease in Emissions from Bus Replacement		2024
RTD0010656	GATRA	Buy Replacement Vans - 8	$530,000	Quantified	3,481	Quantified Decrease in Emissions from Bus Replacement		2024
RTD0010808	SRTA	BUY REPLACEMENT VAN	$35,000	Quantified	4,052	Quantified Decrease in Emissions from Bus Replacement		2024
RTD0011182	SRTA	BUY REPLACEMENT 35-FT BUS (5) 5339(b) Competitive: FTA-2021-008	$3,750,000	Quantified	2,340	Quantified Decrease in Emissions from Bus Replacement		2024

Appendix D - FFY2026-2030 FEDERAL TRANSIT PROJECT LISTING - GATRA

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STIP: 2026 - 2030 (D)

Year	MassDOT Project ID	Municipality	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							$20,392,147	$12,866,511	$3,779,128	$3,746,508		
Greater Attleboro-Taunton Regional Transit Authority							$20,392,147	$12,866,511	$3,779,128	$3,746,508		
2026	GATRA011968		RTA Vehicle Replacement	Greater Attleboro Taunton Regional Transit Authority - Buy Replacement 35-FT Diesel Buses - 4	5307	$2,500,000	$2,000,000	$2,000,000			11.12.02	
2026	GATRA011968		RTA Vehicle Replacement	Greater Attleboro Taunton Regional Transit Authority - Buy Replacement 35-FT Diesel Buses - 4	RTACAP	$2,500,000	$500,000		$500,000		11.12.02	
2026	GATRA011969	Wareham	RTA Replacement Facilities	Greater Attleboro Taunton Regional Transit Authority - East Maintenance Facility	5307	$4,977,000	$3,981,600	$3,981,600			11.41.03	
2026	GATRA011969	Wareham	RTA Replacement Facilities	Greater Attleboro Taunton Regional Transit Authority - East Maintenance Facility	RTACAP	$4,977,000	$995,400		$995,400		11.41.03	
2026	RTD0010669		RTA Fleet Upgrades	Greater Attleboro-Taunton Regional Transit Authority - Buy Replacement 35-FT Buses (2) - BEB	ONF	$2,042,400	$2,081,508			$2,081,508	00	Transportation Bond Chapter 271 of the Actos of 2022 Earmark (appropriation 6720-2261)
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	$88,864	$71,091	$71,091			11.42.20	Support equipment including replacement computers, tablets, supervisor vehicle, and office machines
2026	RTD0010676		RTA Facility & Vehicle Maintenance	Greater Attleboro-Taunton Regional Transit Authority - Miscellaneous Support Equipment	RTACAP	$88,864	$17,773		$17,773		11.42.20	Support equipment including replacement computers, tablets, supervisor vehicle, and office machines
2026	RTD0010677		RTA Vehicle Replacement	Greater Attleboro-Taunton Regional Transit Authority - Buy Replacement Vans - 15	LF	$1,665,000	$1,665,000			$1,665,000	11.12.15	Anticipated Mobility Assistance Program funded vehicles
2026	T00101	Attleboro	RTA Facility & System Modernization	GATRA - Transit Enhancement	5307	$12,000	$9,600	$9,600			11.32.20	
2026	T00101	Attleboro	RTA Facility & System Modernization	GATRA - Transit Enhancement	RTACAP	$12,000	$2,400		$2,400		11.32.20	
2026	T00102		RTA Vehicle Replacement	GATRA - Associated Capital Items Bus	5339	$217,775	$174,220	$174,220			11.42.20	charging stations for battery electric vehicles, lettering and equipment for new vans.
2026	T00102		RTA Vehicle Replacement	GATRA - Associated Capital Items Bus	RTACAP	$217,775	$43,555		$43,555		11.42.20	charging stations for battery electric vehicles, lettering and equipment for new vans.

STIP: 2026 - 2030 (D)

Year	MassDOT Project ID	Municipality	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							$15,569,360	$9,142,285	$2,851,183	$3,575,892		
Greater Attleboro-Taunton Regional Transit Authority							$15,569,360	$9,142,285	$2,851,183	$3,575,892		
2027	GATRA011784		RTA Vehicle Replacement	Greater Attleboro-Taunton Regional Transit Authority - Buy Replacement Minibuses (8) - BEB - TBB Earmark 6720-2261	ONF	$2,136,669	$1,036,609			$1,036,609	11.12.04	Transportation Bond Chapter 271 of the Acts of 2022 Earmark (appropriation 6720-2261)
2027	RTD0010669		RTA Fleet Upgrades	Greater Attleboro-Taunton Regional Transit Authority - Buy Replacement 35-FT Buses (2) - BEB	ONF	$2,042,400	$1,060,683			$1,060,683	00	Transportation Bond Chapter 271 of the Actos of 2022 Earmark (appropriation 6720-2261)
2027	RTD0011411		RTA Facility & Vehicle Maintenance	Greater Attleboro-Taunton Regional Transit Authority - Miscellaneous Support Equipment	5307	$352,824	$282,259	$282,259			11.42.20	replacement computers and tablets, generator for new facility, portable generator and truck for on the road electric bus charging
2027	RTD0011411		RTA Facility & Vehicle Maintenance	Greater Attleboro-Taunton Regional Transit Authority - Miscellaneous Support Equipment	RTACAP	$352,824	$70,565		$70,565		11.42.20	replacement computers and tablets, generator for new facility, portable generator and truck for on the road electric bus charging
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 - 13	LF	$1,478,600	$1,478,600			$1,478,600	11.12.15	Anticipated Mobility Assistance Program funded vehicles
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	RTD0011422		RTA Fleet Upgrades	Greater Attleboro-Taunton Regional Transit Authority - Buy Replacement 35-FT Buses BEB (1)	5307	$1,060,683	$848,546	$848,546			11.12.02	
2027	RTD0011422		RTA Fleet Upgrades	Greater Attleboro-Taunton Regional Transit Authority - Buy Replacement 35-FT Buses BEB (1)	RTACAP	$1,060,683	$212,137		$212,137		11.12.02	
2027	T00080	Taunton	RTA Facility & System Modernization	GATRA - Parcel 6A Solar Project	5307	$4,800,000	$1,200,000	$1,200,000			11.51.20	
2027	T00080	Taunton	RTA Facility & System Modernization	GATRA - Parcel 6A Solar Project	RTACAP	$4,800,000	$300,000		$300,000		11.51.20	
2027	T00099		RTA Vehicle Replacement	GATRA - Associated Capital Items Bus	5339	$67,405	$41,480	$41,480			11.42.20	
2027	T00099		RTA Vehicle Replacement	GATRA - Associated Capital Items Bus	RTACAP	$67,405	$13,481		$13,481		11.42.20	

STIP: 2026 - 2030 (D)

Year	MassDOT Project ID	Municipality	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							$13,230,921	$9,333,857	$2,895,964	$1,001,100		
Greater Attleboro-Taunton Regional Transit Authority							$13,230,921	$9,333,857	$2,895,964	$1,001,100		
2028	GATRA011970		RTA Facility & Vehicle Maintenance	Greater Attleboro Taunton Regional Transit Authority - Rehab/Renovate Facilities	5307	$50,000	$40,000	$40,000			11.34.01	
2028	GATRA011970		RTA Facility & Vehicle Maintenance	Greater Attleboro Taunton Regional Transit Authority - Rehab/Renovate Facilities	RTACAP	$50,000	$10,000		$10,000		11.34.01	
2028	RTD0011411		RTA Facility & Vehicle Maintenance	Greater Attleboro-Taunton Regional Transit Authority - Miscellaneous Support Equipment	5307	$352,824	$36,493	$36,493			11.42.20	replacement computers and tablets, generator for new facility, portable generator and truck for on the road electric bus charging
2028	RTD0011411		RTA Facility & Vehicle Maintenance	Greater Attleboro-Taunton Regional Transit Authority - Miscellaneous Support Equipment	RTACAP	$352,824	$9,123		$9,123		11.42.20	replacement computers and tablets, generator for new facility, portable generator and truck for on the road electric bus charging
2028	T00080	Taunton	RTA Facility & System Modernization	GATRA - Parcel 6A Solar Project	5307	$4,800,000	$400,000	$400,000			11.51.20	
2028	T00080	Taunton	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	$140,000	$112,000	$112,000			11.52.20	
2028	T00104		RTA Facility & System Modernization	GATRA - Electric Vehicle Charging Stations	RTACAP	$140,000	$28,000		$28,000		11.52.20	
2028	T00105		RTA Vehicle Replacement	GATRA - Acquire Vans	LF	$1,001,100	$1,001,100			$1,001,100	11.12.15	Anticipated Mobility Assistance Program funded vehicles
2028	T00106		RTA Facility & Vehicle Maintenance	GATRA - Associated Capital Items Bus	5307	$466,665	$385,776	$385,776			11.42.20	Replacement batteries for 6 electric buses, lettering and vehicle equipment for new vans
2028	T00106		RTA Facility & Vehicle Maintenance	GATRA - Associated Capital Items Bus	RTACAP	$466,665	$96,444		$96,444		11.42.20	Replacement batteries for 6 electric buses, lettering and vehicle equipment for new vans
2028	T00107		RTA Vehicle Replacement	Greater Attleboro-Taunton Regional Transit Authority - Buy Replacement 35-FT Buses (2) - BEB	5307	$2,161,985	$1,729,588	$1,729,588			11.12.02	
2028	T00107		RTA Vehicle Replacement	Greater Attleboro-Taunton Regional Transit Authority - Buy Replacement 35-FT Buses (2) - BEB	RTACAP	$2,161,985	$432,397		$432,397		11.12.02	
2028	T00108		Operating	GATRA - Short Range Transit Planning	5307	$100,000	$80,000	$80,000			44.24.00	
2028	T00108		Operating	GATRA - Short Range Transit Planning	SCA	$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	

STIP: 2026 - 2030 (D)

Year	MassDOT Project ID	Municipality	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 2029							$13,233,404	$9,071,123	$2,830,281	$1,332,000		
Greater Attleboro-Taunton Regional Transit Authority							$13,233,404	$9,071,123	$2,830,281	$1,332,000		
2029	GATRA011689		RTA Facility & Vehicle Maintenance	GATRA - Miscellaneous Support Equipment	5307	$45,317	$36,493	$36,493			11.42.20	replacement computers, tablets, IT equipment
2029	GATRA011689		RTA Facility & Vehicle Maintenance	GATRA - Miscellaneous Support Equipment	RTACAP	$45,317	$9,123		$9,123		11.42.20	replacement computers, tablets, IT equipment
2029	T00104		RTA Facility & System Modernization	GATRA - Electric Vehicle Charging Stations	5307	$140,000	$112,000	$112,000			11.52.20	
2029	T00104		RTA Facility & System Modernization	GATRA - Electric Vehicle Charging Stations	RTACAP	$140,000	$28,000		$28,000		11.52.20	
2029	T00105		RTA Vehicle Replacement	GATRA - Acquire Vans	LF	$1,001,100	$1,332,000			$1,332,000	11.12.15	Anticipated Mobility Assistance Program funded vehicles
2029	T00106		RTA Facility & Vehicle Maintenance	GATRA - Associated Capital Items Bus	5307	$466,665	$336,000	$336,000			11.42.20	Replacement batteries for 6 electric buses, lettering and vehicle equipment for new vans
2029	T00106		RTA Facility & Vehicle Maintenance	GATRA - Associated Capital Items Bus	5339	$466,665	$53,924	$53,924			11.42.20	Replacement batteries for 6 electric buses, lettering and vehicle equipment for new vans
2029	T00106		RTA Facility & Vehicle Maintenance	GATRA - Associated Capital Items Bus	RTACAP	$466,665	$97,481		$97,481		11.42.20	Replacement batteries for 6 electric buses, lettering and vehicle equipment for new vans
2029	T00107		RTA Vehicle Replacement	Greater Attleboro-Taunton Regional Transit Authority - Buy Replacement 35-FT Buses (2) - BEB	5307	$2,161,985	$1,762,706	$1,762,706			11.12.02	
2029	T00107		RTA Vehicle Replacement	Greater Attleboro-Taunton Regional Transit Authority - Buy Replacement 35-FT Buses (2) - BEB	RTACAP	$2,161,985	$440,677		$440,677		11.12.02	
2029	T00108		Operating	GATRA - Short Range Transit Planning	5307	$100,000	$80,000	$80,000			44.24.00	
2029	T00108		Operating	GATRA - Short Range Transit Planning	SCA	$100,000	$20,000		$20,000		44.24.00	
2029	T00109		Operating	GATRA - Non Fixed Route ADA Operating	5307	$1,650,000	$1,320,000	$1,320,000			11.7C.00	
2029	T00109		Operating	GATRA - Non Fixed Route ADA Operating	SCA	$1,650,000	$330,000		$330,000		11.7C.00	
2029	T00110		Operating	GATRA - Operating Assistance	5307	$1,500,000	$750,000	$750,000			30.09.01	
2029	T00110		Operating	GATRA - Operating Assistance	SCA	$1,500,000	$750,000		$750,000		30.09.01	
2029	T00111		RTA Facility & Vehicle Maintenance	GATRA - Preventative Maintenance	5307	$5,600,000	$4,480,000	$4,480,000			11.7A.00	
2029	T00111		RTA Facility & Vehicle Maintenance	GATRA - Preventative Maintenance	SCA	$5,600,000	$1,120,000		$1,120,000		11.7A.00	
2029	T00112		Operating	GATRA - Mobility Management	5307	$175,000	$140,000	$140,000			11.7L.00	
2029	T00112		Operating	GATRA - Mobility Management	SCA	$175,000	$35,000		$35,000		11.7L.00	

STIP: 2026 - 2030 (D)

Year	MassDOT Project ID	Municipality	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 2030							$13,090,057	$8,837,405	$2,771,852	$1,480,800		
Greater Attleboro-Taunton Regional Transit Authority							$13,090,057	$8,837,405	$2,771,852	$1,480,800		
2030	GATRA011689		RTA Facility & Vehicle Maintenance	GATRA - Miscellaneous Support Equipment	5307	$45,317	$34,775	$34,775			11.42.20	replacement computers, tablets, IT equipment
2030	GATRA011689		RTA Facility & Vehicle Maintenance	GATRA - Miscellaneous Support Equipment	RTACAP	$45,317	$8,694		$8,694		11.42.20	replacement computers, tablets, IT equipment
2030	GATRA011970		RTA Facility & Vehicle Maintenance	Greater Attleboro Taunton Regional Transit Authority - Rehab/Renovate Facilities	5307	$50,000	$216,000	$216,000			11.34.01	
2030	GATRA011970		RTA Facility & Vehicle Maintenance	Greater Attleboro Taunton Regional Transit Authority - Rehab/Renovate Facilities	RTACAP	$50,000	$54,000		$54,000		11.34.01	
2030	T00105		RTA Vehicle Replacement	GATRA - Acquire Vans	LF	$1,001,100	$1,480,800			$1,480,800	11.12.15	Anticipated Mobility Assistance Program funded vehicles
2030	T00106		RTA Facility & Vehicle Maintenance	GATRA - Associated Capital Items Bus	5339	$466,665	$53,924	$53,924			11.42.20	Replacement batteries for 6 electric buses, lettering and vehicle equipment for new vans
2030	T00106		RTA Facility & Vehicle Maintenance	GATRA - Associated Capital Items Bus	RTACAP	$466,665	$13,481		$13,481		11.42.20	Replacement batteries for 6 electric buses, lettering and vehicle equipment for new vans
2030	T00107		RTA Vehicle Replacement	Greater Attleboro-Taunton Regional Transit Authority - Buy Replacement 35-FT Buses (2) - BEB	5307	$2,161,985	$1,762,706	$1,762,706			11.12.02	
2030	T00107		RTA Vehicle Replacement	Greater Attleboro-Taunton Regional Transit Authority - Buy Replacement 35-FT Buses (2) - BEB	RTACAP	$2,161,985	$440,677		$440,677		11.12.02	
2030	T00108		Operating	GATRA - Short Range Transit Planning	5307	$100,000	$80,000	$80,000			44.24.00	
2030	T00108		Operating	GATRA - Short Range Transit Planning	SCA	$100,000	$20,000		$20,000		44.24.00	
2030	T00109		Operating	GATRA - Non Fixed Route ADA Operating	5307	$1,650,000	$1,320,000	$1,320,000			11.7C.00	
2030	T00109		Operating	GATRA - Non Fixed Route ADA Operating	SCA	$1,650,000	$330,000		$330,000		11.7C.00	
2030	T00110		Operating	GATRA - Operating Assistance	5307	$1,500,000	$750,000	$750,000			30.09.01	
2030	T00110		Operating	GATRA - Operating Assistance	SCA	$1,500,000	$750,000		$750,000		30.09.01	
2030	T00111		RTA Facility & Vehicle Maintenance	GATRA - Preventative Maintenance	5307	$5,600,000	$4,480,000	$4,480,000			11.7A.00	
2030	T00111		RTA Facility & Vehicle Maintenance	GATRA - Preventative Maintenance	SCA	$5,600,000	$1,120,000		$1,120,000		11.7A.00	
2030	T00112		Operating	GATRA - Mobility Management	5307	$175,000	$140,000	$140,000			11.7L.00	
2030	T00112		Operating	GATRA - Mobility Management	SCA	$175,000	$35,000		$35,000		11.7L.00	

Appendix E
FFY2026-2030
FEDERAL TRANSIT PROJECT LISTING- SRTA

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STIP: 2026 - 2030 (D)

Year	MassDOT Project ID	Municipality	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							$45,752,499	$18,143,319	$21,790,048	$5,819,132		
Southeastern Regional Transit Authority							$45,752,499	$18,143,319	$21,790,048	$5,819,132		
2026	RTD0010833		RTA Vehicle Replacement	SRTA - BUY REPLACEMENT VAN (3)	5307	$64,000	$51,200	$51,200			11.12.15	Buy Replacement/Expansion Van - Options
2026	RTD0010833		RTA Vehicle Replacement	SRTA - BUY REPLACEMENT VAN (3)	RTACAP	$64,000	$12,800		$12,800		11.12.15	Buy Replacement/Expansion Van - Options
2026	RTD0010834		RTA Facility & Vehicle Maintenance	SRTA - ENGINEERING & DESIGN - BUS SUPPORT EQUIP/FACIL	5307	$40,000	$32,000	$32,000			11.41.03	On-Call Architectural and Engineering Services
2026	RTD0010834		RTA Facility & Vehicle Maintenance	SRTA - ENGINEERING & DESIGN - BUS SUPPORT EQUIP/FACIL	RTACAP	$40,000	$8,000		$8,000		11.41.03	On-Call Architectural and Engineering Services
2026	RTD0010836		RTA Facility & System Modernization	SRTA - ACQUIRE - TRANSIT ENHANCEMENTS	5307	$10,000	$8,000	$8,000			11.92.02	
2026	RTD0010836		RTA Facility & System Modernization	SRTA - ACQUIRE - TRANSIT ENHANCEMENTS	RTACAP	$10,000	$2,000		$2,000		11.92.02	
2026	RTD0010837		RTA Vehicle Replacement	SRTA - ACQUIRE - SUPPORT VEHICLES (1)	5307	$75,000	$60,000	$60,000			11.42.11	(2) Support Vehicles - Operations
2026	RTD0010837		RTA Vehicle Replacement	SRTA - ACQUIRE - SUPPORT VEHICLES (1)	RTACAP	$75,000	$15,000		$15,000		11.42.11	(2) Support Vehicles - Operations
2026	RTD0010838		RTA Facility & System Modernization	SRTA - ACQUIRE - ADP HARDWARE/SOFTWARE (ITS)	5307	$137,000	$109,600	$109,600			11.42.08	Intelligent Transportation System (ITS) Upgrades
2026	RTD0010838		RTA Facility & System Modernization	SRTA - ACQUIRE - ADP HARDWARE/SOFTWARE (ITS)	RTACAP	$137,000	$27,400		$27,400		11.42.08	Intelligent Transportation System (ITS) Upgrades
2026	RTD0010839		Operating	SRTA - SHORT RANGE TRANSIT PLANNING	5307	$75,000	$60,000	$60,000			44.24.00	
2026	RTD0010839		Operating	SRTA - SHORT RANGE TRANSIT PLANNING	LF	$75,000	$15,000			$15,000	44.24.00	
2026	RTD0010840		RTA Facility & Vehicle Maintenance	SRTA - LEASE ASSOC CAP MAINT ITEMS (TIRE LEASE)	5307	$103,500	$82,800	$82,800			11.16.40	
2026	RTD0010840		RTA Facility & Vehicle Maintenance	SRTA - LEASE ASSOC CAP MAINT ITEMS (TIRE LEASE)	RTACAP	$103,500	$20,700		$20,700		11.16.40	
2026	RTD0010841		RTA Facility & Vehicle Maintenance	SRTA - ACQUIRE - MISC SUPPORT EQUIPMENT	5307	$100,000	$80,000	$80,000			11.42.20	(2) Portable Multi-Post Lifts
2026	RTD0010841		RTA Facility & Vehicle Maintenance	SRTA - ACQUIRE - MISC SUPPORT EQUIPMENT	RTACAP	$100,000	$20,000		$20,000		11.42.20	(2) Portable Multi-Post Lifts
2026	SRTA011722		RTA Vehicle Replacement	SRTA - BUY REPLACEMENT VAN (2)	5307	$250,951	$200,761	$200,761			11.12.15	Buy Replacement Van - Type E2 (2)
2026	SRTA011722		RTA Vehicle Replacement	SRTA - BUY REPLACEMENT VAN (2)	RTACAP	$250,951	$50,190		$50,190		11.12.15	Buy Replacement Van - Type E2 (2)
2026	SRTA011723		RTA Facility & Vehicle Maintenance	SRTA - ACQUIRE MISC SUPPORT EQUIPMENT	5307	$220,000	$176,000	$176,000			11.42.06	Maintenance Equipment - (1) Hybrid / BEB Scaffolding
2026	SRTA011723		RTA Facility & Vehicle Maintenance	SRTA - ACQUIRE MISC SUPPORT EQUIPMENT	RTACAP	$220,000	$44,000		$44,000		11.42.06	Maintenance Equipment - (1) Hybrid / BEB Scaffolding
2026	SRTA011724		RTA Facility & System Modernization	SRTA - ACQUIRE - MISC SUPPORT EQUIPMENT	5307	$30,000	$24,000	$24,000			11.42.20	Computer/Server Infrastructure and Equipment
2026	SRTA011724		RTA Facility & System Modernization	SRTA - ACQUIRE - MISC SUPPORT EQUIPMENT	RTACAP	$30,000	$6,000		$6,000		11.42.20	Computer/Server Infrastructure and Equipment
2026	SRTA011725		RTA Facility & Vehicle Maintenance	SRTA - ACQUIRE - MISC SUPPORT EQUIPMENT	5307	$60,000	$48,000	$48,000			11.42.20	MFP/IT Upgrades
2026	SRTA011725		RTA Facility & Vehicle Maintenance	SRTA - ACQUIRE - MISC SUPPORT EQUIPMENT	RTACAP	$60,000	$12,000		$12,000		11.42.20	MFP/IT Upgrades
2026	SRTA011726		RTA Fleet Upgrades	SRTA - BUY REPLACEMENT 35-FT LF-HD ELECTRIC BUS (4) VW SETTLEMENT FUNDS	RTACAP	$5,004,224	$118,592		$118,592		11.12.02	Rolling Stock - (4) 35-FT Low-Floor Heavy Duty Battery Electric Buses
2026	SRTA011726		RTA Fleet Upgrades	SRTA - BUY REPLACEMENT 35-FT LF-HD ELECTRIC BUS (4) VW SETTLEMENT FUNDS	VWSF	$5,004,224	$4,885,632			$4,885,632	11.12.02	Rolling Stock - (4) 35-FT Low-Floor Heavy Duty Battery Electric Buses
2026	SRTA011727		RTA Fleet Upgrades	SRTA - BUY REPLACEMENT 35-FT LF-HD ELECTRIC BUS (4) VW SETTLEMENT FUNDS	RTACAP	$1,270,763	$352,263		$352,263		11.12.02	35-FT Low-Floor Heavy Duty BEB - Charging Infrastructure and Equipment
2026	SRTA011727		RTA Fleet Upgrades	SRTA - BUY REPLACEMENT 35-FT LF-HD ELECTRIC BUS (4) VW SETTLEMENT FUNDS	VWSF	$1,270,763	$918,500			$918,500	11.12.02	35-FT Low-Floor Heavy Duty BEB - Charging Infrastructure and Equipment
2026	SRTA011839		RTA Vehicle Replacement	SRTA - BUY REPLACEMENT 35-FT LF-HD HYBRID BUS 5339(b) Competitive: FTA- 2023-002-TPM-LWNO	RTACAP	$14,698,408	$1,884,418		$1,884,418		11.12.02	SRTA 2023 Low-No Award (16 Buses - 16 in 2025). Match of final Bus build (Qty: 10) pushed into 2026 to alleviate 2025 RTACAP.
2026	SRTA011971		RTA Vehicle Replacement	SRTA - BUY REPLACEMENT 35-FT LF-HD HYBRID BUS 5339 DISCRETIONARY	5339D	$5,527,500	$4,422,000	$4,422,000			11.12.02	(5) 35' Hybrid Electric Buses - Discretionary Application
2026	SRTA011971		RTA Vehicle Replacement	SRTA - BUY REPLACEMENT 35-FT LF-HD HYBRID BUS 5339 DISCRETIONARY	DRTACAP	$5,527,500	$1,105,500		$1,105,500		11.12.02	(5) 35' Hybrid Electric Buses - Discretionary Application
2026	SRTA011972		RTA Facility & Vehicle Maintenance	SRTA - REHAB/RENOVATE BUS SUPPORT FACIL/EQUIP	5307	$360,000	$288,000	$288,000			11.44.03	Rehab / Renovate Operations Facility (Bus Terminal)
2026	SRTA011972		RTA Facility & Vehicle Maintenance	SRTA - REHAB/RENOVATE BUS SUPPORT FACIL/EQUIP	RTACAP	$360,000	$72,000		$72,000		11.44.03	Rehab / Renovate Operations Facility (Bus Terminal)
2026	SRTA011973		RTA Facility & Vehicle Maintenance	SRTA - REHAB/RENOVATE BUS SUPPORT FACIL/EQUIP	5307	$468,953	$375,162	$375,162			11.44.03	Rehab / Renovate (4) Admin / Maintenance Facilities
2026	SRTA011973		RTA Facility & Vehicle Maintenance	SRTA - REHAB/RENOVATE BUS SUPPORT FACIL/EQUIP	RTACAP	$468,953	$93,791		$93,791		11.44.03	Rehab / Renovate (4) Admin / Maintenance Facilities
2026	SRTA011974		RTA Facility & Vehicle Maintenance	SRTA - REHAB/RENOVATE BUS SUPPORT FACIL/EQUIP	5307	$150,000	$120,000	$120,000			11.44.09	Rehab / Renovate - Surveillance and Security (Access Control System Upgrade)
2026	SRTA011974		RTA Facility & Vehicle Maintenance	SRTA - REHAB/RENOVATE BUS SUPPORT FACIL/EQUIP	RTACAP	$150,000	$30,000		$30,000		11.44.09	Rehab / Renovate - Surveillance and Security (Access Control System Upgrade)
2026	T00200		Operating	SRTA - PREVENTATIVE MAINTENANCE	5307	$1,000,000	$800,000	$800,000			11.7A.00	Preventative Maintenance
2026	T00200		Operating	SRTA - PREVENTATIVE MAINTENANCE	SCA	$1,000,000	$200,000		$200,000		11.7A.00	Preventative Maintenance
2026	T00204		Operating	SRTA - NON-FIXED ROUTE ADA PARATRANSIT	5307	$200,000	$160,000	$160,000			11.7C.00	Non-Fixed Route ADA Paratransit
2026	T00204		Operating	SRTA - NON-FIXED ROUTE ADA PARATRANSIT	SCA	$200,000	$40,000		$40,000		11.7C.00	Non-Fixed Route ADA Paratransit
2026	T00208		Operating	SRTA - OPERATING ASSISTANCE	5307	$28,721,190	$11,045,796	$11,045,796			30.09.01	Operating Assistance
2026	T00208		Operating	SRTA - OPERATING ASSISTANCE	SCA	$28,721,190	$17,675,394		$17,675,394		30.09.01	Operating Assistance

STIP: 2026 - 2030 (D)

Year	MassDOT Project ID	Municipality	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							$38,374,918	$16,794,269	$21,565,649	$15,000		
Southeastern Regional Transit Authority							$38,374,918	$16,794,269	$21,565,649	$15,000		
2027	RTD0010835		RTA Facility & Vehicle Maintenance	SRTA - REHAB/RENOVATE BUS SUPPORT FACIL/EQUIP	5339	$70,000	$56,000	$56,000			11.44.09	Perimeter Gates - Access Controlled
2027	RTD0010835		RTA Facility & Vehicle Maintenance	SRTA - REHAB/RENOVATE BUS SUPPORT FACIL/EQUIP	RTACAP	$70,000	$14,000		$14,000		11.44.09	Perimeter Gates - Access Controlled
2027	RTD0011184		RTA Facility & Vehicle Maintenance	SRTA - LEASE ASSOC CAP MAINT ITEMS (Tire Lease)	5307	$103,500	$82,800	$82,800			11.16.40	Lease Associated Capital Maintenance Items - Tire Lease
2027	RTD0011184		RTA Facility & Vehicle Maintenance	SRTA - LEASE ASSOC CAP MAINT ITEMS (Tire Lease)	RTACAP	$103,500	$20,700		$20,700		11.16.40	Lease Associated Capital Maintenance Items - Tire Lease
2027	RTD0011185		Operating	SRTA - SHORT RANGE TRANSIT PLANNING	5307	$75,000	$60,000	$60,000			44.24.00	Transit Planning
2027	RTD0011185		Operating	SRTA - SHORT RANGE TRANSIT PLANNING	LF	$75,000	$15,000			$15,000	44.24.00	Transit Planning
2027	RTD0011268		RTA Vehicle Replacement	SRTA - BUY REPLACEMENT VAN (OPTIONS)	5339	$113,000	$90,400	$90,400			11.12.15	Buy Replacement Van Options
2027	RTD0011268		RTA Vehicle Replacement	SRTA - BUY REPLACEMENT VAN (OPTIONS)	RTACAP	$113,000	$22,600		$22,600		11.12.15	Buy Replacement Van Options
2027	RTD0011269		RTA Facility & Vehicle Maintenance	SRTA - ENGINEERING & DESIGN - BUS SUPPORT EQUIP/FACIL	5307	$40,000	$32,000	$32,000			11.41.03	On-Call Architectural and Engineering Services
2027	RTD0011269		RTA Facility & Vehicle Maintenance	SRTA - ENGINEERING & DESIGN - BUS SUPPORT EQUIP/FACIL	RTACAP	$40,000	$8,000		$8,000		11.41.03	On-Call Architectural and Engineering Services
2027	RTD0011270		RTA Facility & System Modernization	SRTA - REHAB/RENOVATE BUS SUPPORT FACIL/EQUIP	5339	$237,800	$190,240	$190,240			11.44.03	Operations and Maintenance Facility Yard Flow Analysis/Optimization and Re-Pavement
2027	RTD0011270		RTA Facility & System Modernization	SRTA - REHAB/RENOVATE BUS SUPPORT FACIL/EQUIP	RTACAP	$237,800	$47,560		$47,560		11.44.03	Operations and Maintenance Facility Yard Flow Analysis/Optimization and Re-Pavement
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 - SUPPORT VEHICLES (1)	5307	$45,000	$36,000	$36,000			11.42.11	Acquire (1) Operations Support Vehicle
2027	RTD0011272		RTA Facility & Vehicle Maintenance	SRTA - ACQUIRE - SUPPORT VEHICLES (1)	RTACAP	$45,000	$9,000		$9,000		11.42.11	Acquire (1) Operations Support Vehicle
2027	RTD0011273		RTA Vehicle Replacement	SRTA - ACQUIRE - SUPPORT VEHICLES (1)	5307	$110,000	$88,000	$88,000			11.42.11	Acquire (1) Maintenance Support Vehicle (XL)
2027	RTD0011273		RTA Vehicle Replacement	SRTA - ACQUIRE - SUPPORT VEHICLES (1)	RTACAP	$110,000	$22,000		$22,000		11.42.11	Acquire (1) Maintenance Support Vehicle (XL)
2027	RTD0011274		RTA Facility & System Modernization	SRTA - ACQUIRE - ADP SOFTWARE (ITS)	5307	$216,000	$172,800	$172,800			11.42.08	Intelligent Transportation Systems (ITS) Upgrades
2027	RTD0011274		RTA Facility & System Modernization	SRTA - ACQUIRE - ADP SOFTWARE (ITS)	RTACAP	$216,000	$43,200		$43,200		11.42.08	Intelligent Transportation Systems (ITS) Upgrades
2027	SRTA011728		RTA Facility & Vehicle Maintenance	SRTA - REHAB/RENOVATE BUS SUPPORT FACIL/EQUIP	5339	$250,000	$200,000	$200,000			11.44.02	Rehab / Renovate Bus Support Facility - Bus Wash System
2027	SRTA011728		RTA Facility & Vehicle Maintenance	SRTA - REHAB/RENOVATE BUS SUPPORT FACIL/EQUIP	RTACAP	$250,000	$50,000		$50,000		11.44.02	Rehab / Renovate Bus Support Facility - Bus Wash System
2027	SRTA011729		RTA Facility & System Modernization	SRTA - ACQUIRE - MISC OPS/MAINT SUPPORT EQUIPMENT	5307	$33,000	$26,400	$26,400			11.42.20	Acquire - Miscellaneous Equipment - Computer/Server Infrastructure Upgrades
2027	SRTA011729		RTA Facility & System Modernization	SRTA - ACQUIRE - MISC OPS/MAINT SUPPORT EQUIPMENT	RTACAP	$33,000	$6,600		$6,600		11.42.20	Acquire - Miscellaneous Equipment - Computer/Server Infrastructure Upgrades
2027	SRTA011735		RTA Vehicle Replacement	SRTA - BUY REPLACEMENT 35-FT LF-HD HYBRID BUS (6) STATEWIDE 5339	5307	$5,790,000	$965,000	$965,000			11.12.02	Buy Replacement 35' Hybrid Electric Bus (6)
2027	SRTA011735		RTA Vehicle Replacement	SRTA - BUY REPLACEMENT 35-FT LF-HD HYBRID BUS (6) STATEWIDE 5339	5339 Statewide	$5,790,000	$1,930,000	$1,930,000			11.12.02	Buy Replacement 35' Hybrid Electric Bus (6)
2027	SRTA011735		RTA Vehicle Replacement	SRTA - BUY REPLACEMENT 35-FT LF-HD HYBRID BUS (6) STATEWIDE 5339	RTACAP	$5,790,000	$2,895,000		$2,895,000		11.12.02	Buy Replacement 35' Hybrid Electric Bus (6)
2027	SRTA011975		RTA Facility & System Modernization	SRTA - ACQUIRE - MISC SUPPORT EQUIPMENT	5307	$30,000	$24,000	$24,000			11.42.20	Acquire - Miscellaneous Equipment - Computer/Server Infrastructure Upgrades
2027	SRTA011975		RTA Facility & System Modernization	SRTA - ACQUIRE - MISC SUPPORT EQUIPMENT	RTACAP	$30,000	$6,000		$6,000		11.42.20	Acquire - Miscellaneous Equipment - Computer/Server Infrastructure Upgrades
2027	T00201		Operating	SRTA - PREVENTATIVE MAINTENANCE	5307	$1,000,000	$800,000	$800,000			11.7A.00	Preventative Maintenance
2027	T00201		Operating	SRTA - PREVENTATIVE MAINTENANCE	SCA	$1,000,000	$200,000		$200,000		11.7A.00	Preventative Maintenance
2027	T00205		Operating	SRTA - NON-FIXED ROUTE ADA PARATRANSIT	5307	$200,000	$160,000	$160,000			11.7C.00	Non-Fixed Route ADA Paratransit
2027	T00205		Operating	SRTA - NON-FIXED ROUTE ADA PARATRANSIT	SCA	$200,000	$40,000		$40,000		11.7C.00	Non-Fixed Route ADA Paratransit
2027	T00209		Operating	SRTA - OPERATING ASSISTANCE	5307	$30,051,618	$11,872,629	$11,872,629			30.09.01	Operating Assistance
2027	T00209		Operating	SRTA - OPERATING ASSISTANCE	SCA	$30,051,618	$18,178,989		$18,178,989		30.09.01	Operating Assistance

STIP: 2026 - 2030 (D)

Year	MassDOT Project ID	Municipality	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							$57,810,630	$18,899,395	$38,896,235	$15,000		
Southeastern Regional Transit Authority							$57,810,630	$18,899,395	$38,896,235	$15,000		
2028	RTD0011277		RTA Facility & System Modernization	SRTA - CONSTRUCT - MAINTENANCE FACILITY	RTACAP	$82,880,000	$16,576,000		$16,576,000		11.43.02	Construct - Fall River Maintenance Facility
2028	SRTA011730		RTA Facility & System Modernization	SRTA - ACQUIRE - MISC SUPPORT EQUIPMENT	5307	$20,000	$16,000	$16,000			11.42.20	Acquire - Miscellaneous Equipment - Computer/Server Infrastructure Upgrades
2028	SRTA011730		RTA Facility & System Modernization	SRTA - ACQUIRE - MISC SUPPORT EQUIPMENT	RTACAP	$20,000	$4,000		$4,000		11.42.20	Acquire - Miscellaneous Equipment - Computer/Server Infrastructure Upgrades
2028	SRTA011731		RTA Facility & Vehicle Maintenance	SRTA - ACQUIRE - MISC SUPPORT EQUIPMENT	5307	$428,744	$342,995	$342,995			11.44.02	Acquire - Miscellaneous Support Equipment - In-Ground Piston Lift Replacement (2)
2028	SRTA011731		RTA Facility & Vehicle Maintenance	SRTA - ACQUIRE - MISC SUPPORT EQUIPMENT	RTACAP	$428,744	$85,749		$85,749		11.44.02	Acquire - Miscellaneous Support Equipment - In-Ground Piston Lift Replacement (2)
2028	SRTA011732		RTA Facility & System Modernization	SRTA - ACQUIRE - ADP HARDWARE/SOFTWARE (ITS)	5307	$763,000	$610,400	$610,400			11.42.08	Intelligent Transportation Systems (ITS) Upgrades and Technology Document Refresh
2028	SRTA011732		RTA Facility & System Modernization	SRTA - ACQUIRE - ADP HARDWARE/SOFTWARE (ITS)	RTACAP	$763,000	$152,600		$152,600		11.42.08	Intelligent Transportation Systems (ITS) Upgrades and Technology Document Refresh
2028	SRTA011733		RTA Vehicle Replacement	SRTA - BUY REPLACEMENT VAN (2)	5307	$280,000	$200,880	$200,880			11.12.15	Buy Replacement Van - Type E2 (2)
2028	SRTA011733		RTA Vehicle Replacement	SRTA - BUY REPLACEMENT VAN (2)	5339	$280,000	$23,120	$23,120			11.12.15	Buy Replacement Van - Type E2 (2)
2028	SRTA011733		RTA Vehicle Replacement	SRTA - BUY REPLACEMENT VAN (2)	RTACAP	$280,000	$56,000		$56,000		11.12.15	Buy Replacement Van - Type E2 (2)
2028	SRTA011979		RTA Facility & Vehicle Maintenance	SRTA - REHAB/RENOVATE BUS SUPPORT FACIL/EQUIP	5307	$45,000	$36,000	$36,000			11.44.03	Rehab / Renovate - Operations and Maintenance Facilities - Pavement Resealing
2028	SRTA011979		RTA Facility & Vehicle Maintenance	SRTA - REHAB/RENOVATE BUS SUPPORT FACIL/EQUIP	RTACAP	$45,000	$9,000		$9,000		11.44.03	Rehab / Renovate - Operations and Maintenance Facilities - Pavement Resealing
2028	SRTA011980		RTA Facility & Vehicle Maintenance	SRTA - REHAB/RENOVATE BUS SUPPORT FACIL/EQUIP	5307	$220,000	$176,000	$176,000			11.44.03	Rehab / Renovate - Maintenance Facility - Fire Suppression System Upgrade
2028	SRTA011980		RTA Facility & Vehicle Maintenance	SRTA - REHAB/RENOVATE BUS SUPPORT FACIL/EQUIP	RTACAP	$220,000	$44,000		$44,000		11.44.03	Rehab / Renovate - Maintenance Facility - Fire Suppression System Upgrade
2028	T00177		RTA Facility & Vehicle Maintenance	SRTA - ENGINEERING & DESIGN - BUS SUPPORT EQUIP/FACILITIES	5307	$40,000	$32,000	$32,000			11.41.03	On-Call Architectural and Engineering Services
2028	T00177		RTA Facility & Vehicle Maintenance	SRTA - ENGINEERING & DESIGN - BUS SUPPORT EQUIP/FACILITIES	RTACAP	$40,000	$8,000		$8,000		11.41.03	On-Call Architectural and Engineering Services
2028	T00178		RTA Facility & Vehicle Maintenance	SRTA - REHAB/RENOVATE BUS SUPPORT FACIL/EQUIP	5339	$237,800	$190,240	$190,240			11.44.03	Operations and Maintenance Facility Yard Flow Analysis/Optimization and Re-Pavement
2028	T00178		RTA Facility & Vehicle Maintenance	SRTA - REHAB/RENOVATE BUS SUPPORT FACIL/EQUIP	RTACAP	$237,800	$47,560		$47,560		11.44.03	Operations and Maintenance Facility Yard Flow Analysis/Optimization and Re-Pavement
2028	T00179		RTA Facility & System Modernization	SRTA - ACQUIRE - TRANSIT ENHANCEMENTS	5307	$10,000	$8,000	$8,000			11.91.02	Transit Enhancements
2028	T00179		RTA Facility & System Modernization	SRTA - ACQUIRE - TRANSIT ENHANCEMENTS	RTACAP	$10,000	$2,000		$2,000		11.91.02	Transit Enhancements
2028	T00181		RTA Vehicle Replacement	SRTA - ACQUIRE - OPS/MAINT SUPPORT VEHICLES (2)	5307	$80,000	$64,000	$64,000			11.42.11	Acquire - Operations Support Vehicles (2)
2028	T00181		RTA Vehicle Replacement	SRTA - ACQUIRE - OPS/MAINT SUPPORT VEHICLES (2)	RTACAP	$80,000	$16,000		$16,000		11.42.11	Acquire - Operations Support Vehicles (2)
2028	T00182		RTA Vehicle Replacement	SRTA - ACQUIRE - OPS/MAINT SUPPORT VEHICLES (1)	5307	$52,000	$41,600	$41,600			11.42.11	Acquire - Maintenance Support Vehicle (1)
2028	T00182		RTA Vehicle Replacement	SRTA - ACQUIRE - OPS/MAINT SUPPORT VEHICLES (1)	RTACAP	$52,000	$10,400		$10,400		11.42.11	Acquire - Maintenance Support Vehicle (1)
2028	T00183		RTA Facility & Vehicle Maintenance	SRTA - LEASE ASSOC CAP MAINT ITEMS (Tire Lease)	5307	$103,500	$82,800	$82,800			11.16.40	Lease Associated Capital Maintenance Items - Tire Lease
2028	T00183		RTA Facility & Vehicle Maintenance	SRTA - LEASE ASSOC CAP MAINT ITEMS (Tire Lease)	RTACAP	$103,500	$20,700		$20,700		11.16.40	Lease Associated Capital Maintenance Items - Tire Lease
2028	T00184		Operating	SRTA - SHORT RANGE TRANSIT PLANNING	5307	$75,000	$60,000	$60,000			44.24.00	Transit Planning
2028	T00184		Operating	SRTA - SHORT RANGE TRANSIT PLANNING	LF	$75,000	$15,000			$15,000	44.24.00	Transit Planning
2028	T00185		RTA Vehicle Replacement	SRTA - BUY REPLACEMENT 35-FT BUS (3) Statewide 5339	5307	$5,820,000	$970,000	$970,000			11.12.02	Buy Replacement 35' Hybrid Electric Bus (6)
2028	T00185		RTA Vehicle Replacement	SRTA - BUY REPLACEMENT 35-FT BUS (3) Statewide 5339	5339 Statewide	$5,820,000	$1,940,000	$1,940,000			11.12.02	Buy Replacement 35' Hybrid Electric Bus (6)
2028	T00185		RTA Vehicle Replacement	SRTA - BUY REPLACEMENT 35-FT BUS (3) Statewide 5339	RTACAP	$5,820,000	$2,910,000		$2,910,000		11.12.02	Buy Replacement 35' Hybrid Electric Bus (6)
2028	T00186		RTA Vehicle Replacement	SRTA - BUY REPLACEMENT VAN (OPTIONS)	5307	$86,000	$68,800	$68,800			11.12.15	Buy Replacement Van (Options)
2028	T00186		RTA Vehicle Replacement	SRTA - BUY REPLACEMENT VAN (OPTIONS)	RTACAP	$86,000	$17,200		$17,200		11.12.15	Buy Replacement Van (Options)
2028	T00202		Operating	SRTA - PREVENTATIVE MAINTENANCE	5307	$1,000,000	$800,000	$800,000			11.7A.00	Preventative Maintenance
2028	T00202		Operating	SRTA - PREVENTATIVE MAINTENANCE	SCA	$1,000,000	$200,000		$200,000		11.7A.00	Preventative Maintenance
2028	T00206		Operating	SRTA - NON-FIXED ROUTE ADA PARATRANSIT	5307	$200,000	$160,000	$160,000			11.7C.00	Non-Fixed Route ADA Paratransit
2028	T00206		Operating	SRTA - NON-FIXED ROUTE ADA PARATRANSIT	SCA	$200,000	$40,000		$40,000		11.7C.00	Non-Fixed Route ADA Paratransit
2028	T00210		Operating	SRTA - OPERATING ASSISTANCE	5307	$31,773,586	$13,076,560	$13,076,560			30.09.01	Operating Assistance
2028	T00210		Operating	SRTA - OPERATING ASSISTANCE	SCA	$31,773,586	$18,697,026		$18,697,026		30.09.01	Operating Assistance

STIP: 2026 - 2030 (D)

Year	MassDOT Project ID	Municipality	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 2029							$83,001,555	$18,975,334	$64,011,221	$15,000		
Southeastern Regional Transit Authority							$83,001,555	$18,975,334	$64,011,221	$15,000		
2029	RTD0011277		RTA Facility & System Modernization	SRTA - CONSTRUCT - MAINTENANCE FACILITY	RTACAP	$82,880,000	$41,440,000		$41,440,000		11.43.02	Construct - Fall River Maintenance Facility
2029	SRTA011736		RTA Vehicle Replacement	SRTA - BUY REPLACEMENT VAN (OPTIONS)	5307	$54,000	$43,200	$43,200			11.12.15	Buy Replacement Van (Options)
2029	SRTA011736		RTA Vehicle Replacement	SRTA - BUY REPLACEMENT VAN (OPTIONS)	RTACAP	$54,000	$10,800		$10,800		11.12.15	Buy Replacement Van (Options)
2029	SRTA011738		RTA Facility & Vehicle Maintenance	SRTA - ENGINEERING & DESIGN - BUS SUPPORT EQUIP/FACIL	5307	$40,000	$32,000	$32,000			11.41.03	On-Call Architectural and Engineering Services
2029	SRTA011738		RTA Facility & Vehicle Maintenance	SRTA - ENGINEERING & DESIGN - BUS SUPPORT EQUIP/FACIL	RTACAP	$40,000	$8,000		$8,000		11.41.03	On-Call Architectural and Engineering Services
2029	SRTA011739		RTA Facility & System Modernization	SRTA - ACQUIRE - TRANSIT ENHANCEMENTS	5307	$10,000	$8,000	$8,000			11.92.02	Transit Enhancements
2029	SRTA011739		RTA Facility & System Modernization	SRTA - ACQUIRE - TRANSIT ENHANCEMENTS	RTACAP	$10,000	$2,000		$2,000		11.92.02	Transit Enhancements
2029	SRTA011740		RTA Facility & Vehicle Maintenance	SRTA - ACQUIRE - MISC OPS/MAINT SUPPORT EQUIPMENT	5307	$30,000	$24,000	$24,000			11.42.20	Acquire - Miscellaneous Support Equipment - Maintenance (Building Compressor)
2029	SRTA011740		RTA Facility & Vehicle Maintenance	SRTA - ACQUIRE - MISC OPS/MAINT SUPPORT EQUIPMENT	RTACAP	$30,000	$6,000		$6,000		11.42.20	Acquire - Miscellaneous Support Equipment - Maintenance (Building Compressor)
2029	SRTA011741		RTA Vehicle Replacement	SRTA - ACQUIRE - SUPPORT VEHICLES (1)	5307	$52,000	$41,600	$41,600			11.42.11	Acquire - Maintenance Support Vehicle (1)
2029	SRTA011741		RTA Vehicle Replacement	SRTA - ACQUIRE - SUPPORT VEHICLES (1)	RTACAP	$52,000	$10,400		$10,400		11.42.11	Acquire - Maintenance Support Vehicle (1)
2029	SRTA011742		RTA Vehicle Replacement	SRTA - ACQUIRE - SUPPORT VEHICLES (2)	5307	$90,000	$72,000	$72,000			11.42.11	Acquire - Operations Support Vehicles (2)
2029	SRTA011742		RTA Vehicle Replacement	SRTA - ACQUIRE - SUPPORT VEHICLES (2)	RTACAP	$90,000	$18,000		$18,000		11.42.11	Acquire - Operations Support Vehicles (2)
2029	SRTA011743		RTA Facility & System Modernization	SRTA - ACQUIRE - ADP HARDWARE/SOFTWARE (ITS)	5307	$177,000	$141,600	$141,600			11.42.08	Intelligent Transportation Systems (ITS) Upgrades
2029	SRTA011743		RTA Facility & System Modernization	SRTA - ACQUIRE - ADP HARDWARE/SOFTWARE (ITS)	RTACAP	$177,000	$35,400		$35,400		11.42.08	Intelligent Transportation Systems (ITS) Upgrades
2029	SRTA011744		Operating	SRTA - SHORT RANGE TRANSIT PLANNING	5307	$75,000	$60,000	$60,000			44.24.00	Transit Planning
2029	SRTA011744		Operating	SRTA - SHORT RANGE TRANSIT PLANNING	LF	$75,000	$15,000			$15,000	44.24.00	Transit Planning
2029	SRTA011745		RTA Facility & Vehicle Maintenance	SRTA - LEASE ASSOC CAP MAINT ITEMS (TIRE LEASE)	5307	$103,500	$82,800	$82,800			11.16.40	Lease Associated Capital Maintenance Items - Tire Lease
2029	SRTA011745		RTA Facility & Vehicle Maintenance	SRTA - LEASE ASSOC CAP MAINT ITEMS (TIRE LEASE)	RTACAP	$103,500	$20,700		$20,700		11.16.40	Lease Associated Capital Maintenance Items - Tire Lease
2029	SRTA011746		Operating	SRTA - PREVENTATIVE MAINTENANCE	5307	$1,000,000	$800,000	$800,000			11.7A.00	Preventative Maintenance
2029	SRTA011746		Operating	SRTA - PREVENTATIVE MAINTENANCE	SCA	$1,000,000	$200,000		$200,000		11.7A.00	Preventative Maintenance
2029	SRTA011747		Operating	SRTA - NON-FIXED ROUTE ADA PARATRANSIT	5307	$200,000	$160,000	$160,000			11.7C.00	Non-Fixed Route ADA Paratransit
2029	SRTA011747		Operating	SRTA - NON-FIXED ROUTE ADA PARATRANSIT	SCA	$200,000	$40,000		$40,000		11.7C.00	Non-Fixed Route ADA Paratransit
2029	SRTA011749		Operating	SRTA - OPERATING ASSISTANCE	5307	$33,600,055	$14,370,134	$14,370,134			30.09.01	Operating Assistance
2029	SRTA011749		Operating	SRTA - OPERATING ASSISTANCE	SCA	$33,600,055	$19,229,921		$19,229,921		30.09.01	Operating Assistance
2029	SRTA011981		RTA Vehicle Replacement	SRTA - BUY REPLACEMENT 35-FT LF-HD HYBRID BUS (6) STATEWIDE 5339	5307	$5,880,000	$980,000	$980,000			11.12.02	Buy Replacement 35' Hybrid Electric Bus (6)
2029	SRTA011981		RTA Vehicle Replacement	SRTA - BUY REPLACEMENT 35-FT LF-HD HYBRID BUS (6) STATEWIDE 5339	5339 Statewide	$5,880,000	$1,960,000	$1,960,000			11.12.02	Buy Replacement 35' Hybrid Electric Bus (6)
2029	SRTA011981		RTA Vehicle Replacement	SRTA - BUY REPLACEMENT 35-FT LF-HD HYBRID BUS (6) STATEWIDE 5339	RTACAP	$5,880,000	$2,940,000		$2,940,000		11.12.02	Buy Replacement 35' Hybrid Electric Bus (6)
2029	SRTA011982		RTA Facility & Vehicle Maintenance	SRTA - REHAB/RENOVATE BUS SUPPORT FACIL/EQUIP	5307	$250,000	$200,000	$200,000			11.44.03	Rehab / Renovate Bus Support Facility - Bus Wash System
2029	SRTA011982		RTA Facility & Vehicle Maintenance	SRTA - REHAB/RENOVATE BUS SUPPORT FACIL/EQUIP	RTACAP	$250,000	$50,000		$50,000		11.44.03	Rehab / Renovate Bus Support Facility - Bus Wash System

STIP: 2026 - 2030 (D)

Year	MassDOT Project ID	Municipality	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 2030							$66,545,555	$19,062,334	$47,468,221	$15,000		
Southeastern Regional Transit Authority							$66,545,555	$19,062,334	$47,468,221	$15,000		
2030	RTD0011277		RTA Facility & System Modernization	SRTA - CONSTRUCT - MAINTENANCE FACILITY	RTACAP	$82,880,000	$24,864,000		$24,864,000		11.43.02	Construct - Fall River Maintenance Facility
2030	SRTA011976		RTA Vehicle Replacement	SRTA - BUY REPLACEMENT 35-FT LF-HD HYBRID BUS (6) STATEWIDE 5339	5307	$5,910,000	$235,000	$235,000			11.12.02	Buy Replacement 35' Hybrid Electric Bus (6)
2030	SRTA011976		RTA Vehicle Replacement	SRTA - BUY REPLACEMENT 35-FT LF-HD HYBRID BUS (6) STATEWIDE 5339	5339	$5,910,000	$750,000	$750,000			11.12.02	Buy Replacement 35' Hybrid Electric Bus (6)
2030	SRTA011976		RTA Vehicle Replacement	SRTA - BUY REPLACEMENT 35-FT LF-HD HYBRID BUS (6) STATEWIDE 5339	5339 Statewide	$5,910,000	$1,970,000	$1,970,000			11.12.02	Buy Replacement 35' Hybrid Electric Bus (6)
2030	SRTA011976		RTA Vehicle Replacement	SRTA - BUY REPLACEMENT 35-FT LF-HD HYBRID BUS (6) STATEWIDE 5339	RTACAP	$5,910,000	$2,955,000		$2,955,000		11.12.02	Buy Replacement 35' Hybrid Electric Bus (6)
2030	SRTA011984		Operating	SRTA - OPERATING ASSISTANCE	5307	$33,600,055	$14,370,134	$14,370,134			30.09.01	Operating Assistance
2030	SRTA011984		Operating	SRTA - OPERATING ASSISTANCE	SCA	$33,600,055	$19,229,921		$19,229,921		30.09.01	Operating Assistance
2030	SRTA011985		RTA Vehicle Replacement	SRTA - BUY REPLACEMENT VAN (2)	5307	$290,000	$232,000	$232,000			11.12.15	Buy Replacement Van - Type E2 (2)
2030	SRTA011985		RTA Vehicle Replacement	SRTA - BUY REPLACEMENT VAN (2)	RTACAP	$290,000	$58,000		$58,000		11.12.15	Buy Replacement Van - Type E2 (2)
2030	SRTA011986		RTA Vehicle Replacement	SRTA - BUY REPLACEMENT VAN (OPTIONS)	5307	$48,000	$38,400	$38,400			11.12.15	Buy Replacement / Expansion Van - Options
2030	SRTA011986		RTA Vehicle Replacement	SRTA - BUY REPLACEMENT VAN (OPTIONS)	RTACAP	$48,000	$9,600		$9,600		11.12.15	Buy Replacement / Expansion Van - Options
2030	SRTA011987		RTA Facility & Vehicle Maintenance	SRTA - ENGINEERING & DESIGN - BUS SUPPORT EQUIP/FACIL	5307	$40,000	$32,000	$32,000			11.41.03	On-Call Architectural and Engineering Services
2030	SRTA011987		RTA Facility & Vehicle Maintenance	SRTA - ENGINEERING & DESIGN - BUS SUPPORT EQUIP/FACIL	RTACAP	$40,000	$8,000		$8,000		11.41.03	On-Call Architectural and Engineering Services
2030	SRTA011988		RTA Facility & System Modernization	SRTA - ACQUIRE - TRANSIT ENHANCEMENTS	5307	$10,000	$8,000	$8,000			11.92.02	Transit Enhancements
2030	SRTA011988		RTA Facility & System Modernization	SRTA - ACQUIRE - TRANSIT ENHANCEMENTS	RTACAP	$10,000	$2,000		$2,000		11.92.02	Transit Enhancements
2030	SRTA011990		RTA Facility & Vehicle Maintenance	SRTA - ACQUIRE - MISC OPS/MAINT SUPPORT EQUIPMENT	5307	$50,000	$40,000	$40,000			11.42.20	Acquire - Miscellaneous Support Equipment - Maintenance
2030	SRTA011990		RTA Facility & Vehicle Maintenance	SRTA - ACQUIRE - MISC OPS/MAINT SUPPORT EQUIPMENT	RTACAP	$50,000	$10,000		$10,000		11.42.20	Acquire - Miscellaneous Support Equipment - Maintenance
2030	SRTA011991		RTA Vehicle Replacement	SRTA - ACQUIRE - SUPPORT VEHICLES (1)	5307	$52,000	$41,600	$41,600			11.42.11	Acquire - Maintenance Support Vehicle (1)
2030	SRTA011991		RTA Vehicle Replacement	SRTA - ACQUIRE - SUPPORT VEHICLES (1)	RTACAP	$52,000	$10,400		$10,400		11.42.11	Acquire - Maintenance Support Vehicle (1)
2030	SRTA011992		RTA Vehicle Replacement	SRTA - ACQUIRE - SUPPORT VEHICLES (1)	5307	$45,000	$36,000	$36,000			11.42.11	Acquire - Operations Support Vehicles (1)
2030	SRTA011992		RTA Vehicle Replacement	SRTA - ACQUIRE - SUPPORT VEHICLES (1)	RTACAP	$45,000	$9,000		$9,000		11.42.11	Acquire - Operations Support Vehicles (1)
2030	SRTA011993		Operating	SRTA - SHORT RANGE TRANSIT PLANNING	5307	$75,000	$60,000	$60,000			44.24.00	Transit Planning
2030	SRTA011993		Operating	SRTA - SHORT RANGE TRANSIT PLANNING	LF	$75,000	$15,000			$15,000	44.24.00	Transit Planning
2030	SRTA011994		RTA Facility & Vehicle Maintenance	SRTA - LEASE ASSOC CAP MAINT ITEMS (TIRE LEASE)	5307	$103,500	$82,800	$82,800			11.16.40	Lease Associated Capital Maintenance Items - Tire Lease
2030	SRTA011994		RTA Facility & Vehicle Maintenance	SRTA - LEASE ASSOC CAP MAINT ITEMS (TIRE LEASE)	RTACAP	$103,500	$20,700		$20,700		11.16.40	Lease Associated Capital Maintenance Items - Tire Lease
2030	SRTA011995		Operating	SRTA - PREVENTATIVE MAINTENANCE	5307	$1,000,000	$800,000	$800,000			11.7A.00	Preventative Maintenance
2030	SRTA011995		Operating	SRTA - PREVENTATIVE MAINTENANCE	SCA	$1,000,000	$200,000		$200,000		11.7A.00	Preventative Maintenance
2030	SRTA011996		Operating	SRTA - NON-FIXED ROUTE ADA PARATRANSIT	5307	$200,000	$160,000	$160,000			11.7C.00	Non-Fixed Route ADA Paratransit
2030	SRTA011996		Operating	SRTA - NON-FIXED ROUTE ADA PARATRANSIT	SCA	$200,000	$40,000		$40,000		11.7C.00	Non-Fixed Route ADA Paratransit
2030	T00187		RTA Facility & System Modernization	SRTA - ACQUIRE - ADP HARDWARE/SOFTWARE (ITS)	5307	$258,000	$206,400	$206,400			11.42.08	Intelligent Transportation Systems (ITS) Upgrades
2030	T00187		RTA Facility & System Modernization	SRTA - ACQUIRE - ADP HARDWARE/SOFTWARE (ITS)	RTACAP	$258,000	$51,600		$51,600		11.42.08	Intelligent Transportation Systems (ITS) Upgrades

Appendix F
FFY2026-2030
FEDERAL TARGET REPORTS

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Program Target Report (Highway)

Federal Fiscal Year 2026				
		Federal Aid Funds	Matching Funds	FFY 2026 (Proposed) (Fed Aid + Match)
	Balance Obligation Authority	$772,810,988		
	Planned Redistribution Request	$50,000,000		
Total Non-earmarked Funding Available		$822,810,988	$274,270,329	$1,097,081,317
Planning/Adjustments/Pass-throughs		$205,258,872	$16,994,748	$222,253,620
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		$14,649,673	$3,662,418	$18,312,091
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
Flex to FTA		$0	$0	$0
Railroad Crossings		$2,532,382	$0	$2,532,382
Carbon Reduction		$17,540,921	$4,385,230	$21,926,151
Regional Priorities				
Regional Share (%)	**MPO**	**$233,268,128**	**$58,317,032**	**$291,585,160**
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		**$384,283,988**	**$85,055,810**	**$469,339,798**
Reliability		**$274,118,757**	**$60,639,502**	**$334,758,259**
	Interstate Pavement	$38,473,514	$4,274,835	$42,748,349
	Non-Interstate Pavement	$55,000,000	$13,750,000	$68,750,000
	Roadway Improvements	$0	$0	$0
	Safety Improvements	$25,320,913	$3,783,585	$29,104,498
	Highway Resiliency Improvement Program	$12,000,000	$3,000,000	$15,000,000
	Bridge	$143,324,330	$35,831,083	$179,155,413
	Bridge Inspections	$14,320,000	$3,580,000	$17,900,000
	Bridge Systematic Maintenance	$0	$0	$0
	Bridge On-system NHS	$94,856,125	$23,714,031	$118,570,156
	Bridge On-system Non-NHS	$0	$0	$0
	Bridge Off-system	$34,148,205	$8,537,051	$42,685,256
Modernization		**$85,165,231**	**$18,166,308**	**$103,331,539**
	Accessibility Improvements	$4,400,000	$1,100,000	$5,500,000
	Intersection Improvements	$22,500,000	$2,500,000	$25,000,000
	Intelligent Transportation Systems	$8,000,000	$2,000,000	$10,000,000
	Roadway Reconstruction	$30,665,231	$7,666,308	$38,331,539
	Safe Routes to School	$12,000,000	$3,000,000	$15,000,000
	Freight	$7,600,000	$1,900,000	$9,500,000
Expansion		**$25,000,000**	**$6,250,000**	**$31,250,000**
	Bicycle and Pedestrian	$25,000,000	$6,250,000	$31,250,000
	Capacity	$0	$0	$0

Federal Fiscal Year 2030				
Highway (Non-Core)		**$227,306,249**	**$48,379,455**	**$275,685,704**
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		**$2,050,058**	**$512,515**	**$2,562,573**
	Electric Vehicle Infrastructure	$0	$0	$0
	Ferry Boat Program	$2,050,058	$512,515	$2,562,573
	Municipal Grants	$0	$0	$0
Grand Total + Non-Formula Programs		**$1,087,694,494**	**$251,336,433**	**$1,339,030,927**

Federal Fiscal Year 2026				
	Grand Total Formula Funds	$822,810,988	$160,367,590	$983,178,578
	Difference from Funds Available	$0	$113,902,739	$113,902,739
Highway (Non-Core)		$227,150,128	$48,340,424	$275,490,552
Reliability		$225,256,191	$47,866,940	$273,123,131
	Bridge	$225,256,191	$47,866,941	$273,123,132
	Bridge Systematic Maintenance NB	$52,000,000	$13,000,000	$65,000,000
	Bridge On-System NHS NB	$132,710,693	$33,177,673	$165,888,366
	Bridge On-system Non-NHS NB	$6,757,069	$1,689,267	$8,446,336
	Bridge Off-system Local NB	$33,788,429	$0	$33,788,429
	Bridge Off-System State NB	$0	$0	$0
Modernization		$1,893,937	$473,484	$2,367,421
	Electric Vehicle Infrastructure	$0	$0	$0
	Ferry Boat Program	$1,893,937	$473,484	$2,367,421
	Municipal Grants	$0	$0	$0
Grand Total + Non-Formula Programs		$1,049,961,116	$208,708,014	$1,258,669,130

Federal Fiscal Year 2027				
		Federal Aid Funds	Matching Funds	FFY 2027 (Proposed) (Fed Aid + Match)
	Balance Obligation Authority	$785,810,103		
	Planned Redistribution Request	$50,000,000		
	Total Non-earmarked Funding Available	$835,810,103	$278,603,368	$1,114,413,471
Planning/Adjustments/Pass-throughs		$72,513,729	$17,213,462	$89,727,191
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		$14,942,666	$3,735,667	$18,678,333
Recreational Trails		$1,186,729	$296,682	$1,483,411
SRTS Education		$1,951,346	$487,837	$2,439,183
Transit Grant Program		$0	$0	$0
Flex to FTA		$0	$0	$0
Railroad Crossings		$2,532,382	$0	$2,532,382
Carbon Reduction		$17,891,739	$4,472,935	$22,364,674
Regional Priorities				
Regional Share (%)	**MPO**	**$284,175,435**	**$71,043,859**	**$355,219,294**
3.5596	Berkshire Region	$10,115,509	$2,528,877	$12,644,386
42.9671	Boston Region	$122,101,943	$30,525,486	$152,627,429
4.5851	Cape Cod	$13,029,728	$3,257,432	$16,287,160
8.6901	Central Mass	$24,695,129	$6,173,782	$30,868,912
2.5397	Franklin Region	$7,217,204	$1,804,301	$9,021,504
0.3100	Martha's Vineyard	$880,944	$220,236	$1,101,180
4.4296	Merrimack Valley	$12,587,835	$3,146,959	$15,734,794
4.4596	Montachusett	$12,673,088	$3,168,272	$15,841,360
0.2200	Nantucket	$625,186	$156,296	$781,482
3.9096	Northern Middlesex	$11,110,123	$2,777,531	$13,887,654
4.5595	Old Colony	$12,956,979	$3,239,245	$16,196,224
10.8100	Pioneer Valley	$30,719,365	$7,679,841	$38,399,206
8.9601	Southeastern Mass	$25,462,403	$6,365,601	$31,828,004
Highway		**$463,120,939**	**$104,714,114**	**$567,835,053**
Reliability		**$309,975,247**	**$69,552,691**	**$379,527,938**
	Interstate Pavement	$38,473,514	$4,274,835	$42,748,349
	Non-Interstate Pavement	$55,000,000	$13,750,000	$68,750,000
	Roadway Improvements	$0	$0	$0
	Safety Improvements	$25,827,331	$3,859,256	$29,686,587
	Highway Resiliency	$20,344,988	$5,086,247	$25,431,235
	Bridge	$170,329,414	$42,582,354	$212,911,768
	Bridge Inspections	$8,838,012	$2,209,503	$11,047,515
	Bridge Systematic	$0	$0	$0
	Bridge On-system NHS	$94,856,125	$23,714,031	$118,570,156
	Bridge On-system Non-NHS	$32,487,072	$8,121,768	$40,608,840
	Bridge Off-system	$34,148,205	$8,537,051	$42,685,256
Modernization		**$119,500,000**	**$26,750,000**	**$146,250,000**
	Accessibility Improvements	$4,400,000	$1,100,000	$5,500,000
	Intersection Improvements	$22,500,000	$2,500,000	$25,000,000
	Intelligent Transportation	$8,000,000	$2,000,000	$10,000,000
	Roadway Reconstruction	$55,000,000	$13,750,000	$68,750,000
	Safe Routes to School	$12,000,000	$3,000,000	$15,000,000
	Freight	$17,600,000	$4,400,000	$22,000,000
Expansion		**$33,645,692**	**$8,411,423**	**$42,057,115**
	Bicycle and Pedestrian	$33,645,692	$8,411,423	$42,057,115
	Capacity	$0	$0	$0
	Grand Total Formula Funds	**$819,810,103**	**$192,971,435**	**$1,012,781,538**
	Difference from Funds Available	**$16,000,000**	**$85,631,933**	**$101,631,933**
Highway (Non-Core)		**$227,188,007**	**$48,349,894**	**$275,537,901**

Federal Fiscal Year 2027				
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		**$1,931,816**	**$482,954**	**$2,414,770**
	Electric Vehicle Infrastructure	$0	$0	$0
	Ferry Boat Program	$1,931,816	$482,954	$2,414,770
	Municipal Grants	$0	$0	$0
Grand Total + Non-Formula Programs		**$1,046,998,110**	**$241,321,329**	**$1,288,319,439**

Federal Fiscal Year 2028				
		Federal Aid Funds	Matching Funds	FFY 2028 (Proposed) (Fed Aid + Match)
	Balance Obligation Authority	$799,069,201		
	Planned Redistribution Request	$50,000,000		
	Total Non-earmarked Funding Available	$849,069,201	$283,023,067	$1,132,092,268
Planning/Adjustments/Pass-throughs		$73,406,085	$17,436,551	$90,842,636
GANS Repayment		$0	$0	$0
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		$15,241,519	$3,810,380	$19,051,899
Recreational Trails		$1,186,729	$296,682	$1,483,411
SRTS Education		$1,951,346	$487,837	$2,439,183
Transit Grant Program		$0	$0	$0
Flex to FTA		$0	$0	$0
Railroad Crossings		$2,532,382	$0	$2,532,382
Carbon Reduction		$18,249,574	$4,562,394	$22,811,968
Regional Priorities				
Regional Share (%)	**MPO**	**$295,483,528**	**$73,870,882**	**$369,354,410**
3.5596	Berkshire Region	$10,518,032	$2,629,508	$13,147,540
42.9671	Boston Region	$126,960,703	$31,740,176	$158,700,879
4.5851	Cape Cod	$13,548,215	$3,387,054	$16,935,269
8.6901	Central Mass	$25,677,814	$6,419,454	$32,097,268
2.5397	Franklin Region	$7,504,395	$1,876,099	$9,380,494
0.3100	Martha's Vineyard	$915,999	$229,000	$1,144,999
4.4296	Merrimack Valley	$13,088,738	$3,272,185	$16,360,923
4.4596	Montachusett	$13,177,383	$3,294,346	$16,471,729
0.2200	Nantucket	$650,064	$162,516	$812,580
3.9096	Northern Middlesex	$11,552,224	$2,888,056	$14,440,280
4.5595	Old Colony	$13,472,571	$3,368,143	$16,840,714
10.8100	Pioneer Valley	$31,941,769	$7,985,442	$39,927,212
8.9601	Southeastern Mass	$26,475,620	$6,618,905	$33,094,525

Highway		**$464,179,588**	**$105,131,480**	**$569,311,068**
Reliability		**$312,960,983**	**$70,451,829**	**$383,412,812**
	Interstate Pavement	$37,000,000	$4,111,111	$41,111,111
	Non-Interstate Pavement	$50,000,000	$12,500,000	$62,500,000
	Roadway Improvements	$0	$0	$0
	Safety Improvements	$26,343,878	$3,936,442	$30,280,320
	Highway Resiliency	$15,000,000	$3,750,000	$18,750,000
	Bridge	$184,617,105	$46,154,276	$230,771,381
	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
	Bridge On-system Non-NHS	$46,467,371	$11,616,843	$58,084,214
	Bridge Off-system	$28,973,609	$7,243,402	$36,217,011
Modernization		**$116,900,000**	**$26,100,000**	**$143,000,000**
	Accessibility Improvements	$4,400,000	$1,100,000	$5,500,000
	Intersection Improvements	$22,500,000	$2,500,000	$25,000,000
	Intelligent Transportation	$8,000,000	$2,000,000	$10,000,000
	Roadway Reconstruction	$55,000,000	$13,750,000	$68,750,000
	Safe Routes to School	$12,000,000	$3,000,000	$15,000,000
	Freight	$15,000,000	$3,750,000	$18,750,000
Expansion		**$34,318,605**	**$8,579,651**	**$42,898,256**
	Bicycle and Pedestrian	$34,318,605	$8,579,651	$42,898,256
	Capacity	$0	$0	$0
	Grand Total Formula Funds	**$833,069,201**	**$196,438,913**	**$1,029,508,114**
	Difference from Funds Available	**$16,000,000**	**$86,584,154**	**$102,584,154**

Federal Fiscal Year 2028				
Highway (Non-Core)		**$227,226,643**	**$48,359,553**	**$275,586,196**
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		**$1,970,452**	**$492,613**	**$2,463,065**
	Electric Vehicle Infrastructure	$0	$0	$0
	Ferry Boat Program	$1,970,452	$492,613	$2,463,065
	Municipal Grants	$0	$0	$0
Grand Total + Non-Formula Programs		**$1,060,295,844**	**$244,798,466**	**$1,305,094,310**

Federal Fiscal Year 2029				
		Federal Aid Funds	Matching Funds	FFY 2029 (Proposed) (Fed Aid + Match)
	Balance Obligation Authority	$812,593,480		
	Planned Redistribution Request	$50,000,000		
	Total Non-earmarked Funding Available	$862,593,480	$287,531,160	$1,150,124,640
Planning/Adjustments/Pass-throughs		$74,316,289	$17,664,102	$91,980,391
GANS Repayment		$0	$0	$0
Award Adjustments, Change Orders, etc.		$22,225,500	$5,274,500	$27,500,000
Metropolitan Planning		$12,259,416	$3,064,854	$15,324,270
State Planning & Research		$15,546,350	$3,886,588	$19,432,938
Recreational Trails		$1,186,729	$296,682	$1,483,411
SRTS Education		$1,951,346	$487,837	$2,439,183
Transit Grant Program		$0	$0	$0
Flex to FTA		$0	$0	$0
Railroad Crossings		$2,532,382	$0	$2,532,382
Carbon Reduction		$18,614,566	$4,653,642	$23,268,208
Regional Priorities				
Regional Share (%)	**MPO**	**$293,281,783**	**$73,320,446**	**$366,602,229**
3.5596	Berkshire Region	$10,439,658	$2,609,915	$13,049,573
42.9671	Boston Region	$126,014,677	$31,503,669	$157,518,346
4.5851	Cape Cod	$13,447,263	$3,361,816	$16,809,079
8.6901	Central Mass	$25,486,480	$6,371,620	$31,858,100
2.5397	Franklin Region	$7,448,477	$1,862,119	$9,310,597
0.3100	Martha's Vineyard	$909,174	$227,293	$1,136,467
4.4296	Merrimack Valley	$12,991,210	$3,247,802	$16,239,012
4.4596	Montachusett	$13,079,194	$3,269,799	$16,348,993
0.2200	Nantucket	$645,220	$161,305	$806,525
3.9096	Northern Middlesex	$11,466,145	$2,866,536	$14,332,681
4.5595	Old Colony	$13,372,183	$3,343,046	$16,715,229
10.8100	Pioneer Valley	$31,703,761	$7,925,940	$39,629,701
8.9601	Southeastern Mass	$26,278,341	$6,569,585	$32,847,926

Highway		**$478,995,408**	**$108,577,790**	**$587,573,198**
Reliability		**$324,490,432**	**$73,076,546**	**$397,566,978**
	Interstate Pavement	$38,473,514	$4,274,835	$42,748,349
	Non-Interstate Pavement	$55,000,000	$13,750,000	$68,750,000
	Roadway Improvements	$0	$0	$0
	Safety Improvements	$26,870,756	$4,015,170	$30,885,926
	Highway Resiliency	$21,166,926	$5,291,732	$26,458,658
	Bridge	$182,979,236	$45,744,809	$228,724,045
	Bridge Inspections	$14,078,379	$3,519,595	$17,597,974
	Bridge Systematic	$0	$0	$0
	Bridge On-system NHS	$94,856,125	$23,714,031	$118,570,156
	Bridge On-system Non-NHS	$39,896,527	$9,974,132	$49,870,659
	Bridge Off-system	$34,148,205	$8,537,051	$42,685,256
Modernization		**$119,500,000**	**$26,750,000**	**$146,250,000**
	Accessibility Improvements	$4,400,000	$1,100,000	$5,500,000
	Intersection Improvements	$22,500,000	$2,500,000	$25,000,000
	Intelligent Transportation	$8,000,000	$2,000,000	$10,000,000
	Roadway Reconstruction	$55,000,000	$13,750,000	$68,750,000
	Safe Routes to School	$12,000,000	$3,000,000	$15,000,000
	Freight	$17,600,000	$4,400,000	$22,000,000
Expansion		**$35,004,976**	**$8,751,244**	**$43,756,220**
	Bicycle and Pedestrian	$35,004,976	$8,751,244	$43,756,220
	Capacity	$0	$0	$0
	Grand Total Formula Funds	**$846,593,480**	**$199,562,338**	**$1,046,155,818**
	Difference from Funds Available	**$16,000,000**	**$87,968,822**	**$103,968,822**

Federal Fiscal Year 2029				
Highway (Non-Core)		**$227,266,052**	**$48,369,405**	**$275,635,457**
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		**$2,009,861**	**$502,465**	**$2,512,326**
	Electric Vehicle Infrastructure	$0	$0	$0
	Ferry Boat Program	$2,009,861	$502,465	$2,512,326
	Municipal Grants	$0	$0	$0
Grand Total + Non-Formula Programs		**$1,073,859,532**	**$247,931,743**	**$1,321,791,275**

Federal Fiscal Year 2030				
		Federal Aid Funds	Matching Funds	FFY 2030 (Proposed) (Fed Aid + Match)
	Balance Obligation Authority	$826,388,245		
	Planned Redistribution Request	$50,000,000		
Total Non-earmarked Funding Available		$876,388,245	$292,129,415	$1,168,517,660
Planning/Adjustments/Pass-throughs		$75,244,695	$17,896,203	$93,140,898
GANS Repayment		$0	$0	$0
Award Adjustments, Change Orders, etc.		$22,225,500	$5,274,500	$27,500,000
Metropolitan Planning		$12,504,604	$3,126,151	$15,630,755
State Planning & Research		$15,857,277	$3,964,319	$19,821,596
Recreational Trails		$1,186,729	$296,682	$1,483,411
SRTS Education		$1,951,346	$487,837	$2,439,183
Transit Grant Program		$0	$0	$0
Flex to FTA		$0	$0	$0
Railroad Crossings		$2,532,382	$0	$2,532,382
Carbon Reduction		$18,986,857	$4,746,714	$23,733,571
Regional Priorities				
Regional Share (%)	**MPO**	**$297,972,003**	**$74,493,001**	**$372,465,004**
3.5596	Berkshire Region	$10,606,611	$2,651,653	$13,258,264
42.9671	Boston Region	$128,029,929	$32,007,482	$160,037,411
4.5851	Cape Cod	$13,662,314	$3,415,579	$17,077,893
8.6901	Central Mass	$25,894,065	$6,473,516	$32,367,581
2.5397	Franklin Region	$7,567,595	$1,891,899	$9,459,494
0.3100	Martha's Vineyard	$923,713	$230,928	$1,154,642
4.4296	Merrimack Valley	$13,198,968	$3,299,742	$16,498,710
4.4596	Montachusett	$13,288,359	$3,322,090	$16,610,449
0.2200	Nantucket	$655,538	$163,885	$819,423
3.9096	Northern Middlesex	$11,649,513	$2,912,378	$14,561,892
4.5595	Old Colony	$13,586,033	$3,396,508	$16,982,542
10.8100	Pioneer Valley	$32,210,774	$8,052,693	$40,263,467
8.9601	Southeastern Mass	$26,698,589	$6,674,647	$33,373,237

Highway		**$487,171,547**	**$110,567,774**	**$597,739,321**
Reliability		**$331,966,470**	**$74,891,505**	**$406,857,975**
	Interstate Pavement	$38,473,514	$4,274,835	$42,748,349
	Non-Interstate Pavement	$55,000,000	$13,750,000	$68,750,000
	Roadway Improvements	$0	$0	$0
	Safety Improvements	$27,408,170	$4,095,474	$31,503,644
	Highway Resiliency	$21,590,265	$5,397,566	$26,987,831
	Bridge	$189,494,521	$47,373,630	$236,868,151
	Bridge Inspections	$2,000,000	$500,000	$2,500,000
	Bridge Systematic	$0	$0	$0
	Bridge On-system NHS	$94,856,125	$23,714,031	$118,570,156
	Bridge On-system Non-NHS	$58,490,191	$14,622,548	$73,112,739
	Bridge Off-system	$34,148,205	$8,537,051	$42,685,256
Modernization		**$119,500,000**	**$26,750,000**	**$146,250,000**
	Accessibility Improvements	$4,400,000	$1,100,000	$5,500,000
	Intersection Improvements	$22,500,000	$2,500,000	$25,000,000
	Intelligent Transportation	$8,000,000	$2,000,000	$10,000,000
	Roadway Reconstruction	$55,000,000	$13,750,000	$68,750,000
	Safe Routes to School	$12,000,000	$3,000,000	$15,000,000
	Freight	$17,600,000	$4,400,000	$22,000,000
Expansion		**$35,705,077**	**$8,926,269**	**$44,631,346**
	Bicycle and Pedestrian	$35,705,077	$8,926,269	$44,631,346
	Capacity	$0	$0	$0
	Grand Total Formula Funds	**$860,388,245**	**$202,956,978**	**$1,063,345,223**
	Difference from Funds Available	**$16,000,000**	**$89,172,437**	**$105,172,437**

Appendix G
FFY2026-2030 SUPPLEMENTAL PROJECT LIST

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Community Initiated Projects Supplemental List

MassDOT Project ID	MassDOT Project Description	FFY2026 Cost	FFY2027 (Cost with 4% Inflation)	FFY2028 (Cost with 8% Inflation)	FFY2029 (Cost with 12% Inflation)	FFY2030 (Cost with 16% Inflation)	Evaluation Criteria Score / Design Status
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%
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
613647	TAUNTON- INTERSECTION IMPROVEMENTS AT WINTER STREET AND SCHOOL STREET	$3,073,900	$3,196,856	$3,319,812	$3,442,768	$3,565,724	/ Pre 25% Design

MassDOT Initiated Projects Supplemental List

MassDOT Project ID	MassDOT Project Description	FFY2026 Cost	FFY2027 (Cost with 4% Inflation)	FFY2028 (Cost with 8% Inflation)	FFY2029 (Cost with 12% Inflation)	FFY2030 (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

MassDOT Initiated Projects Supplemental List

MassDOT Project ID	MassDOT Project Description	FFY2026 Cost	FFY2027 (Cost with 4% Inflation)	FFY2028 (Cost with 8% Inflation)	FFY2029 (Cost with 12% Inflation)	FFY2030 (Cost with 16% Inflation)	Evaluation Criteria Score (If Available) / Design Status
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
613083	TAUNTON- DRIVE INSTALLATION AND TRAFFIC SIGNAL UPDGRADES AT ROUTE 140 (COUNTY STREET) AND MOZZONE BOULEVARD	$2,155,000	$2,241,200	$2,327,400	$2,413,600	$2,499,800	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
FFY2024
OBLIGATED PROJECTS

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SRPEDD
Southeastern Regional Planning & Economic Development District

Annual Listing of Federally Funded Obligated Projects for Federal Fiscal Year 2024

December 2024

In accordance with 23 CFR § 450.334, Southeastern Regional Planning & Economic Development District (SRPEDD) is making the Federal Fiscal Year (FFY) 2024 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)

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FFY 2024 ANNUAL LISTING OF OBLIGATED PROJECTS PER 23 CFR 450.334

MassDOT Project ID	MassDOT Project Description▼	Advertis. / Obligation Date	FFY 2023 Programmed Federal Fund	FFY 2023 Obligated Federal Fund	Remaining Advance Construction Fund
SOUTHEASTERN MASS					
605311	MARION- WAREHAM- BRIDGE REPLACEMENT, M-05-001=W-06-013 & W-06-016, MARION ROAD/WAREHAM ROAD (ROUTE 6) OVER WEWEANTIC RIVER (NGBP)	24-Aug-24	$0.00	$0.00	$43,407,024.20
606527	NEW BEDFORD- BRIDGE 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 IMPROVEMENTS TO N-06-021, N-06-022, F-01-008	17-Aug-24	$120,000,000.00	$120,000,000.00	$182,657,106.96
608563	SWANSEA- IMPROVEMENTS ON ROUTE 6 (GRAND ARMY OF THE REPUBLIC HIGHWAY) AT GARDNERS NECK ROAD	18-May-24	$5,207,225.00	$5,574,247.65	
608753	TAUNTON- CORRIDOR IMPROVEMENTS AND RELATED WORK ON BROADWAY (ROUTE 138), FROM PURCHASE STREET TO JACKSON STREET (PHASE 2)	17-Aug-24	$10,206,066.00	$10,206,066.66	
609518	FAIRHAVEN- LEROY WOOD ELEMENTARY SCHOOL IMPROVEMENTS (SRTS)	30-Mar-24	$2,127,340.00	$2,102,353.76	
611996	NEW BEDFORD- PAVEMENT PRESERVATION AND RELATED WORK ON ROUTE 140	04-Nov-23	$8,999,078.00	$9,054,853.40	
613142	DISTRICT 5- ITS ROADWAY EQUIPMENT FOR HIGHWAY OPERATIONS	20-Apr-24	$4,764,760.00	$4,962,820.07	
613193	DARTMOUTH TO WAREHAM- GUIDE AND TRAFFIC SIGN REPLACEMENT ON A SECTION OF INTERSTATE 195	16-Mar-24	$6,902,325.00	$7,181,277.14	
613194	WAREHAM TO RAYNHAM- GUIDE AND TRAFFIC SIGN REPLACEMENT ON A SECTION OF INTERSTATE 495	30-Mar-24	$5,459,755.00	$4,684,286.19	
613198	SOMERSET- BRIDGE PRESERVATION OF S-16-009 (3Y9), S-16-010 (3PD), S-16-011 (3YA) AND S-16-012 (3U6 & 3U7) ALONG I-195	03-Aug-24	$6,400,000.00	$6,890,817.92	
S12880	Airport Bus Service from the Mansfield MBTA Station to Logan Airport	25-Mar-24	$1,056,000.00	$1,056,000.00	
S12999	SSA - Purchase Support Vehicles and Equipment for Fairhaven Maintenance Department	26-Aug-24	$1,186,050.00	$1,186,050.00	

FFY 2024 ANNUAL LISTING OF OBLIGATED PROJECTS PER 23 CFR 450.334

MassDOT Project ID	MassDOT Project Description▼	Advertis. / Obligation Date	FFY 2023 Programmed Federal Fund	FFY 2023 Obligated Federal Fund	Remaining Advance Construction Fund
S13000	SRTA - Acquire - Transit Enhancements	11-Jul-24	$400,000.00	$400,000.00	
	SOUTHEASTERN MASS TOTAL :		**$172,708,599.00**	**$173,298,772.79**	**$226,064,131.16**

FFY 2024 ANNUAL LISTING OF OBLIGATED PROJECTS PER 23 CFR 450.334

MassDOT Project ID	MassDOT Project Description▼	Advertis. / Obligation Date	FFY 2023 Programmed Federal Fund	FFY 2023 Obligated Federal Fund	Remaining Advance Construction Fund
STATEWIDE					
S12632	2024 Bridge Inspection & Data Control	20-Sep-24	$14,320,000.00	$31,372,740.80	
S12769	ABP GANS (FFY 2024)	15-Jun-24	$93,985,000.00	$93,985,000.00	
S12772	Metropolitan Planning (FFY 2025 UPWPs) - PL & SPR	06-Sep-24	$17,506,315.00	$17,574,989.25	
S12777	SPR Work Program (FFY 2025)	23-Sep-24	$18,879,788.00	$19,090,931.73	
S12783	STATEWIDE ITS Program - 2024-2028	07-Jun-24	$4,638,422.00	$1,159,999.99	
S12787	Integrated Transportation Management System (ITMS) Software - stand in for S12748	17-Aug-24	$12,000,000.00	$12,000,000.00	
S12878	SPR Work Program - Transportation Pooled Fund	23-Sep-24	$1,245,154.00	$1,429,223.00	
S12879	STATEWIDE- WRONG WAY VEHICLE DETECTION SYSTEM ASSET MANAGEMENT AND MAINTENANCE CONTRACT (3 YEARS)	09-Jul-24	$800,800.00	$800,800.00	
S12990	Safe Routes To School (SRTS) Education (FFY 2024-2026)	03-Jul-24	$1,886,435.00	$1,886,435.00	$3,945,564.80
S13007	RECREATIONAL TRAILS PROGRAM (FFY 2024)	19-Aug-24	$1,481,244.00	$1,186,729.00	
S13008	WEST SPRINGFIELD- RAILROAD CROSSING ELIMINATION ON FRONT STREET (CROSSING NO. DOT525901A) (DESIGN ONLY)	20-Sep-24	$250,000.00	$2,055,800.49	
S13009	STATEWIDE- DESIGN OF MULTIPLE OFF-SYSTEM BRIDGE PROJECTS (DESIGN ONLY)	02-Sep-24	$3,600,000.00	$1,101,620.29	
S13013	STATEWIDE- FLOOD RISK ASSESSMENT (PROTECT)	03-Sep-24	$9,550,000.00	$9,550,000.00	
		STATEWIDE TOTAL :	**$180,143,158.00**	**$193,194,269.55**	**$3,945,564.80**
			$1,538,776,596.00	**$1,553,605,421.29**	**$681,315,417.62**

Transit Agency	Project #	FTA Line Item	MassDOT Project Description	Obligation Date	FFY2024 Programmed Federal Funds	Programmed State Funds	Local Funds	Total Cost	Grant #	Obligated Amount
Greater Attleboro Taunton Regional Transit Authority	RTD0010652	11.34.03	Greater Attleboro-Taunton Regional Transit Authority - Rehab-Renovation Attleboro Area Commuter Rail Stations	9/9/2024	$1,352,230	$338,058		$1,690,288	MA-2024-023	$1,352,230
Greater Attleboro Taunton Regional Transit Authority	RTD0010654	44.24.00	Greater Attleboro-Taunton Regional Transit Authority - Short Range Transit Planning	8/5/2024	$80,000	$20,000		$100,000	MA-2024-017	$80,000
Greater Attleboro Taunton Regional Transit Authority	RTD0010657	30.09.01	Greater Attleboro-Taunton Regional Transit Authority - Non Fixed Route ADA Paratransit Operating	8/5/2024	$1,280,000	$320,000		$1,600,000	MA-2024-017	$1,280,000
Greater Attleboro Taunton Regional Transit Authority	RTD0010658	30.09.01	Greater Attleboro-Taunton Regional Transit Authority - Fixed Route Operating Assistance	8/5/2024	$650,000	$650,000		$1,300,000	MA-2024-017	$650,000
Greater Attleboro Taunton Regional Transit Authority	RTD0010659	11.7A.00	Greater Attleboro-Taunton Regional Transit Authority - Preventative Maintenance	8/5/2024	$2,800,000	$700,000		$3,500,000	MA-2024-017	$2,800,000
Greater Attleboro Taunton Regional Transit Authority	T00079	11.44.02	GATRA - Rehab Renovate Facilities	8/5/2024	$77,032	$19,258		$96,290	MA-2024-017	$77,032
Greater Attleboro Taunton Regional Transit Authority	T00081	11.12.02	GATRA - Purchase Replacement 35-Foot Diesel Buses (4)	8/5/2024	$1,933,420	$483,355		$2,416,775	MA-2024-017	$1,933,420
Greater Attleboro Taunton Regional Transit Authority	T00094	11.42.20	GATRA - Associated Capital Items Bus	8/20/2024	$82,636	$20,659		$103,295	MA-2019-014-02-01	$82,636
Southeastern Regional Transit Authority	RTD0010806	11.42.11	SRTA - ACQUIRE - OPS/MAINT SUPPORT VEHICLES (2)	9/23/2024	$56,000	$14,000	$0	$70,000	5002-2024-026	$56,000
Southeastern Regional Transit Authority	RTD0010808	11.12.15	SRTA - BUY REPLACEMENT VAN (2)	9/23/2024	$184,000	$46,000	$0	$230,000	5002-2024-026	$41,600
Southeastern Regional Transit Authority	RTD0010811	11.16.40	SRTA - LEASE ASSOC CAP MAINT ITEMS (TIRE LEASE)	9/23/2024	$72,000	$18,000	$0	$90,000	5002-2024-026	
Southeastern Regional Transit Authority	RTD0010814	11.41.03	SRTA - ENGINEERING & DESIGN - BUS SUPPORT EQUIP/FACILITIES	9/23/2024	$30,000	$7,500	$0	$37,500	5002-2024-026	
Southeastern Regional Transit Authority	RTD0010829	11.44.03	SRTA - REHAB/RENOVATE BUS SUPPORT FACIL/EQUIP	9/23/2024	$80,000	$20,000	$0	$100,000	5002-2024-026	$144,755
Southeastern Regional Transit Authority	RTD0011182	11.12.02	SRTA - BUY REPLACEMENT 35-FT LF-HD HYBRID BUS (6) 5339(b) Competitive: FTA-2022-001-TPM-LWNO	7/28/2023	$12,400,000	$3,100,000	$0	$15,500,000	5002-2023-029	$12,400,000
Southeastern Regional Transit Authority	T00196	11.7A.00	SRTA - PREVENTATIVE MAINTENANCE	9/23/2024	$800,000	$200,000	$0	$1,000,000	5002-2024-026	$800,000
Southeastern Regional Transit Authority	T00197	11.7C.00	SRTA - NON-FIXED ROUTE ADA PARATRANSIT	9/23/2024	$160,000	$40,000	$0	$200,000	5002-2024-026	$160,000
Southeastern Regional Transit Authority	T00198	30.09.01	SRTA - OPERATING ASSISTANCE	9/20/2024	$8,086,949	$8,086,949	$0	$16,173,898	5002-2024-029	$8,086,949

Appendix I
FFY2026-2030
MassDOT Operation & Maintenance Expenditures

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Operating and Maintenance Expenditures as of April 2025

Statewide and District Contracts plus Expenditures within MPO boundaries

Program Group/Sub Group	Est SFY 2025 Spending	Est SFY 2026 Spending	Est SFY 2027 Spending	Est SFY 2028 Spending	Est SFY 2029 Spending
Part 1: Non-Federal Aid					
Section I - Non Federal Aid Maintenance Projects					
01 - ADA Retrofits					
Accessibility Improvements	$ -	$ -	$ -	$ -	$ -
Sidewalk Construction	$ 2,635,859	$ 643,820	$ 1,645,058	$ -	$ -
02 - Bicycles and pedestrians program					
Bike Facility Construction	$ -	$ -	$ -	$ -	$ -
Shared Use Path Modernization	$ -	$ -	$ -	$ -	$ -
03 - Bridge					
Bridge Maintenance	$ 53,514,391	$ 47,541,972	$ 20,310,774	$ 1,043,287	$ -
Bridge Maintenance - Deck Repairs	$ 16,640,117	$ 11,887,273	$ 4,500,535	$ 794,058	$ -
Bridge Maintenance - Joints	$ 3,962,774	$ 582,139	$ -	$ -	$ -
Bridge Preservation	$ 10,487,877	$ 9,720,455	$ 3,305,597	$ 1,069,091	$ -
Bridge Rehabilitation	$ -	$ -	$ -	$ -	$ -
Bridge Replacement	$ 20,000	$ 1,150,000	$ 1,676,000	$ 388,112	$ -
Drawbridge Maintenance	$ 10,813,975	$ 8,623,532	$ 4,651,663	$ -	$ -
Marine Construction	$ -	$ -	$ -	$ -	$ -
New Bridge	$ -	$ -	$ -	$ -	$ -
Painting - Structural	$ 1,126,940	$ 1,150,000	$ -	$ -	$ -
Structures Maintenance	$ -	$ -	$ -	$ -	$ -
04 - Capacity					
Hwy Reconstr - Major Widening	$ -	$ -	$ -	$ -	$ -
New Road	$ -	$ -	$ -	$ -	$ -
Roadway Additional Capacity	$ -	$ -	$ -	$ -	$ -
05 - Facilities					
Equipment	$ -	$ -	$ -	$ -	$ -
Vertical Construction (Ch 149)	$ 11,494,409	$ 4,679,989	$ 2,297,901	$ 43,813	$ -
07 - Intersection Improvements					
Intersection Reconstruction	$ -	$ -	$ -	$ -	$ -
Targeted Modernization - Multiple Locations	$ -	$ -	$ -	$ -	$ -
Traffic Signal Upgrades	$ 3,313,980	$ 3,692,584	$ 457,167	$ -	$ -
08 - Interstate Pavement					
Resurfacing Interstate	$ -	$ -	$ -	$ -	$ -
09 - Intelligent Transportation Systems Program					
Intelligent Transportation Sys	$ -	$ -	$ -	$ -	$ -
10 - Non-Interstate DOT Pavement Program					
Limited Access Pavement Preservation	$ -	$ -	$ -	$ -	$ -
Milling and Cold Planing	$ 219,070	$ -	$ -	$ -	$ -
Pavement Maintenance	$ -	$ 6,595,431	$ 8,418,972	$ 1,700,174	$ -
Pavement Preservation	$ -	$ -	$ -	$ -	$ -
Pavement Rehabilitation	$ -	$ -	$ -	$ -	$ -
Resurfacing	$ 34,060,696	$ 10,914,346	$ 3,484,486	$ -	$ -
Resurfacing DOT Owned Non-Interstate	$ 9,432,088	$ 4,692,287	$ 491,286	$ -	$ -
11 Roadway Improvements					
Asbestos Removal	$ -	$ -	$ -	$ -	$ -
Catch Basin Cleaning	$ 2,020,954	$ 2,142,615	$ 997,382	$ -	$ -
Contract Highway Maintenance	$ 18,268,215	$ 14,771,000	$ 8,308,789	$ 2,868,613	$ -
Crack Sealing	$ 801,099	$ 1,255,202	$ 307,826	$ 128,261	$ -
Culvert Replacement	$ -	$ -	$ -	$ -	$ -
Drainage	$ 9,772,823	$ 8,173,545	$ 4,120,375	$ -	$ -
Embankment and Ledge Stabilization	$ -	$ 328,087	$ 562,435	$ 187,478	$ -
Guard Rail & Fencing	$ 7,346,081	$ 5,546,171	$ 2,018,851	$ -	$ -
Habitat Enhancement	$ -	$ -	$ -	$ -	$ -
Highway Sweeping	$ 1,634,705	$ 1,428,520	$ 419,697	$ -	$ -
Landscaping	$ 1,102,285	$ 800,761	$ 128,348	$ 32,087	$ -
Mowing and Spraying	$ 2,693,644	$ 1,778,078	$ 1,675,502	$ 210,948	$ -
Process/Recycle/Trnsprt Soils	$ -	$ -	$ -	$ -	$ -
Tree Trimming	$ 5,543,210	$ 3,597,779	$ 629,925	$ -	$ -
12 - Roadway Reconstruction					
Hwy Reconstr - Restr and Rehab	$ 858,715	$ 590	$ -	$ -	$ -
Reclamation	$ -	$ -	$ -	$ -	$ -
Roadway - Reconstr - Sidewalks and Curbing	$ 16	$ -	$ -	$ -	$ -
Roadway Minor Widening	$ -	$ -	$ -	$ -	$ -
Roadway Modernization	$ -	$ -	$ -	$ -	$ -
Tunnels	$ -	$ -	$ -	$ -	$ -
13 - Safety Improvements					
Electrical	$ -	$ -	$ -	$ -	$ -
Impact Attenuators	$ 1,248,562	$ 643,234	$ 294,479	$ -	$ -
Lighting	$ 3,112,382	$ 2,479,541	$ -	$ -	$ -
Pavement Marking	$ 4,186,950	$ 3,099,569	$ 1,250,833	$ 66,336	$ -
Safety Improvements	$ -	$ -	$ -	$ -	$ -
Sign Installation/Upgrading	$ 2,023,526	$ 1,504,922	$ 374,510	$ -	$ -
Structural Signing	$ 285,381	$ -	$ -	$ -	$ -
Targeted Modernization - Multiple Locations	$ -	$ -	$ -	$ -	$ -
Section I Total:	**$ 218,620,725**	**$ 159,423,441**	**$ 72,328,389**	**$ 8,532,257**	**$**
Section II - Non Federal Aid Highway Operations - State Operating Budget					
Snow and Ice Operations & Materials					
	$ 100,700,000	$ 80,000,000	$ 80,000,000	$ 80,000,000	$ 80,000,000
District Maintenance Payroll					
Mowing, Litter Mgmt, Sight Distance Clearing, Etc.	$ 38,630,000	$ 39,790,000	$ 40,990,000	$ 42,220,000	$ 43,490,000
Section II Total:	**$ 139,330,000**	**$ 119,790,000**	**$ 120,990,000**	**$ 122,220,000**	**$ 123,490,000**
Grand Total NFA:	**$ 357,950,725**	**$ 279,213,441**	**$ 193,318,389**	**$ 130,752,257**	**$ 123,490,000**

Operating and Maintenance Expenditures as of April 2025

Statewide and District Contracts plus Expenditures within MPO boundaries

Program Group/Sub Group	Est SFY 2025 Spending	Est SFY 2026 Spending	Est SFY 2027 Spending	Est SFY 2028 Spending	Est SFY 2029 Spending
Part 2: Federal Aid					
Section I - Non Federal Aid Maintenance Projects					
01 - ADA Retrofits					
Accessibility Improvements	$ -	$ -	$ -	$ -	$ -
Sidewalk Construction	$ 342,933	$ -	$ -	$ -	$ -
02 - Bicycles and pedestrians program					
Bike Facility Construction	$ -	$ -	$ -	$ -	$ -
Shared Use Path Modernization	$ -	$ -	$ -	$ -	$ -
03 - Bridge					
Bridge Maintenance	$ 2,036,049	$ -	$ 6,476,891	$ 9,473,709	$ -
Bridge Maintenance - Deck Repairs	$ -	$ -	$ -	$ -	$ -
Bridge Maintenance - Joints	$ -	$ -	$ -	$ -	$ -
Bridge Preservation	$ 91,407,725	$ 115,229,190	$ 185,135,765	$ 271,477,861	$ 321,861,813
Bridge Rehabilitation	$ -	$ -	$ -	$ -	$ -
Bridge Replacement	$ -	$ -	$ -	$ -	$ -
Drawbridge Maintenance	$ -	$ -	$ -	$ -	$ -
Marine Construction	$ -	$ -	$ -	$ -	$ -
New Bridge	$ -	$ -	$ -	$ -	$ -
Painting - Structural	$ 244,704	$ -	$ 932,351	$ 3,729,405	$ 1,243,135
Structures Maintenance	$ -	$ -	$ -	$ 515,948	$ 6,191,374
04 - Capacity					
Hwy Reconstr - Major Widening	$ -	$ -	$ -	$ -	$ -
New Road	$ -	$ -	$ -	$ -	$ -
Roadway Additional Capacity	$ -	$ -	$ -	$ -	$ -
05 - Facilities					
Equipment	$ -	$ -	$ -	$ -	$ -
Vertical Construction (Ch 149)	$ -	$ -	$ -	$ -	$ -
07 - Intersection Improvements					
Intersection Reconstruction	$ -	$ -	$ -	$ -	$ -
Targeted Modernization - Multiple Locations	$ -	$ -	$ -	$ -	$ -
Traffic Signal Upgrades	$ -	$ -	$ -	$ -	$ -
08 - Interstate Pavement					
Resurfacing Interstate	$ -	$ -	$ -	$ -	$ -
09 - Intelligent Transportation Systems Program					
Intelligent Transportation Sys	$ -	$ -	$ -	$ -	$ -
10 - Non-interstate DOT Pavement Program					
Limited Access Pavement Preservation	$ -	$ 29,136,624	$ 51,743,618	$ 67,584,782	$ 100,092,348
Milling and Cold Planing	$ -	$ -	$ -	$ -	$ -
Pavement Maintenance	$ -	$ -	$ -	$ -	$ -
Pavement Preservation	$ -	$ -	$ 6,823,352	$ 19,761,341	$ 37,361,057
Pavement Rehabilitation	$ -	$ -	$ -	$ -	$ -
Resurfacing	$ -	$ -	$ -	$ -	$ -
Resurfacing DOT Owned Non-Interstate	$ -	$ -	$ -	$ -	$ -
11 - Roadway Improvements					
Asbestos Removal	$ -	$ -	$ -	$ -	$ -
Catch Basin Cleaning	$ -	$ -	$ -	$ -	$ -
Contract Highway Maintenance	$ 190,125	$ -	$ -	$ -	$ -
Crack Sealing	$ -	$ -	$ -	$ -	$ -
Culvert Replacement	$ -	$ -	$ -	$ -	$ -
Drainage	$ -	$ -	$ -	$ -	$ -
Embankment and Ledge Stabilization	$ -	$ -	$ -	$ -	$ -
Guard Rail & Fencing	$ -	$ -	$ -	$ -	$ -
Habitat Enhancement	$ -	$ -	$ -	$ -	$ -
Highway Sweeping	$ -	$ -	$ -	$ -	$ -
Landscaping	$ -	$ -	$ -	$ -	$ -
Mowing and Spraying	$ -	$ -	$ -	$ -	$ -
Process/Recycle/Trnsprt Soils	$ -	$ -	$ -	$ -	$ -
Tree Trimming	$ -	$ -	$ -	$ -	$ -
12 - Roadway Reconstruction					
Hwy Reconstr - Restr and Rehab	$ -	$ -	$ -	$ -	$ -
Reclamation	$ -	$ -	$ -	$ -	$ -
Roadway - Reconstr - Sidewalks and Curbing	$ -	$ -	$ -	$ -	$ -
Roadway Minor Widening	$ -	$ -	$ -	$ -	$ -
Roadway Modernization	$ -	$ -	$ -	$ -	$ -
Tunnels	$ -	$ -	$ -	$ -	$ -
13 - Safety Improvements					
Electrical	$ -	$ -	$ -	$ -	$ -
Impact Attenuators	$ -	$ -	$ -	$ -	$ -
Lighting	$ 289,151	$ -	$ -	$ -	$ -
Pavement Marking	$ -	$ -	$ -	$ -	$ -
Safety Improvements	$ -	$ -	$ -	$ -	$ -
Sign Installation/Upgrading	$ -	$ -	$ -	$ -	$ -
Structural Signing	$ 8,159	$ -	$ -	$ -	$ -
Targeted Modernization - Multiple Locations	$ -	$ -	$ -	$ -	$ -
Section I Total:	**$ 94,518,845**	**$ 144,365,814**	**$ 251,111,978**	**$ 372,543,046**	**$ 466,749,727**
Grand Total Federal Aid:	**$ 94,518,845**	**$ 144,365,814**	**$ 251,111,978**	**$ 372,543,046**	**$ 466,749,727**

Operating and Maintenance Expenditures as of April 2025

Statewide and District Contracts

Program Group/Sub Group	Est SFY 2025 Spending	Est SFY 2026 Spending	Est SFY 2027 Spending	Est SFY 2028 Spending	Est SFY 2029 Spending
Part 1: Non-Federal Aid					
Section I - Non Federal Aid Maintenance Projects					
01 - ADA Retrofits					
Accessibility Improvements	$ -	$ -	$ -	$ -	$ -
Sidewalk Construction	$ 2,635,859	$ 643,820	$ 1,645,058	$ -	$ -
02 - Bicycles and pedestrians program					
Bike Facility Construction	$ -	$ -	$ -	$ -	$ -
Shared Use Path Modernization	$ -	$ -	$ -	$ -	$ -
03 - Bridge					
Bridge Maintenance	$ 47,402,577	$ 44,250,595	$ 19,830,947	$ 1,043,287	$ -
Bridge Maintenance - Deck Repairs	$ 16,640,117	$ 11,887,273	$ 4,500,535	$ 794,058	$ -
Bridge Maintenance - Joints	$ 3,962,774	$ 582,139	$ -	$ -	$ -
Bridge Preservation	$ 4,555,744	$ 4,376,728	$ 1,167,415	$ -	$ -
Bridge Rehabilitation	$ -	$ -	$ -	$ -	$ -
Bridge Replacement	$ -	$ -	$ -	$ -	$ -
Drawbridge Maintenance	$ 10,813,975	$ 8,623,532	$ 4,651,663	$ -	$ -
Marine Construction	$ -	$ -	$ -	$ -	$ -
New Bridge	$ -	$ -	$ -	$ -	$ -
Painting - Structural	$ 426,940	$ -	$ -	$ -	$ -
Structures Maintenance	$ -	$ -	$ -	$ -	$ -
04 - Capacity					
Hwy Reconstr - Major Widening	$ -	$ -	$ -	$ -	$ -
New Road	$ -	$ -	$ -	$ -	$ -
Roadway Additional Capacity	$ -	$ -	$ -	$ -	$ -
05 - Facilities					
Equipment	$ -	$ -	$ -	$ -	$ -
Vertical Construction (Ch 149)	$ 7,745,322	$ 4,679,989	$ 2,297,901	$ 43,813	$ -
07 - Intersection Improvements					
Intersection Reconstruction	$ -	$ -	$ -	$ -	$ -
Targeted Modernization - Multiple Locations	$ -	$ -	$ -	$ -	$ -
Traffic Signal Upgrades	$ 3,313,980	$ 3,692,584	$ 457,167	$ -	$ -
08 - Interstate Pavement					
Resurfacing Interstate	$ -	$ -	$ -	$ -	$ -
09 - Intelligent Transportation Systems Program					
Intelligent Transportation Sys	$ -	$ -	$ -	$ -	$ -
10 - Non-interstate DOT Pavement Program					
Limited Access Pavement Preservation	$ -	$ -	$ -	$ -	$ -
Milling and Cold Planing	$ 219,070	$ -	$ -	$ -	$ -
Pavement Maintenance	$ -	$ 6,595,431	$ 8,418,972	$ 1,700,174	$ -
Pavement Preservation	$ -	$ -	$ -	$ -	$ -
Pavement Rehabilitation	$ -	$ -	$ -	$ -	$ -
Resurfacing	$ 34,060,696	$ 10,914,346	$ 3,484,486	$ -	$ -
Resurfacing DOT Owned Non-Interstate	$ 9,432,088	$ 4,692,287	$ 491,286	$ -	$ -
11 - Roadway Improvements					
Asbestos Removal	$ -	$ -	$ -	$ -	$ -
Catch Basin Cleaning	$ 2,020,954	$ 2,142,615	$ 997,382	$ -	$ -
Contract Highway Maintenance	$ 18,268,215	$ 14,771,000	$ 8,308,789	$ 2,868,613	$ -
Crack Sealing	$ 801,099	$ 1,255,202	$ 307,826	$ 128,261	$ -
Culvert Replacement	$ -	$ -	$ -	$ -	$ -
Drainage	$ 9,763,811	$ 8,173,545	$ 4,120,375	$ -	$ -
Embankment and Ledge Stabilization	$ -	$ 328,087	$ 562,435	$ 187,478	$ -
Guard Rail & Fencing	$ 7,346,081	$ 5,546,171	$ 2,018,851	$ -	$ -
Habitat Enhancement	$ -	$ -	$ -	$ -	$ -
Highway Sweeping	$ 1,634,705	$ 1,428,520	$ 419,697	$ -	$ -
Landscaping	$ 1,102,285	$ 800,761	$ 128,348	$ 32,087	$ -
Mowing and Spraying	$ 2,384,606	$ 1,378,078	$ 1,311,266	$ 210,948	$ -
Process/Recycle/Trnsprt Soils	$ -	$ -	$ -	$ -	$ -
Tree Trimming	$ 5,543,210	$ 3,597,779	$ 629,925	$ -	$ -
12 - Roadway Reconstruction					
Hwy Reconstr - Restr and Rehab	$ 858,715	$ 590	$ -	$ -	$ -
Reclamation	$ -	$ -	$ -	$ -	$ -
Roadway - Reconstr - Sidewalks and Curbing	$ 16	$ -	$ -	$ -	$ -
Roadway Minor Widening	$ -	$ -	$ -	$ -	$ -
Roadway Modernization	$ -	$ -	$ -	$ -	$ -
Tunnels	$ -	$ -	$ -	$ -	$ -
13 - Safety Improvements					
Electrical	$ -	$ -	$ -	$ -	$ -
Impact Attenuators	$ 1,248,562	$ 643,234	$ 294,479	$ -	$ -
Lighting	$ 3,112,382	$ 2,479,541	$ -	$ -	$ -
Pavement Marking	$ 4,186,950	$ 3,099,569	$ 1,250,833	$ 66,336	$ -
Safety Improvements	$ -	$ -	$ -	$ -	$ -
Sign Installation/Upgrading	$ 2,023,526	$ 1,504,922	$ 374,510	$ -	$ -
Structural Signing	$ 285,381	$ -	$ -	$ -	$ -
Targeted Modernization - Multiple Locations	$ -	$ -	$ -	$ -	$ -
Section I Total:	**$ 201,789,641**	**$ 148,088,337**	**$ 67,670,145**	**$ 7,075,054**	**$**
Section II - Non Federal Aid Highway Operations - State Operating Budget					
Snow and Ice Operations & Materials					
	$ 100,700,000	$ 80,000,000	$ 80,000,000	$ 80,000,000	$ 80,000,000
District Maintenance Payroll					
Mowing, Litter Mgmt, Sight Distance Clearing, Etc.	$ 38,630,000	$ 39,790,000	$ 40,990,000	$ 42,220,000	$ 43,490,000
Section II Total:	**$ 139,330,000**	**$ 119,790,000**	**$ 120,990,000**	**$ 122,220,000**	**$ 123,490,000**
Grand Total NFA:	**$ 341,119,641**	**$ 267,878,337**	**$ 188,660,145**	**$ 129,295,054**	**$ 123,490,000**

Operating and Maintenance Expenditures as of April 2025

Statewide and District Contracts

Program Group/Sub Group	Est SFY 2025 Spending	Est SFY 2026 Spending	Est SFY 2027 Spending	Est SFY 2028 Spending	Est SFY 2029 Spending
Part 2: Federal Aid					
Section I - Non Federal Aid Maintenance Projects					
01 - ADA Retrofits					
Accessibility Improvements	$ -	$ -	$ -	$ -	$ -
Sidewalk Construction	$ 342,933	$ -	$ -	$ -	$ -
02 - Bicycles and pedestrians program					
Bike Facility Construction	$ -	$ -	$ -	$ -	$ -
Shared Use Path Modernization	$ -	$ -	$ -	$ -	$ -
03 - Bridge					
Bridge Maintenance	$ -	$ -	$ -	$ -	$ -
Bridge Maintenance - Deck Repairs	$ -	$ -	$ -	$ -	$ -
Bridge Maintenance - Joints	$ -	$ -	$ -	$ -	$ -
Bridge Preservation	$ 40,162,453	$ 40,253,004	$ 17,250,308	$ 20,975,660	$ 25,822,097
Bridge Rehabilitation	$ -	$ -	$ -	$ -	$ -
Bridge Replacement	$ -	$ -	$ -	$ -	$ -
Drawbridge Maintenance	$ -	$ -	$ -	$ -	$ -
Marine Construction	$ -	$ -	$ -	$ -	$ -
New Bridge	$ -	$ -	$ -	$ -	$ -
Painting - Structural	$ 9	$ -	$ -	$ -	$ -
Structures Maintenance	$ -	$ -	$ -	$ -	$ -
04 - Capacity					
Hwy Reconstr - Major Widening	$ -	$ -	$ -	$ -	$ -
New Road	$ -	$ -	$ -	$ -	$ -
Roadway Additional Capacity	$ -	$ -	$ -	$ -	$ -
05 - Facilities					
Equipment	$ -	$ -	$ -	$ -	$ -
Vertical Construction (Ch 149)	$ -	$ -	$ -	$ -	$ -
07 - Intersection Improvements					
Intersection Reconstruction	$ -	$ -	$ -	$ -	$ -
Targeted Modernization - Multiple Locations	$ -	$ -	$ -	$ -	$ -
Traffic Signal Upgrades	$ -	$ -	$ -	$ -	$ -
08 - Interstate Pavement					
Resurfacing Interstate	$ -	$ -	$ -	$ -	$ -
09 - Intelligent Transportation Systems Program					
Intelligent Transportation Sys	$ -	$ -	$ -	$ -	$ -
10 - Non-interstate DOT Pavement Program					
Limited Access Pavement Preservation	$ -	$ 11,164,493	$ 19,794,412	$ 9,010,293	$ -
Milling and Cold Planing	$ -	$ -	$ -	$ -	$ -
Pavement Maintenance	$ -	$ -	$ -	$ -	$ -
Pavement Preservation	$ -	$ -	$ -	$ -	$ -
Pavement Rehabilitation	$ -	$ -	$ -	$ -	$ -
Resurfacing	$ -	$ -	$ -	$ -	$ -
Resurfacing DOT Owned Non-Interstate	$ -	$ -	$ -	$ -	$ -
11 - Roadway Improvements					
Asbestos Removal	$ -	$ -	$ -	$ -	$ -
Catch Basin Cleaning	$ -	$ -	$ -	$ -	$ -
Contract Highway Maintenance	$ -	$ -	$ -	$ -	$ -
Crack Sealing	$ -	$ -	$ -	$ -	$ -
Culvert Replacement	$ -	$ -	$ -	$ -	$ -
Drainage	$ -	$ -	$ -	$ -	$ -
Embankment and Ledge Stabilization	$ -	$ -	$ -	$ -	$ -
Guard Rail & Fencing	$ -	$ -	$ -	$ -	$ -
Habitat Enhancement	$ -	$ -	$ -	$ -	$ -
Highway Sweeping	$ -	$ -	$ -	$ -	$ -
Landscaping	$ -	$ -	$ -	$ -	$ -
Mowing and Spraying	$ -	$ -	$ -	$ -	$ -
Process/Recycle/Trnsprt Soils	$ -	$ -	$ -	$ -	$ -
Tree Trimming	$ -	$ -	$ -	$ -	$ -
12 - Roadway Reconstruction					
Hwy Reconstr - Restr and Rehab	$ -	$ -	$ -	$ -	$ -
Reclamation	$ -	$ -	$ -	$ -	$ -
Roadway - Reconstr - Sidewalks and Curbing	$ -	$ -	$ -	$ -	$ -
Roadway Minor Widening	$ -	$ -	$ -	$ -	$ -
Roadway Modernization	$ -	$ -	$ -	$ -	$ -
Tunnels	$ -	$ -	$ -	$ -	$ -
13 - Safety Improvements					
Electrical	$ -	$ -	$ -	$ -	$ -
Impact Attenuators	$ -	$ -	$ -	$ -	$ -
Lighting	$ -	$ -	$ -	$ -	$ -
Pavement Marking	$ -	$ -	$ -	$ -	$ -
Safety Improvements	$ -	$ -	$ -	$ -	$ -
Sign Installation/Upgrading	$ -	$ -	$ -	$ -	$ -
Structural Signing	$ 8,159	$ -	$ -	$ -	$ -
Targeted Modernization - Multiple Locations	$ -	$ -	$ -	$ -	$ -
Section I Total:	**$ 40,513,554**	**$ 51,417,497**	**$ 37,044,721**	**$ 29,985,953**	**$ 25,822,097**
Grand Total Federal Aid:	**$ 40,513,554**	**$ 51,417,497**	**$ 37,044,721**	**$ 29,985,953**	**$ 25,822,097**

Operating and Maintenance Expenditures as of April 2025

Southeastern Mass

Program Group/Sub Group	Est SFY 2025 Spending	Est SFY 2026 Spending	Est SFY 2027 Spending	Est SFY 2028 Spending	Est SFY 2029 Spending
Part 1: Non-Federal Aid					
Section I - Non Federal Aid Maintenance Projects					
01 - ADA Retrofits					
Accessibility Improvements	$ -	$ -	$ -	$ -	$ -
Sidewalk Construction	$ -	$ -	$ -	$ -	$ -
02 - Bicycles and pedestrians program					
Bike Facility Construction	$ -	$ -	$ -	$ -	$ -
Shared Use Path Modernization	$ -	$ -	$ -	$ -	$ -
03 - Bridge					
Bridge Maintenance	$ 3,880,849	$ -	$ -	$ -	$ -
Bridge Maintenance - Deck Repairs	$ -	$ -	$ -	$ -	$ -
Bridge Maintenance - Joints	$ -	$ -	$ -	$ -	$ -
Bridge Preservation	$ 2,141,469	$ 3,612,727	$ 2,138,182	$ 1,069,091	$ -
Bridge Rehabilitation	$ -	$ -	$ -	$ -	$ -
Bridge Replacement	$ -	$ -	$ -	$ -	$ -
Drawbridge Maintenance	$ -	$ -	$ -	$ -	$ -
Marine Construction	$ -	$ -	$ -	$ -	$ -
New Bridge	$ -	$ -	$ -	$ -	$ -
Painting - Structural	$ -	$ -	$ -	$ -	$ -
Structures Maintenance	$ -	$ -	$ -	$ -	$ -
04 - Capacity					
Hwy Reconstr - Major Widening	$ -	$ -	$ -	$ -	$ -
New Road	$ -	$ -	$ -	$ -	$ -
Roadway Additional Capacity	$ -	$ -	$ -	$ -	$ -
05 - Facilities					
Equipment	$ -	$ -	$ -	$ -	$ -
Vertical Construction (Ch 149)	$ -	$ -	$ -	$ -	$ -
07 - Intersection Improvements					
Intersection Reconstruction	$ -	$ -	$ -	$ -	$ -
Targeted Modernization - Multiple Locations	$ -	$ -	$ -	$ -	$ -
Traffic Signal Upgrades	$ -	$ -	$ -	$ -	$ -
08 - Interstate Pavement					
Resurfacing Interstate	$ -	$ -	$ -	$ -	$ -
09 - Intelligent Transportation Systems Program					
Intelligent Transportation Sys	$ -	$ -	$ -	$ -	$ -
10 - Non-interstate DOT Pavement Program					
Limited Access Pavement Preservation	$ -	$ -	$ -	$ -	$ -
Milling and Cold Planing	$ -	$ -	$ -	$ -	$ -
Pavement Maintenance	$ -	$ -	$ -	$ -	$ -
Pavement Preservation	$ -	$ -	$ -	$ -	$ -
Pavement Rehabilitation	$ -	$ -	$ -	$ -	$ -
Resurfacing	$ -	$ -	$ -	$ -	$ -
Resurfacing DOT Owned Non-Interstate	$ -	$ -	$ -	$ -	$ -
11 - Roadway Improvements					
Asbestos Removal	$ -	$ -	$ -	$ -	$ -
Catch Basin Cleaning	$ -	$ -	$ -	$ -	$ -
Contract Highway Maintenance	$ -	$ -	$ -	$ -	$ -
Crack Sealing	$ -	$ -	$ -	$ -	$ -
Culvert Replacement	$ -	$ -	$ -	$ -	$ -
Drainage	$ -	$ -	$ -	$ -	$ -
Embankment and Ledge Stabilization	$ -	$ -	$ -	$ -	$ -
Guard Rail & Fencing	$ -	$ -	$ -	$ -	$ -
Habitat Enhancement	$ -	$ -	$ -	$ -	$ -
Highway Sweeping	$ -	$ -	$ -	$ -	$ -
Landscaping	$ -	$ -	$ -	$ -	$ -
Mowing and Spraying	$ -	$ -	$ -	$ -	$ -
Process/Recycle/Trnsprt Soils	$ -	$ -	$ -	$ -	$ -
Tree Trimming	$ -	$ -	$ -	$ -	$ -
12 - Roadway Reconstruction					
Hwy Reconstr - Restr and Rehab	$ -	$ -	$ -	$ -	$ -
Reclamation	$ -	$ -	$ -	$ -	$ -
Roadway - Reconstr - Sidewalks and Curbing	$ -	$ -	$ -	$ -	$ -
Roadway Minor Widening	$ -	$ -	$ -	$ -	$ -
Roadway Modernization	$ -	$ -	$ -	$ -	$ -
Tunnels	$ -	$ -	$ -	$ -	$ -
13 - Safety Improvements					
Electrical	$ -	$ -	$ -	$ -	$ -
Impact Attenuators	$ -	$ -	$ -	$ -	$ -
Lighting	$ -	$ -	$ -	$ -	$ -
Pavement Marking	$ -	$ -	$ -	$ -	$ -
Safety Improvements	$ -	$ -	$ -	$ -	$ -
Sign Installation/Upgrading	$ -	$ -	$ -	$ -	$ -
Structural Signing	$ -	$ -	$ -	$ -	$ -
Targeted Modernization - Multiple Locations	$ -	$ -	$ -	$ -	$ -
Section I Total:	**$ 6,022,319**	**$ 3,612,727**	**$ 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:	**$**	**$**	**$**	**$**	**$**
Grand Total NFA:	**$ 6,022,319**	**$ 3,612,727**	**$ 2,138,182**	**$ 1,069,091**	**$**

Operating and Maintenance Expenditures as of April 2025

Southeastern Mass

Program Group/Sub Group	Est SFY 2025 Spending	Est SFY 2026 Spending	Est SFY 2027 Spending	Est SFY 2028 Spending	Est SFY 2029 Spending
Part 2: Federal Aid					
Section I - Non Federal Aid Maintenance Projects					
01 - ADA Retrofits					
Accessibility Improvements	$ -	$ -	$ -	$ -	$ -
Sidewalk Construction	$ -	$ -	$ -	$ -	$ -
02 - Bicycles and pedestrians program					
Bike Facility Construction	$ -	$ -	$ -	$ -	$ -
Shared Use Path Modernization	$ -	$ -	$ -	$ -	$ -
03 - Bridge					
Bridge Maintenance	$ -	$ -	$ -	$ -	$ -
Bridge Maintenance - Deck Repairs	$ -	$ -	$ -	$ -	$ -
Bridge Maintenance - Joints	$ -	$ -	$ -	$ -	$ -
Bridge Preservation	$ 6,403,731	$ 11,792,139	$ 11,581,442	$ 7,948,997	$ 14,263,316
Bridge Rehabilitation	$ -	$ -	$ -	$ -	$ -
Bridge Replacement	$ -	$ -	$ -	$ -	$ -
Drawbridge Maintenance	$ -	$ -	$ -	$ -	$ -
Marine Construction	$ -	$ -	$ -	$ -	$ -
New Bridge	$ -	$ -	$ -	$ -	$ -
Painting - Structural	$ 97,442	$ -	$ -	$ -	$ -
Structures Maintenance	$ -	$ -	$ -	$ -	$ -
04 - Capacity					
Hwy Reconstr - Major Widening	$ -	$ -	$ -	$ -	$ -
New Road	$ -	$ -	$ -	$ -	$ -
Roadway Additional Capacity	$ -	$ -	$ -	$ -	$ -
05 - Facilities					
Equipment	$ -	$ -	$ -	$ -	$ -
Vertical Construction (Ch 149)	$ -	$ -	$ -	$ -	$ -
07 - Intersection Improvements					
Intersection Reconstruction	$ -	$ -	$ -	$ -	$ -
Targeted Modernization - Multiple Locations	$ -	$ -	$ -	$ -	$ -
Traffic Signal Upgrades	$ -	$ -	$ -	$ -	$ -
08 - Interstate Pavement					
Resurfacing Interstate	$ -	$ -	$ -	$ -	$ -
09 - Intelligent Transportation Systems Program					
Intelligent Transportation Sys	$ -	$ -	$ -	$ -	$ -
10 - Non-interstate DOT Pavement Program					
Limited Access Pavement Preservation	$ -	$ 13,502,166	$ 14,437,819	$ 25,953,584	$ 27,407,314
Milling and Cold Planing	$ -	$ -	$ -	$ -	$ -
Pavement Maintenance	$ -	$ -	$ -	$ -	$ -
Pavement Preservation	$ -	$ -	$ -	$ -	$ -
Pavement Rehabilitation	$ -	$ -	$ -	$ -	$ -
Resurfacing	$ -	$ -	$ -	$ -	$ -
Resurfacing DOT Owned Non-Interstate	$ -	$ -	$ -	$ -	$ -
11 - Roadway Improvements					
Asbestos Removal	$ -	$ -	$ -	$ -	$ -
Catch Basin Cleaning	$ -	$ -	$ -	$ -	$ -
Contract Highway Maintenance	$ -	$ -	$ -	$ -	$ -
Crack Sealing	$ -	$ -	$ -	$ -	$ -
Culvert Replacement	$ -	$ -	$ -	$ -	$ -
Drainage	$ -	$ -	$ -	$ -	$ -
Embankment and Ledge Stabilization	$ -	$ -	$ -	$ -	$ -
Guard Rail & Fencing	$ -	$ -	$ -	$ -	$ -
Habitat Enhancement	$ -	$ -	$ -	$ -	$ -
Highway Sweeping	$ -	$ -	$ -	$ -	$ -
Landscaping	$ -	$ -	$ -	$ -	$ -
Mowing and Spraying	$ -	$ -	$ -	$ -	$ -
Process/Recycle/Trnsprt Soils	$ -	$ -	$ -	$ -	$ -
Tree Trimming	$ -	$ -	$ -	$ -	$ -
12 - Roadway Reconstruction					
Hwy Reconstr - Restr and Rehab	$ -	$ -	$ -	$ -	$ -
Reclamation	$ -	$ -	$ -	$ -	$ -
Roadway - Reconstr - Sidewalks and Curbing	$ -	$ -	$ -	$ -	$ -
Roadway Minor Widening	$ -	$ -	$ -	$ -	$ -
Roadway Modernization	$ -	$ -	$ -	$ -	$ -
Tunnels	$ -	$ -	$ -	$ -	$ -
13 - Safety Improvements					
Electrical	$ -	$ -	$ -	$ -	$ -
Impact Attenuators	$ -	$ -	$ -	$ -	$ -
Lighting	$ -	$ -	$ -	$ -	$ -
Pavement Marking	$ -	$ -	$ -	$ -	$ -
Safety Improvements	$ -	$ -	$ -	$ -	$ -
Sign Installation/Upgrading	$ -	$ -	$ -	$ -	$ -
Structural Signing	$ -	$ -	$ -	$ -	$ -
Targeted Modernization - Multiple Locations	$ -	$ -	$ -	$ -	$ -
Section I Total:	**$ 6,501,173**	**$ 25,294,305**	**$ 26,019,261**	**$ 33,902,581**	**$ 41,670,631**
Grand Total NFA:	**$ 6,501,173**	**$ 25,294,305**	**$ 26,019,261**	**$ 33,902,581**	**$ 41,670,631**

Appendix J
Evaluation Criteria Narrative

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TIP Evaluation Criteria Narrative

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 & Adaptability** – 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. The most recent update of the SMMPO's evaluation criteria was in late 2018/2019 during which 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 Southeastern Massachusetts Metropolitan Planning Organization (SMMPO) through the Southeastern Regional Planning and Economic Development District (SRPEDD) operates its programs, services, and activities in compliance with federal nondiscrimination laws including Title VI of the Civil Rights Act of 1964 (Title VI), the

Civil Rights Restoration Act of 1987, and related statutes and regulations. Title VI prohibits discrimination in federally assisted programs and requires that no person in the United States of America shall, on the grounds of race, color, or national origin (including limited English proficiency), be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity receiving federal financial assistance.

In addition to Title VI, other Nondiscrimination statutes provide legal protection. These statutes include the following: Section 162 (a) of the Federal-Aid Highway Act of 1973 (23 U.S.C. 324), Age Discrimination Act of 1975, and Section 504 of the Rehabilitation Act of 1973/Americans with Disabilities Act (ADA) of 1990. ADA specifies that programs and activities funded with Federal dollars are prohibited from discrimination based on disability. The planning regulations, at 23 CFR 450.316(a)(1)(vii), require that the needs of those "traditionally underserved" by existing transportation systems, such as low-income and/or minority households, be sought out and considered. These protected categories are contemplated within SRPEDD's Title VI Programs consistent with federal and state interpretation and administration. Additionally, SRPEDD provides meaningful access to its programs, services, and activities to individuals with limited English proficiency. The SMMPO is committed to nondiscrimination in all activities.

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 Title VI 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
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
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
If the project falls within or near Title VI population, 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 areas within the project limits -1 - No Public Outreach attempted -3 - Significant Opposition	-3 to +3
Does the project negatively or positively affect a Title VI population?	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 Title VI 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
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
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
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
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)	Score Breakdown	Point Range
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
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 fi rm 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
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
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
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)	Score Breakdown	Point Range
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
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
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
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
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)	Score Breakdown	Point Range
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
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
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 Title VI 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
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	14

ENVIRONMENTAL & ADAPTABILITY (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 environmental changes including 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 & ADAPTABILITY (14 Points Total)	Score Breakdown	Point Range
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
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
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
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 & ADAPTABILITY	14

Appendix K
Highway FFY2026-2030
Project Descriptions

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

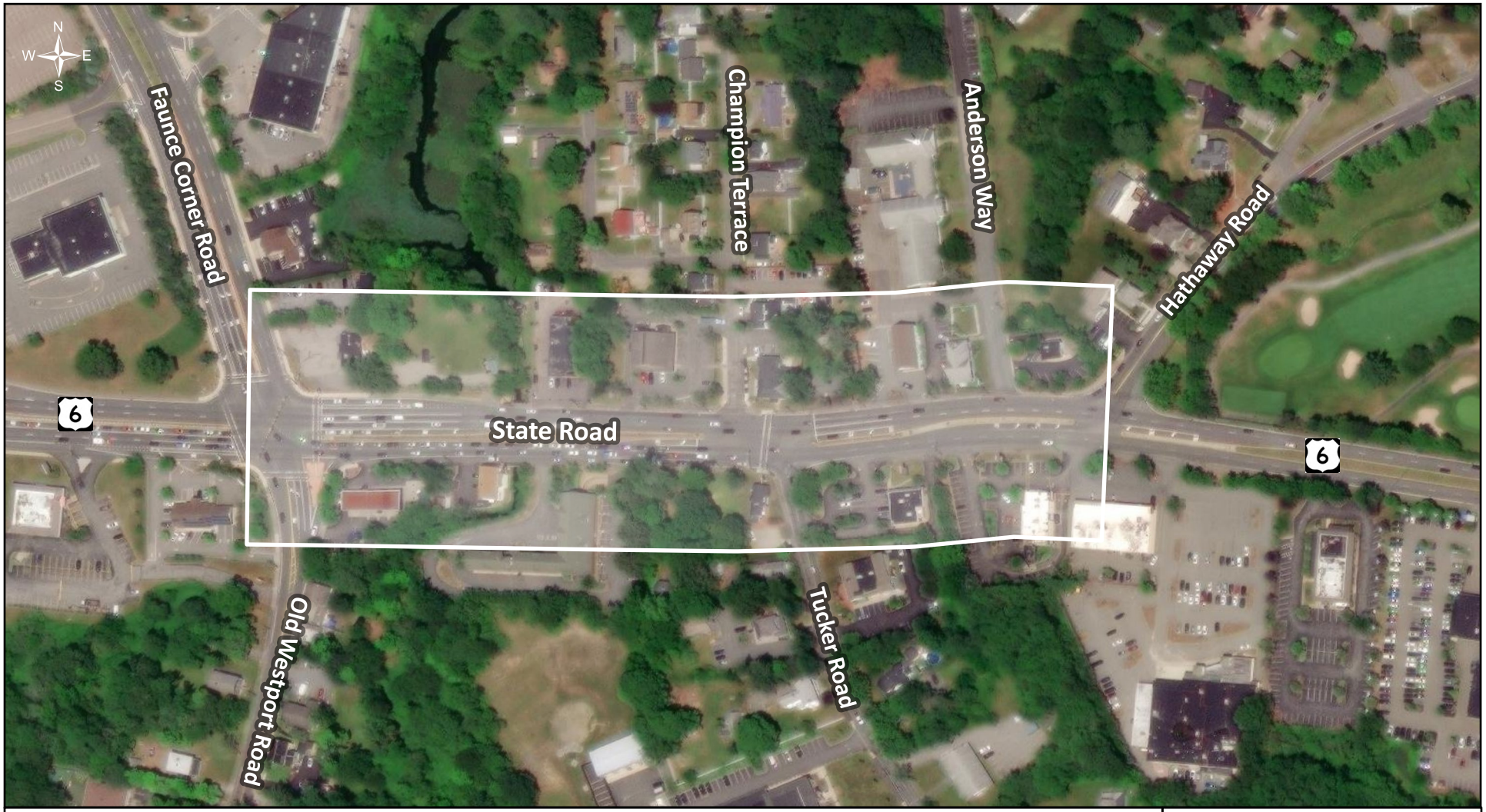
Work on this project consists of corridor improvements along Rhode Island Road (Route 79) including bicycle lanes, a sidewalk, and drainage upgrades. Intersection improvements at the Route 79 and Route 18 intersection as well as at the Route 79 and Precinct Street intersection will be completed. The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

LAKEVILLE

MassDOT Project ID: 606715

TIP Year: 2025/2026

MassDOT Project Info



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

This project aims to improve traffic flow, pedestrian and bicycle accommodations, and overall safety in the project limits. Part of a multi-phase effort extending east to the New Bedford city line, the project includes a 10-foot shared-use path with a buffer on the south side of Route 6 and a sidewalk on the north side ending at Hathaway Road. Key upgrades include a new signal at Hathaway Road and Tucker Road, subsurface reconstruction to replace a deteriorated concrete slab, and the replacement of a structurally deficient bridge near Faunce Corner Mall Road. The project will include state-of-the-art adaptive signal control technology to optimize traffic flow. These signals will communicate with adjacent intersections, adjusting timing dynamically based on real-time traffic volumes. This approach, combined with lane redistribution and improved pedestrian and bicycle accommodations, is expected to address current congestion issues, and enhance safety and functionality along the corridor.

DARTMOUTH

MassDOT Project ID: 607871

TIP Year: 2026

Video Description

MassDOT Project Info

Corridor Improvements on Route 6 at Swifts Beach Road

This project focuses on enhancing pedestrian and vehicular safety while incorporating multimodal transportation improvements. The existing four-lane roadway will be reconfigured into one travel lane in each direction, reducing speeds and providing space for left-turn pockets, adequate shoulders, and bicycle and pedestrian accommodations. Sidewalks on the north side of Route 6 will be reconstructed, while a 10-foot shared-use path will be added on the south side, extending from Brown Street to Viking Drive. The project also includes installing new traffic signals at Route 6 and Swifts Beach Road intersection and upgrading signals at the Wareham Plaza intersection. The current project is part of a phased approach along the Route 6 corridor, with additional projects planned to the east and west, such as the Cromesett Road project. Until those other projects begin, the surrounding areas will maintain their current lane configurations.

WAREHAM

MassDOT Project ID: 610647

TIP Year: 2026

Video Description

MassDOT Project Info

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

The proposed improvements to increase safety for the offset T-intersection are to realign the northern approach to the intersection, add a traffic signal, resurface and widen the roadway to include11-foot travel lanes with a buffered bicycle lane on Route 123. New sidewalks will be installed on the north side of Route 123 from the intersection to middle school driveway, eastern side North Worcester Street, and there will be sidewalk reconstruction on the eastern side of South Worcester Street and the southern side of Route 123. Minor stormwater improvements will include reconstruction or replacement of a deep sump catch basin.

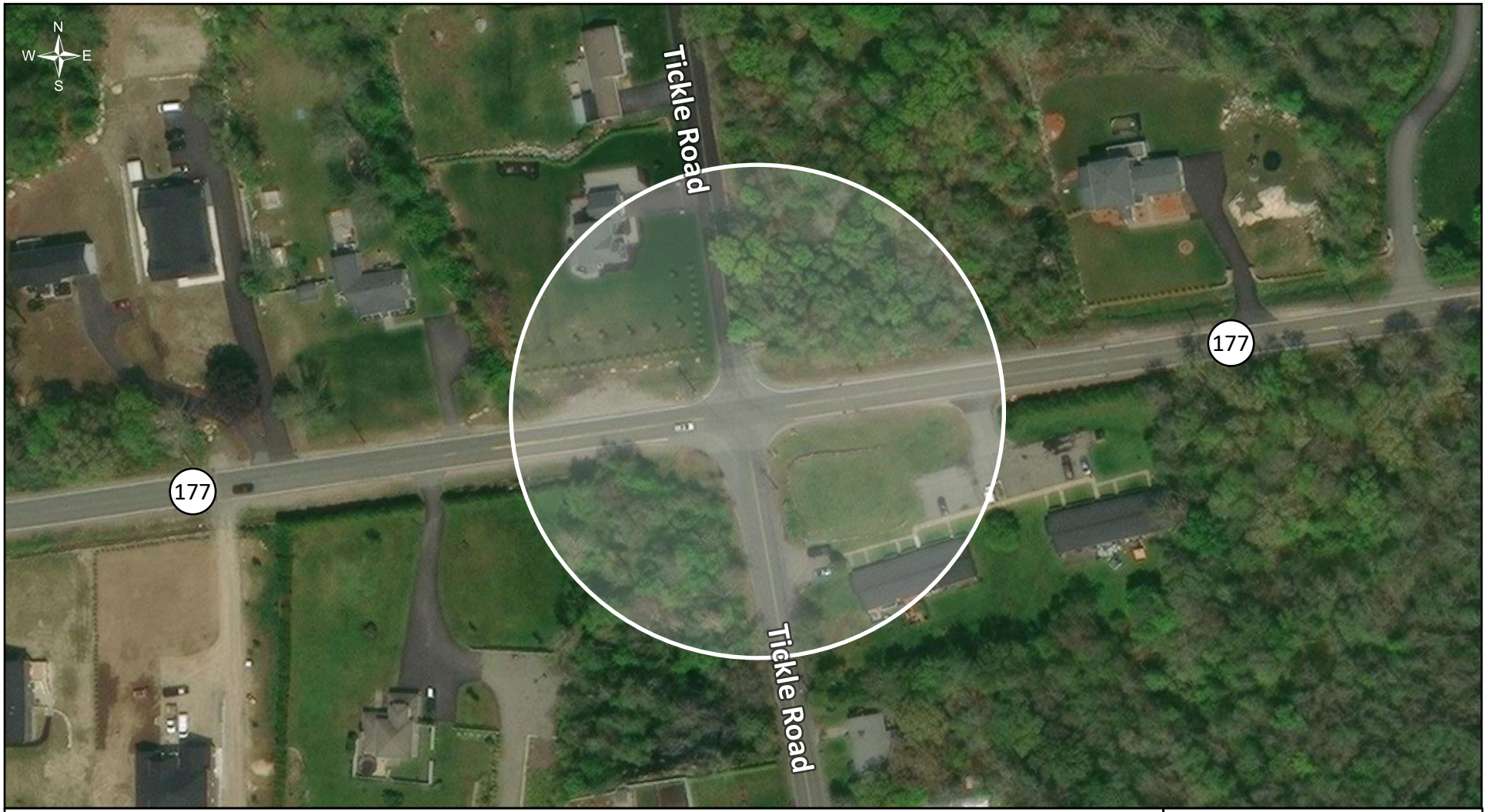
NORTON

MassDOT Project ID: 609193

TIP Year: 2027

Video Description

MassDOT Project Info



Intersection Improvements at Route 177 and Roberts Road/Tickle Road

Proposed improvements to increase safety at this intersection include shifting the intersection to the north to accommodate a roundabout. An eight-foot wide shared use path is proposed along the northern side of Route 177. Wetland replication is proposed to replace the minimally impacted, less than 500 square feet wetland area to the northeast of the roundabout. Crosswalk improvements on all approaches will make the Shared Use Path accessible.

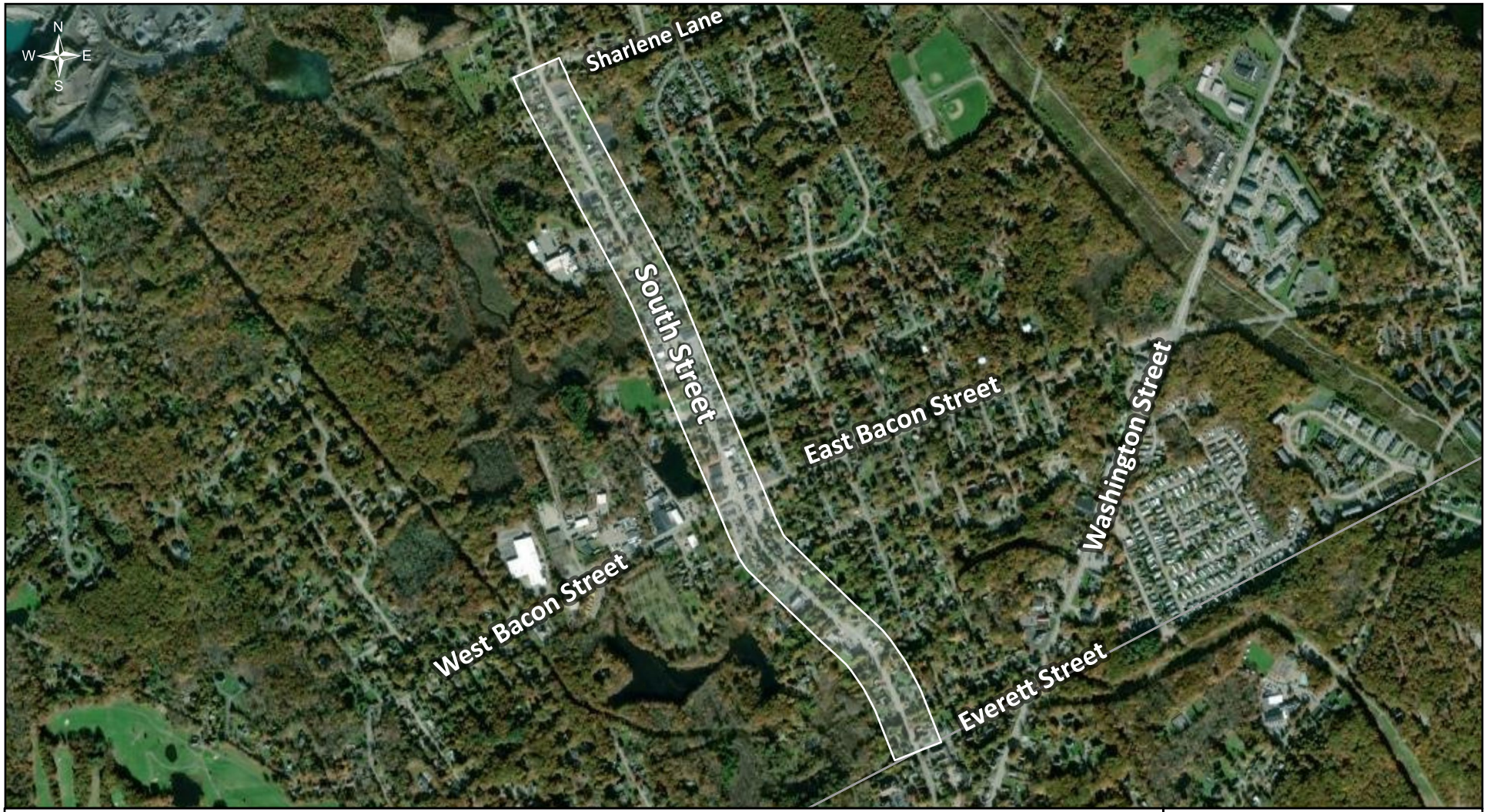
WESTPORT

MassDOT Project ID: 610927

TIP Year: 2027

Video Description

MassDOT Project Info



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

This approximately 1-mile project is intended to improve accommodations for all modes of transportation, upgrade traffic signals, implement speed calming measures, and improve the overall aesthetic of the town center. A shared use path is proposed on the west side of the road and sidewalks on the eastern side

PLAINVILLE

MassDOT Project ID: 608750

TIP Year: 2027

Video Description

MassDOT Project Info

Chauncy Street (Route 106) Improvements (Phase 2)

This project is separated into two phases, Route 140 to Copland Drive and Copland Drive to North Main Street and is intended to alleviate congestion along the corridor and upgrade traffic signal equipment. Phase one is currently in final design and phase two is advancing to 25% design. This project will also be supporting the Town of Mansfield's project to redevelop the area surrounding the Mansfield MBTA station.

MANSFIELD

MassDOT Project ID: 612268

TIP Year: 2027

Video Description

MassDOT Project Info

Reconstruction and Related Work on Wareham Street and Wood Street

This project is intended to provide a safe pedestrian connection from downtown Middleborough to the Junior High School on Wood Street. The project scope is to have full depth roadway construction and a new traffic light at North Main Street (Route 105). Geometric improvements will be made to improve sight lines at two intersections: Barden Hill Road and Wareham Street and Wood Street and Wareham Street. Travel lanes will be eleven feet wide with a two-foot shoulder to accommodate a Shared Use Path along the northern side of Wareham Street and continuous sidewalk along the southern side. New bridge barriers will be installed on the Nemasket River Bridge. New catch basins will be installed as well as storm water improvements at the bridge.

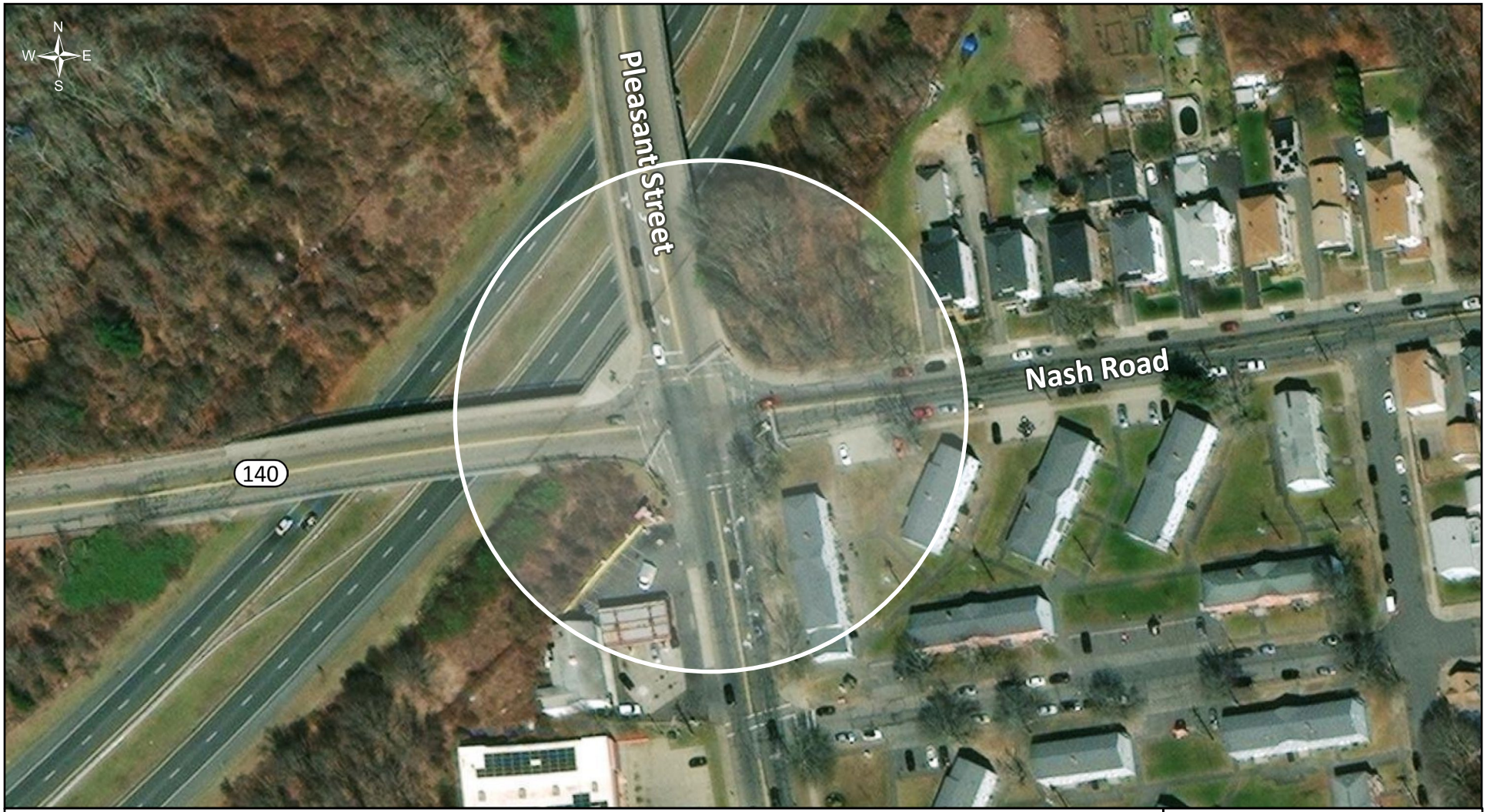
MIDDLEBOROUGH

MassDOT Project ID:
608530

TIP Year: 2028/2029

Video Description

MassDOT Project Info



Intersection Improvements at Mount Pleasant Street and Nash Road

The project, located close to the New Bedford Housing Authority, is planning to update existing signalization and make improvements to pedestrian and bicycle facilities to meet ADA requirements. There was a public meeting in March 2020, and meetings for project scope and OTS have been held. A Road Safety Audit and ICE applicability and Stage 1 have been completed and revised concepts are currently under review. There are multiple potential challenges for Nash Road.

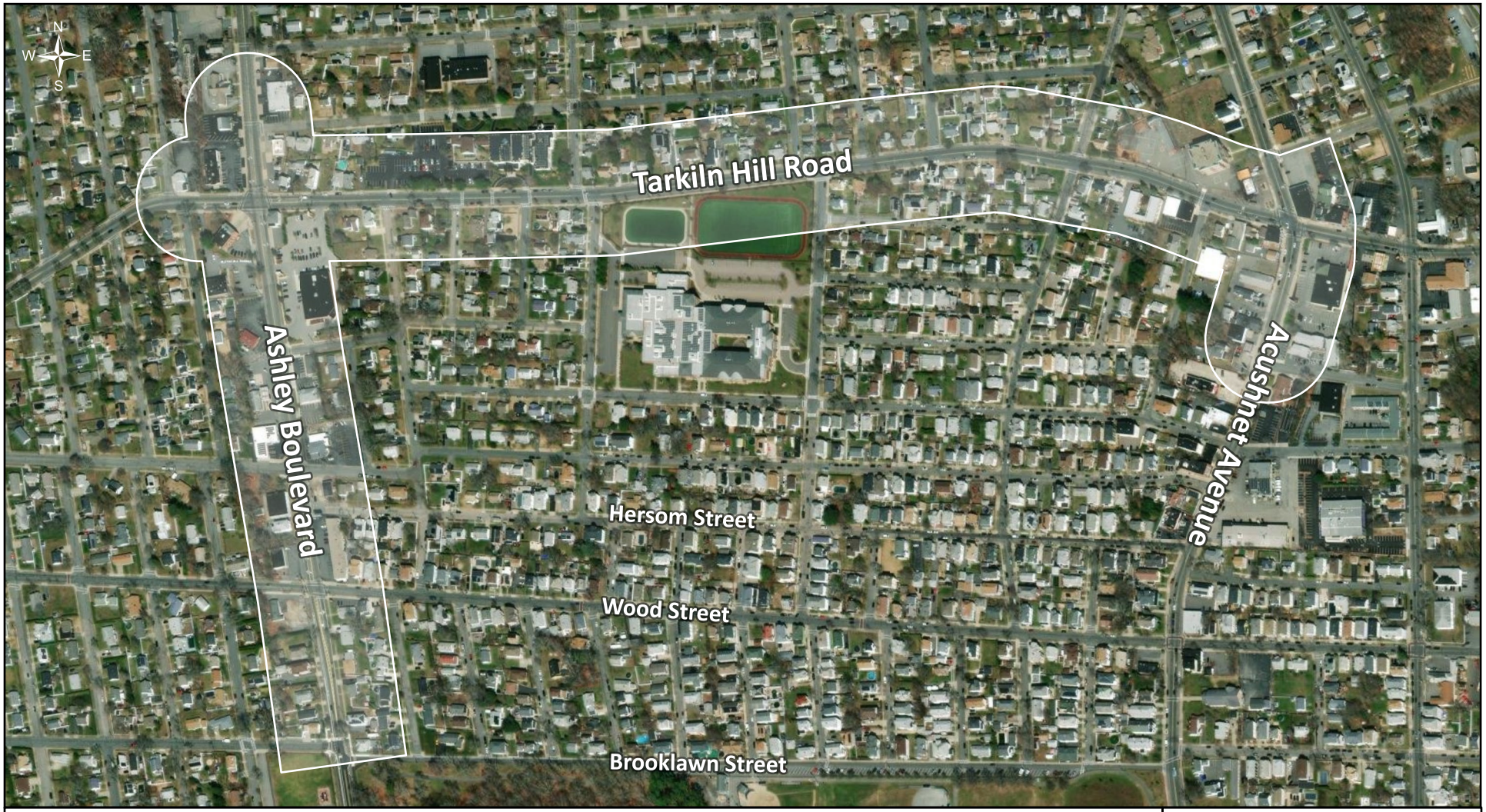
New Bedford

MassDOT Project ID: 610798

TIP Year: 2028

Video Description

MassDOT Project Info



Corridor Improvements on Tarkiln Hill Road and Ashley Boulevard

The project is planning to update existing signalization and make improvements to pedestrian and bicycle facilities to meet ADA requirements. It will meet up with the boundary of a nearby Safe Routes to School project. ICE applicability, Stage 1 and Pre-scoping checklist have been completed for this project. The intersection at Ashley Street and Wood Street needs to be evaluated under Stage 2. There are concerns that the cost of this project will be a challenge.

New Bedford

MassDOT Project ID: 612672

TIP Year: 2028

Video Description

MassDOT Project Info

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

The 1.4-mile project begins at Tobey Lane and ends at County Road (Route 6). The segment from County Road (Route 6) to Tobey Lane was removed from the project due to a MassDOT project being developed at the intersection of County Road (Route 6) and Main Street. This project is intended to improve user mobility and pedestrian connectivity, pavement, and curbing. Pavement marking, signage, and drainage will be updated. Sidewalks are proposed for the entire length of the project. The sidewalk will be on the north side of the road until the town beach on Water Street where it will switch to the south side. In some locations in the downtown business area, sidewalks will be on both sides of the street.

MATTAPOISETT

MassDOT Project ID: 607440

TIP Year: 2028/2029/2030

Video Description

MassDOT Project Info

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: 2029

MassDOT Project Info

Cross Road Corridor Improvements

This multi-phase project seeks to improve roadway structure, drainage issues, and upgrade pedestrian and bicycle facilities. The 2300-foot project includes an elementary school and public library, it is proposed to have a shared use path on the western side and a sidewalk on the eastern side. A raised intersection is proposed at the elementary school and multiple rapid flashing beacons along the corridor as a traffic calming measure. The 25% design public hearing was held on December 5, 2024. There is a lack of drainage infrastructure along the project area and improvements to stormwater functionality and infrastructure will be included.

DARTMOUTH

MassDOT Project ID: 610669

TIP Year: 2030

Video Description

MassDOT Project Info

Corridor Improvements on County Street, from Union Street to Kempton Street

This project is Phase 2 of the County Street project which begins near Cove Street. Phase 2 connects Phase 1 to the intersection of Kempton Street and County Street. ICE applicability has been completed and New Bedford partnered with UMass Dartmouth students to conduct studies of the corridor. The narrow roadway may cause challenges in adding bicycle facilities to the corridor. This project meets up with the boundaries of an existing MassWorks project. The project is programmed for advertisement in 2029 on the TIP. The 25% design is expected to be submitted in February 2025.

NEW BEDFORD

MassDOT Project ID: 612604

TIP Year: 2030

Video Description

MassDOT Project Info

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: 2030

MassDOT Project Info

Corridor Improvements on Dartmouth Street and Prospect Street

The Dartmouth Street segment has a number of pedestrian oriented uses, including an elementary school, town library, and playground. The 4100-foot project proposes a sidewalk on one side and bike lanes on both sides for the entire length of the project. The Prospect Street segment was removed from the project limits due to it having been recently paved. There will be bike lanes on both sides of the road and sidewalks on both sides up to Rockland Street. After Rockland Street the bike lanes will continue and there will be a sidewalk on one side.

DARTMOUTH

MassDOT Project ID: 608586

TIP Year: 2030

Video Description

MassDOT Project Info

Intersection improvements at Winthrop Street (Route 44) and Highland Street

The proposed scope of work will include the following: traffic signal reconstruction, new crosswalks across on all intersection approaches, roadway widening for bicycle accommodation, (on-road bicycle lanes, buffered bicycle lanes, and SUP to be evaluated), sidewalk and curb ramp reconstruction, new pavement markings, and warning/regulatory signing, stormwater improvements and utility pole relocations.

TAUNTON

MassDOT Project ID: 613257

TIP Year: 2030

MassDOT Project Info