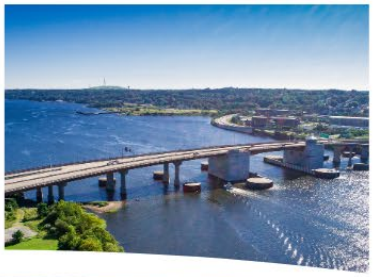
FFY2027-2031 TRANSPORTATION IMPROVEMENT PROGRAM








Improving Our Communities

Endorsed May 19 2026

FFY 2027-2031
TRANSPORTATION IMPROVEMENT PROGRAM
For the SOUTHEASTERN MASSACHUSETTS METROPOLITAN PLANNING ORGANIZATION

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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.

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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
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88 Broadway, Taunton, MA 02780
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MassDOT/MBTA Title VI Specialists
MassDOT Office of Diversity and Civil Rights – Title VI Unit
10 Park Plaza, Suite 3800, Boston, MA 02116
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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.

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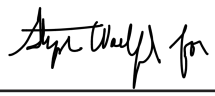
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Southeastern Massachusetts Metropolitan Planning Organization Endorsement of the FFY 2027-2031 Transportation Improvement Program

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 2027-2031 Transportation Improvement Program (TIP) for the region. Furthermore, the SMMPO certifies that the FFY 2027-2031 TIP conforms with the existing FFY 2024 Regional Transportation Plan for the region. The SMMPO hereby endorses the FFY 2027-2031 Transportation Improvement Program.

The endorsement of this document was administered on ***May 19, 2026*** 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 2027-2031 Transportation Improvement Program.



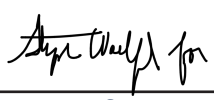
Phillip Eng, Interim Secretary of Transportation and MBTA General Manager
Massachusetts Department of Transportation
Chair, SMMPO

May 19, 2026

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.



Phillip Eng, Interim Secretary of Transportation and MBTA General Manager
Massachusetts Department of Transportation
Chair, SMMPO

May 19, 2026

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 Infrastructure Investment and Jobs 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.



Phillip Eng, Interim Secretary of Transportation and MBTA General Manager
Massachusetts Department of Transportation
Chair, SMMPO

May 19, 2026

SOUTHEASTERN MASSACHUSETTS METROPOLITAN PLANNING ORGANIZATION (SMMPO)

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Phillip Eng, Interim Secretary of Transportation and MBTA General Manager
Vice-Chairperson
Marie Clarner, Chair 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 L. Gulliver, Undersecretary of Transportation and State Highway Administrator
Michael Feck, Select Board Member, Town of Mansfield
Andrew Romano, Select Board Member, Town of Fairhaven
Sarah Hewins, Select Board Member, Town of Carver
Jennifer Vincent, Select Board Chair, Town of Berkley
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

Chairperson
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

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John Woods, Town of Carver
Thomas Ferry, Town of Dighton
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Norman Hills, Town of Marion
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Ashley Eaton, City of New Bedford At-Large Commissioner
Tanya Lobo, City of Taunton At-Large Commissioner

Non-Voting Agency Members:
Erik Rousseau, SRTA
Christina Mendoza, MassDOT Planning
Richard Bilski, MassDOT District 5
Diane Hayes, MassDOT District 5
Anthony Jones, FHWA

Mary Ellen DeFrias, GATRA
Derek Shooster, MassDOT Planning
Shaun Handy, MassDOT District 5
Barbara LaChance, MassDOT District 5

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

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Introduction

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

The SMMPO is required to carry out a continuing, cooperative, and comprehensive performance-based regional multimodal transportation planning process, including the development of a long-range regional transportation plan (RTP) and TIP, that facilitates the safe and efficient management, operation, and development of surface transportation systems that will serve the mobility needs of people and freight (including accessible pedestrian walkways, bicycle transportation facilities, and intermodal facilities that support intercity transportation, 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.

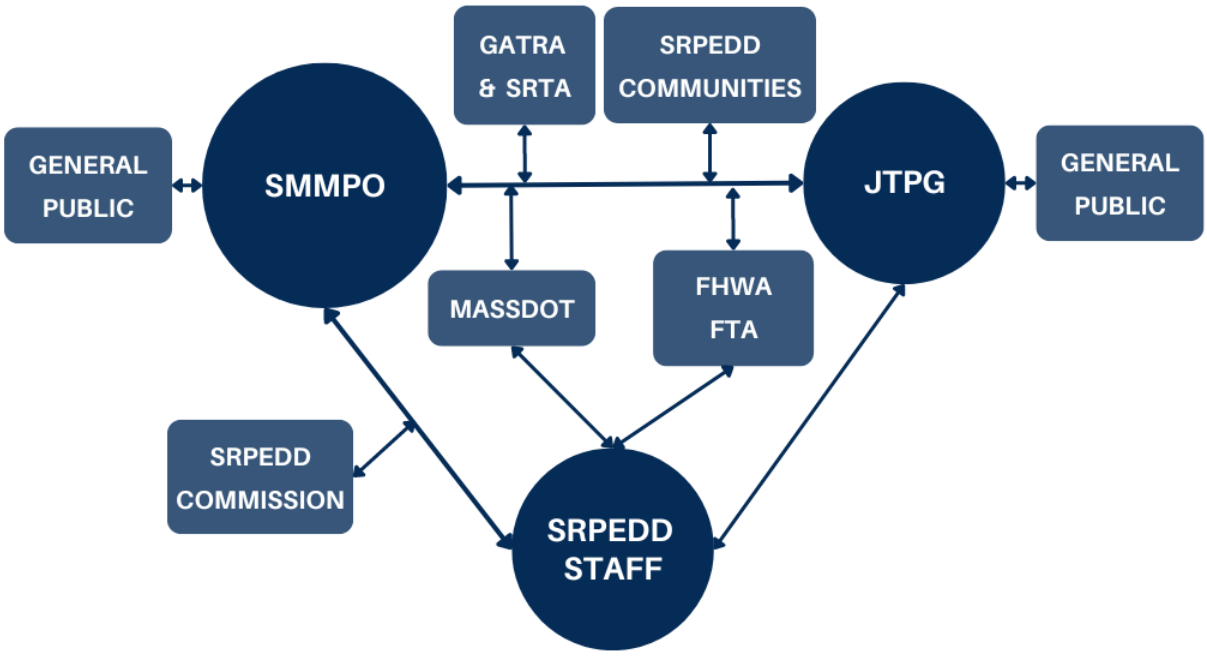


Figure 1: Relationships and Entities in the Transportation Planning Process

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 2027 (October 1, 2026 to September 30, 2027). 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 2028 (October 1, 2027 to September 30, 2028). 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 2029 (October 1, 2028 to September 30, 2029).

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

FIFTH YEAR ELEMENT - Transportation projects proposed for construction/ implementation during federal fiscal year 2031 (October 1, 2030 to September 30, 2031).

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 Investment and 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 Administration (FTA) requires any Regional Transit Authority (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 2025. CY 2026 targets were adopted by the SMMPO on February 17, 2026. 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 2026, 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) 2026 5-year rolling average (2022-2026) target setting process began with a trend line projection based on the most recent available data. Due to the lingering impacts of pandemic-related driving conditions in 2021 and 2022, roadway fatalities were increasing relative to previous years. However, in Massachusetts this trend finally reversed in 2023, before a slight increase again in 2024.

To estimate 2025 fatalities, MassDOT compared 2015-2024 year-to-date fatalities the data available at the time of target setting in July 2025. On average, 46% of annual fatalities occurred between January 1 – July 1 of each year. Therefore, to estimate 2025 fatalities MassDOT divided the number of fatalities in 2025 to date by 46%. A 3% annual reduction in fatalities was then assumed to obtain an estimate for 2026, which brings the 2022-2026 5-year rolling average to 357, the target adopted by MassDOT.

In addition, similar to last year, MassDOT also developed a 2024-2028 projection to forecast current trends further into the future. If this 3% decrease in annual fatalities continues, MassDOT projects the 2024-2028 5-year average to be 323.

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) and Vulnerable Road User Safety Assessment, both of which were 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 2025 are nearly in line with 2019. Consequently, the 5-year average fatality rate target is 0.56 fatalities per 100 million VMT for 2022-2026. If this trend continues, MassDOT projects a decrease to 0.50 fatalities per 100 million VMT for 2024-2028.

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 spike in fatality rates, but the most recent reporting period for the region (2021-2025) shows a return to the previous level of 0.78.

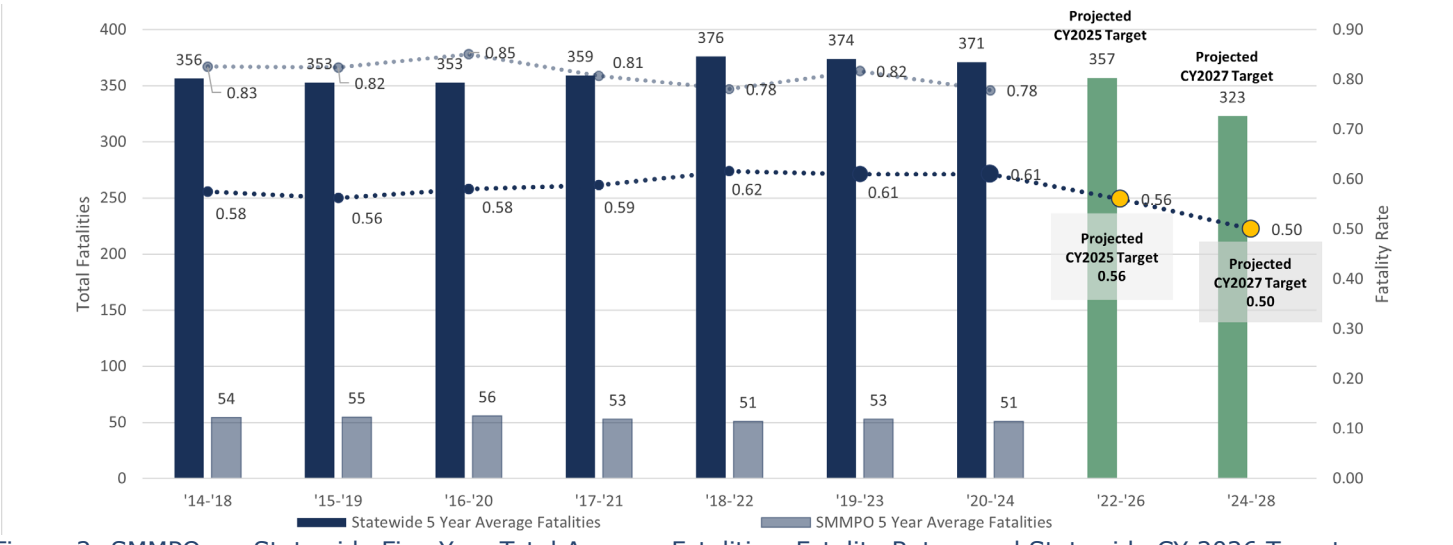


Figure 2: SMMPO vs. Statewide Five-Year Total Average Fatalities, Fatality Rates, and Statewide CY 2026 Targets

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 2022-2024 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 the lingering impacts of pandemic-related driving conditions in 2021 and 2022, serious injuries increased relative to previous years. However, in Massachusetts this trend finally reversed in 2023, and in 2024, serious injuries continued to decrease, but not quite to pre-pandemic levels. To estimate 2025 serious injuries, MassDOT compared year-to-date serious injuries from 2015-2024 to the data available at the time of target setting in July 2025. 2025 serious injuries to date were divided by 46%, the average of serious injuries that occur between January 1 – July 1 each year. A 3% annual reduction in serious injuries was then assumed to obtain an estimate for 2026, which brings the 2022-2026 5-year rolling average to 2,562, the target adopted by MassDOT. If this 3% annual decrease continues, the 2024-2028 5-year average of serious injuries will be 2,184.

Serious Injuries Rate: The serious injury rate represents five-year average serious injuries divided by five-year average VMTs. Similar to the fatality rate, the rate of serious injuries is trending toward pre-pandemic levels, with estimates for VMTs in 2025 approaching 2019 levels. Following the same methods to derive the 5-year average fatality rate, the 5-year average serious injuries rate is estimated to be 4.03 serious injuries per 100 million VMT for 2022-2026. If this trend continues, MassDOT projects a decrease to 3.38 serious injuries per 100 million VMT for 2024-2028.

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.

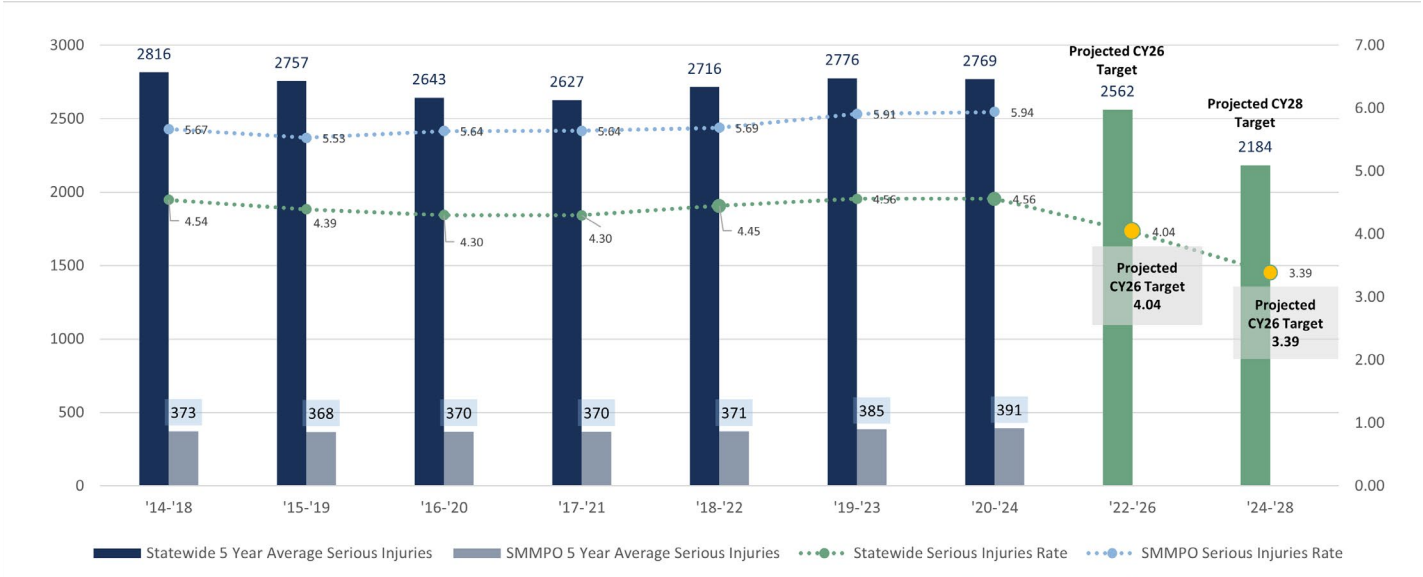


Figure 3: SMMPO vs. Statewide 5-Year Total Average Serious Injuries, Serious Injury Rates, and Statewide CY2023 Targets

Total Number of Non-Motorized Fatalities and Serious Injuries

As with all the other target setting measures, FHWA's guidance is to start with a trend line forecast and then consider external factors and planned implementation in order to set targets. The number of non-motorized fatalities and serious injuries has fluctuated greatly in recent years. Non-motorist fatalities, specifically, increased through 2022 before decreasing in 2023, increasing in 2024, and decreasing in 2025. Non-motorist serious injuries appear to have peaked in 2023 and show signs of decreasing in 2024 and 2025. On average, 45% of annual non-motorist fatalities and serious injuries occur between January 1 – July 1. Therefore, to estimate 2025 non-motorist fatalities and serious injuries, MassDOT divided the number to date by 45%. 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 estimated for 2026, which brings the 2022-2026 5-year rolling average to 512, the target adopted by MassDOT. If this 5% annual decrease continues, MassDOT projects the 2024-2028 5-year average to be 416. 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.

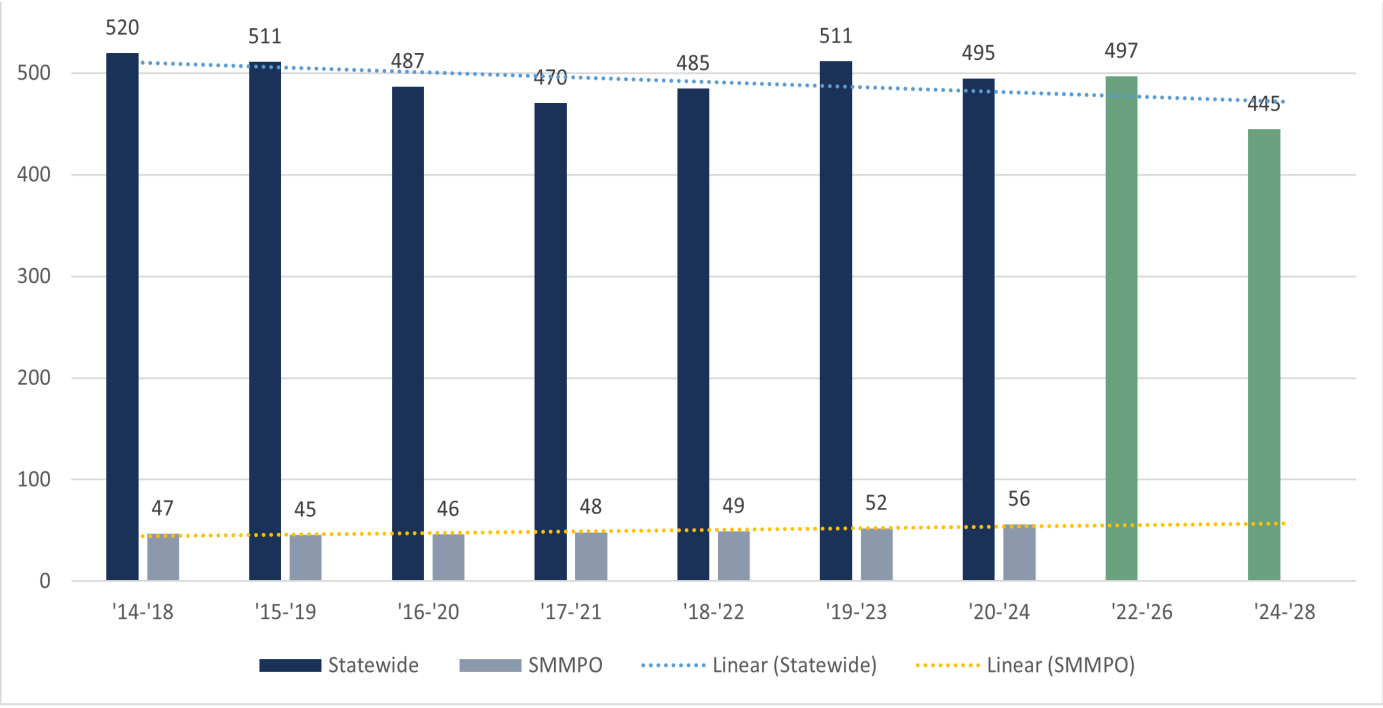


Figure 4: SMMPO vs. Statewide Combined Cyclist and Pedestrian Fatalities and Serious Injuries 5-Year Averages with CY2024 and CY2026 Targets

The SMMPO will continue to assist MassDOT in striving towards these targets through our project prioritization process and with our evaluation criteria. This criterion, that awards a higher score for safety improvements projects, will result in a measurable reduction in injuries and fatalities. SRPEDD, as staff to the SMMPO, was awarded a Safe Streets and Roads for All (SS4A) grant in 2023 to create a Regional Safety Action Plan. The Regional Safety Action Plan will identify high crash locations and crash types and will provide recommendations for improving safety for all road users in the region.

Bridge & Pavement Performance Measures (PM2)

The SMMPO has chosen to adopt the 2-year (2024) and 4-year (2026) statewide bridge and pavement performance measure targets set by MassDOT. MassDOT was required to adopt a statewide target by December 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%	31%	25%	10%	10%
	Cutaway	29%	62%	52%	39%	39%		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 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 11, 2026, March 11, 2026, & April 8, 2026, 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 21, 2026, via a Virtual Meeting using Zoom. The final draft TIP had an advertised minimum 21-day public comment period from April 21, 2025, to May 19, 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 4, 2026, 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 FFY2027-2031 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: FFY2027-2031 TIP Development Public Comments

Date	Meeting (If Applicable)	Comment Type	Commenter	Comment	Response
3/11/2026	JTPG	Vote	JTPG Members	The members of the JTPG voted to recommend Scenario 1A as presented to the SMMPO.	
3/17/2026	SMMPO	Vote	SMMPO Members	The members of the SMMPO voted to select Scenario 2 (a slightly modified version of scenario 1a recommended by the JTPG, updated for new information) as presented.	
4/8/2026	JTPG	Vote	JTPG Members	The draft FFY2027-2031 TIP was presented to JTPG members. The JTPG voted to recommend that the SMMPO release the draft FFY2027-2031 TIP to a public comment period.	
5/4/2026	TIP Public Meeting	Spoken	Attendees	Meeting was held virtually and was attended by three people. The following comments were provided: MassDOT Project ID 607871 - Please consider incorporating facilities for bicyclists on both sides of the road	

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 2027-2031; 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)
2027	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	608750	PLAINVILLE - RECONSTRUCTION OF SOUTH STREET (ROUTE 1A), FROM SHARLENE LANE TO EVERETT STREET AND RELATED WORK	6	13	19	10	14	6	68
2030	612268	MANSFIELD- CHAUNCY STREET (ROUTE 106) IMPROVEMENTS (PHASE 2)	5	12	19	12	12	6	66
2028, 2029, & 2030 (AC)	608530	MIDDLEBOROUGH - RECONSTRUCTION AND RELATED WORK ON WAREHAM STREET AND WOOD STREET	10	13	17	7	11	3	61
2029	613095	ATTLEBORO- CORRIDOR IMPROVEMENTS ON ROUTE 123, FROM LATHROP ROAD TO THACHER STREET	8	8	19	7	14	5	61
2028	610798	NEW BEDFORD - INTERSECTION IMPROVEMENTS AT MOUNT PLEASANT AND NASH ROAD	11	4	16	11	13	3	58
2031	612672	NEW BEDFORD- CORRIDOR IMPROVEMENTS ON TARKILN HILL ROAD AND ASHLEY BOULEVARD	8	10	16	8	13	2	57
2031	614043	MATTAPOISETT - SHARED USE PATH CONSTRUCTION, FROM DEPOT STREET TO NORTH STREET (PHASE 2A)	11	5	12	7	11	10	56
2029	610669	DARTMOUTH - CROSS ROAD CORRIDOR IMPROVEMENTS	4	11	16	7	11	3	52
2030	607825	WAREHAM- SHARED USE PATH CONSTRUCTION ADJACENT TO NARROWS ROAD AND MINOT AVENUE	11	10	7	6	13	2	49
2030	612604	NEW BEDFORD - CORRIDOR IMPROVEMENTS ON COUNTY STREET, FROM UNION STREET TO KEMPTON STREET	8	13	9	6	11	2	49
2030	613257	TAUNTON- INTERSECTION IMPROVEMENTS AT WINTHROP STREET (ROUTE 44) AND HIGHLAND STREET	5	7	10	7	8	5	42
2031	613647	TAUNTON - INTERSECTION IMPROVEMENTS AT WINTER STREET AND SCHOOL STREET	5	7	15	2	12	0	41
2028	607440	MATTAPOISETT - CORRIDOR IMPROVEMENTS AND RELATED WORK ON MAIN STREET, WATER STREET, BEACON STREET, AND MARION ROAD	3	11	0	4	10	10	38
2031	608586	DARTMOUTH - CORRIDOR IMPROVEMENTS ON DARTMOUTH STREET AND PROSPECT STREET	4	8	3	3	13	3	34
2027	610927	WESTPORT - INTERSECTION IMPROVEMENTS AT ROUTE 177 AND ROBERTS ROAD/TICKLE ROAD	3	4	4	5	8	2	26

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	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 Identified in Safety Action Plan (June 2025) for corridor and intersection improvements along Route 6 to enhance safety	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	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 Identified in Safety Action Plan (June 2025) for corridor and intersection improvements along Route 177 to enhance safety	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
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 Identified in Safety Action Plan (June 2025) for corridor and intersection improvements along South St to enhance safety			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
2028, 2029, & 2030 (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 Identified in Safety Action Plan (June 2025) for corridor and intersection improvements along Wareham St to enhance safety				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	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)	Identified in Safety Action Plan (June 2025) several intersections with Main Street in need of intersection upgrades to enhance safety, corridor also in need of upgrades to enhance safety				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-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 Identified in Safety Action Plan (June 2025) intersection of Mount Pleasant St and Nash Rd needing intersection upgrades to enhance safety				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 Identified in Safety Action Plan (June 2025) several intersections with Route 123 in need of intersection upgrades to enhance safety	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
2029	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 recommended bicycle connection for Southcoast Bikeway Identified in Top 100 Most Dangerous Intersections in Southeastern Massachusetts Faunce Corner Road/Cross Road (#71) 2017-2019 Identified in Safety Action Plan (June 2025) several intersections with Cross Rd as needing intersection upgrades to enhance safety	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

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	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 Identified in Safety Action Plan (June 2025) for corridor and intersection improvements along Chauncy St to enhance safety	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.
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	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 Identified in Safety Action Plan (June 2025) intersections of County St with Union St and Kempton St as needing intersection upgrades to enhance safety			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

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	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
2031	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	Identified in Safety Action Plan (June 2025) intersection of Dartmouth St and Prospect St as needing intersection upgrades to enhance safety				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
2031	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

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
2031	TAUNTON-INTERSECTION IMPROVEMENTS AT WINTER STREET AND SCHOOL STREET	Identified in Top 100 Most Dangerous Intersections in Southeastern Massachusetts Longmeadow/Winter & School Street (#89) 2018-2022			Traffic Counts and Signal Warrants Analysis (November 1994)	RSA (October 2025) Winter Street at School Street and Floral Street (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 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
2031	MATTAPOISETT-SHARED USE PATH CONSTRUCTION, FROM DEPOT STREET TO NORTH STREET (PHASE 2A)		Identified in 2024 Regional Pedestrian Plan North Street listed as Pedestrian Priority Street and Public Priority for Connections Identified in Safety Action Plan (June 2025) North Street as municipal project location especially for bicycle and pedestrian improvements				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 paths will remove bicycle from potential dangers of using roadways

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.

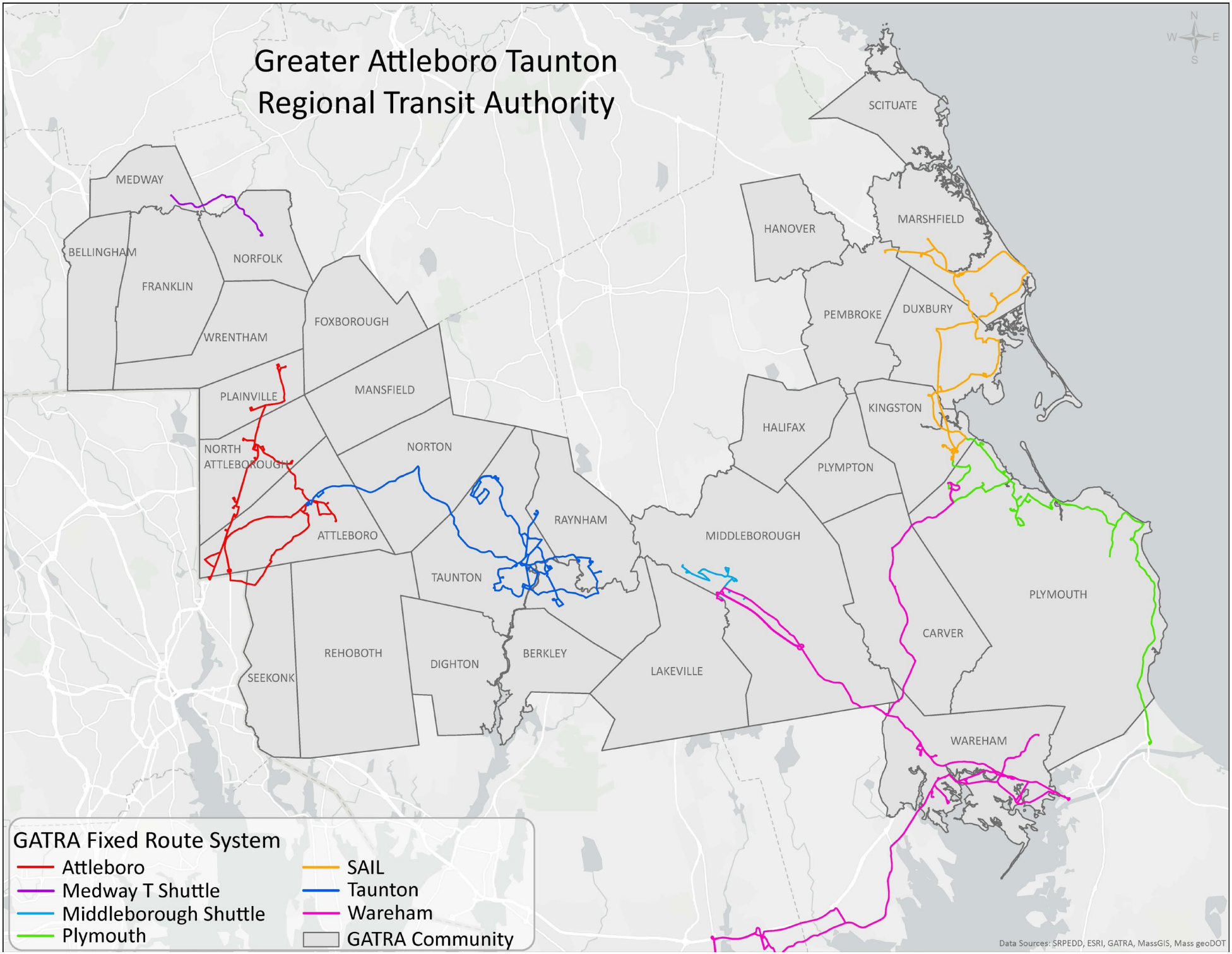


Figure 5: GATRA Service Area and Routes

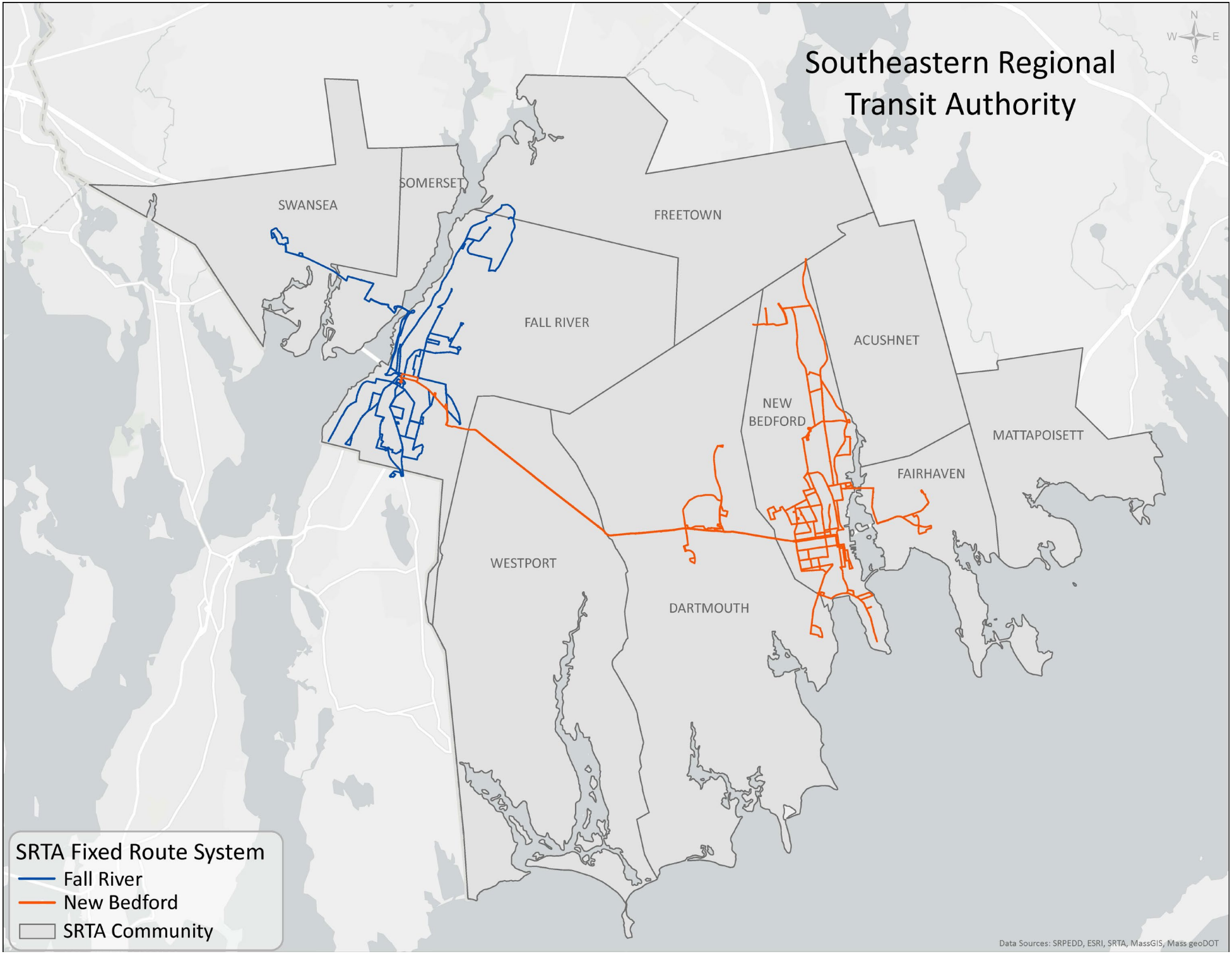


Figure 6: SRTA Service Area and Routes

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 2027-2031 in relation to historically underserved populations. Underserved populations include the following and are categorized as such:

- Minority (Race & Ethnicity)– Individuals who identify as non-white, including Hispanic or Latino of any race.
- National Origin – Individuals born outside of the USA and its territories.
- Low Income – Households 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.
- Older Adults– Individuals aged 65 and older.
- Disability – Households with one or more persons 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. 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 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
Minority (Race and Ethnicity)	Population	656,141	151,696	23.12%	Table B03002
National Origin (Foreign Born)	Population	656,141	573,595	12.58%	Table B05002
Low Income	Household	265,173	94,383	35.59%	Table B19013 Table B19001
Limited English Proficiency (LEP)	Household	265,173	13,745	5.18%	Table C16002
Disability	Household	265,173	78,977	29.78%	Table B22010
No Vehicle	Household	265,173	34,932	13.17%	Table B25044
Age 65+	Person	656,141	121,316	18.49%	Table B01001

FFY2027-2031 TIP Analysis

The geographical distribution of the FFY 2027-2031 TIP projects was 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 sixteen projects to assess the possible benefits and/or burdens. Projects programmed in FFY's 2027-2031 TIP are displayed in Table 12.

Table 12: SMMPO FFY 2027-2031 TIP Projects by TIP Year

TIP Year	MassDOT ID #	Municipality	Description
2027	607871	Dartmouth	Corridor improvements on Route 6, from Faunce Corner Road to Hathaway Road
2027	608750	Plainville	Reconstruction of South Street (Route 1A), from Sharlene Lane to Everett Street and related work
2027	610927	Westport	Intersection improvements at Route 177 and Roberts Road/ Tickle Road
2028	607440	Mattapoisett	Corridor improvements and related work on Main Street, Water Street, Beacon Street and Marion Road
2028 -2030	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
2029	613095	Attleboro	Corridor Improvements on Route 123, From Lathrop Road to Thatcher Street.
2029	610669	Dartmouth	Cross Road corridor improvements
2030	612268	Mansfield	Chauncy Street (Route 106) improvements (Phase 2)
2030	612604	New Bedford	Corridor improvements on County Street, from Union Street to Kempton Street.
2030	613257	Taunton	Intersection improvements at Winthrop Street (Route 44) and Highland Street
2030	607825	Wareham	Shared use path construction adjacent to Narrows Road and Minot Avenue
2031	608586	Dartmouth	Corridor improvements on Dartmouth Street and Prospect Street
2031	614043	Mattapoisett	Shared use path construction from Depot Street to North Street (Phase 2A)
2031	612672	New Bedford	Corridor improvements on Tarkiln Hill Road and Ashley Boulevard
2031	613647	Taunton	Intersection improvements at Winter Street and School Street

An analysis of the geographic distribution of the sixteen 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 four underserved population variables, with 8 projects serving all seven variables as shown in Table 13. See Figures 7-13 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	Foreign Born	Low Income	LEP	Disability	Age 65+	No Vehicle
607871	Dartmouth	2027	Yes	Yes	Yes	Yes	Yes	Yes	Yes
608750	Plainville	2027	Yes	Yes	Yes	Yes	Yes	Yes	Yes
610927	Westport	2027	No	Yes	Yes	Yes	Yes	Yes	No
607440	Mattapoisett	2028	Yes	No	Yes	No	Yes	Yes	No
608530	Middleborough	2028/ 2029/ 2030	Yes	No	Yes	Yes	Yes	Yes	No
610798	New Bedford	2028	Yes	Yes	Yes	Yes	Yes	Yes	Yes
613095	Attleboro	2029	Yes	Yes	Yes	Yes	Yes	Yes	Yes
610669	Dartmouth	2029	Yes	No	Yes	No	Yes	Yes	Yes
612268	Mansfield	2030	Yes	Yes	Yes	No	Yes	No	NO
612604	New Bedford	2030	Yes	Yes	Yes	Yes	Yes	Yes	Yes
613257	Taunton	2030	Yes	Yes	Yes	Yes	Yes	Yes	Yes
607825	Wareham	2030	Yes	No	Yes	No	Yes	Yes	Yes
608586	Dartmouth	2031	Yes	No	Yes	Yes	Yes	Yes	Yes
614043	Mattapoisett	2031	Yes	No	Yes	No	Yes	Yes	No
612672	New Bedford	2031	Yes	Yes	Yes	Yes	Yes	Yes	Yes
613647	Taunton	2031	Yes	Yes	Yes	Yes	Yes	Yes	Yes
613257	Taunton	2030	Yes	Yes	Yes	Yes	Yes	Yes	Yes

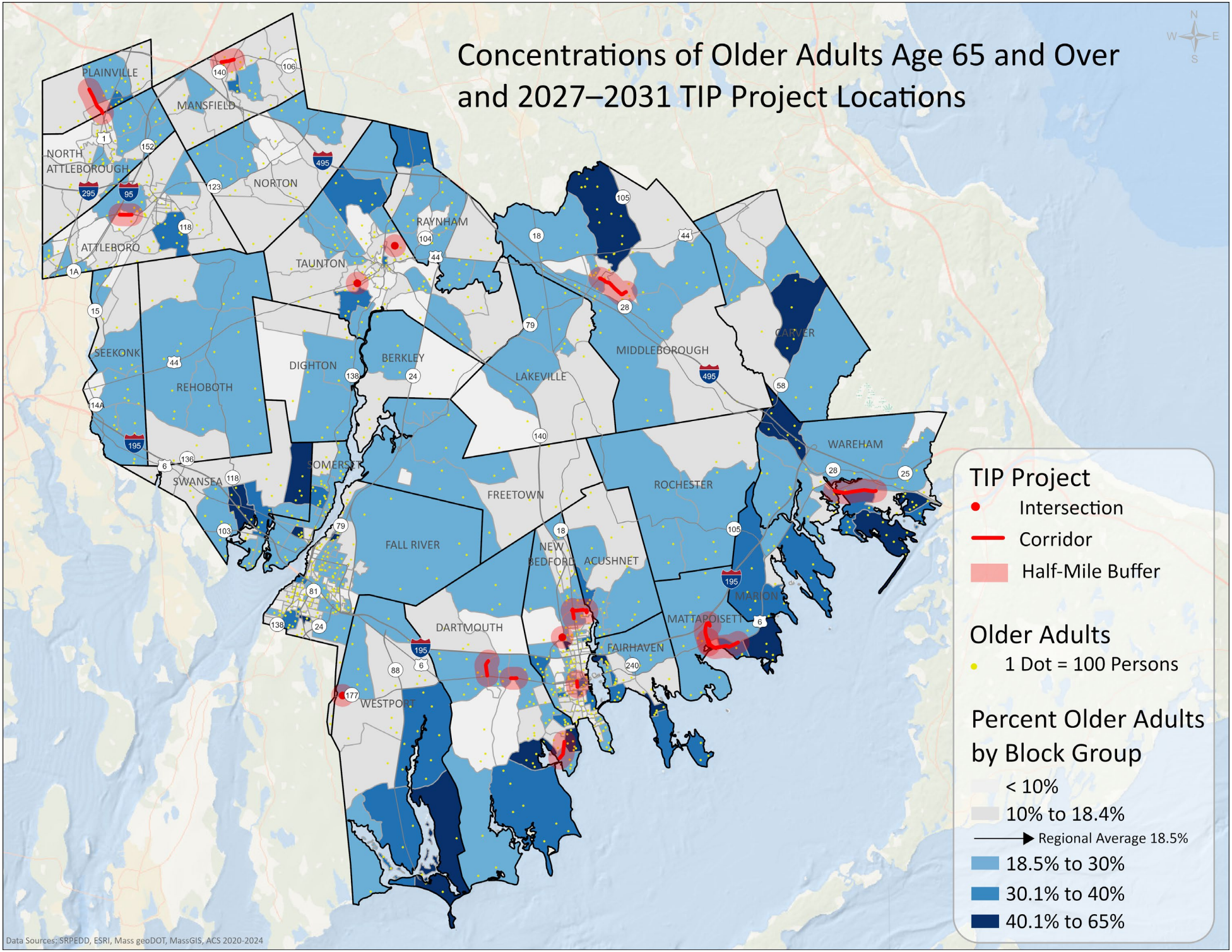


Figure 7: Concentrations of Older Adults Aged 65 and Over with 2027-2031 TIP Project Locations

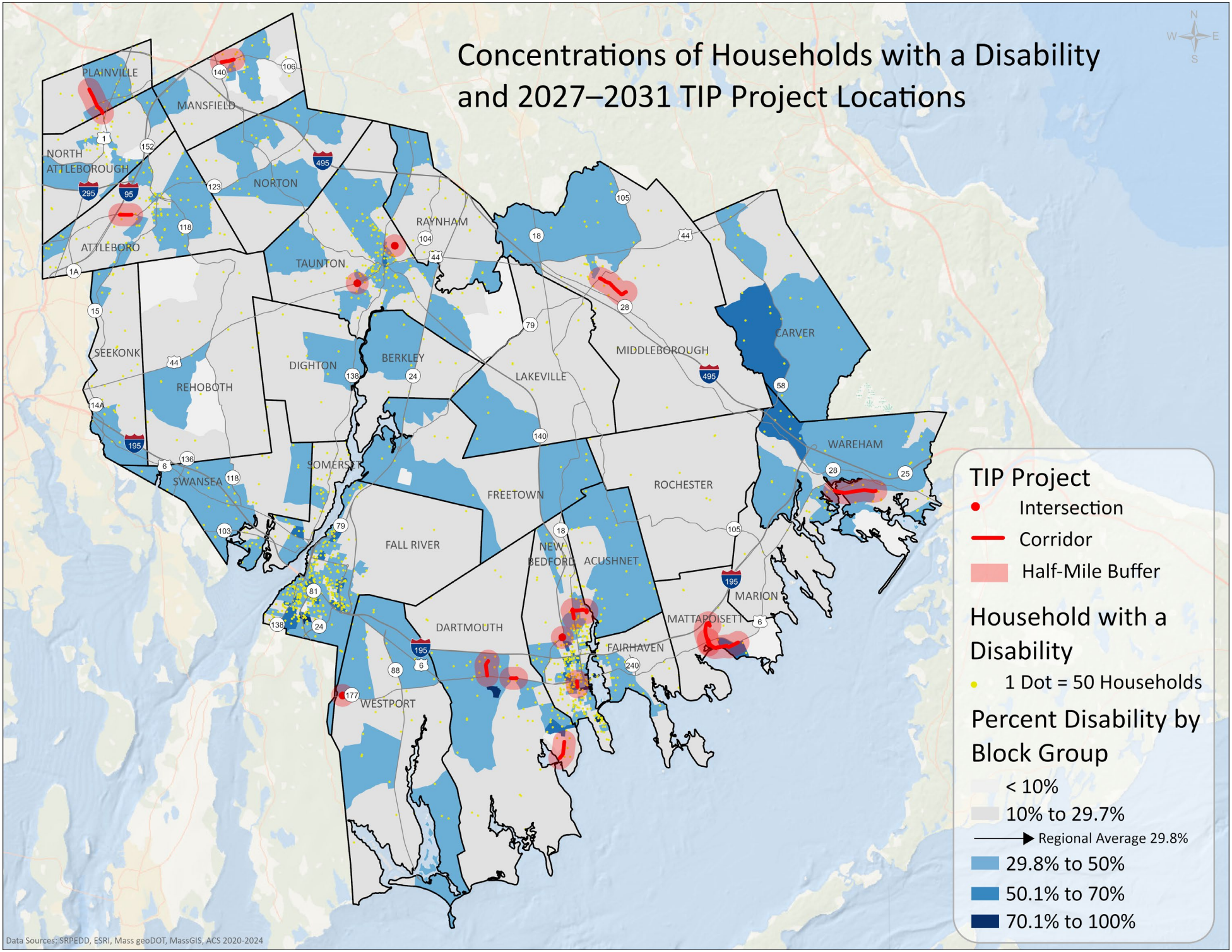


Figure 8: Concentrations of Households with a Disability with 2027-2031 TIP Project Locations

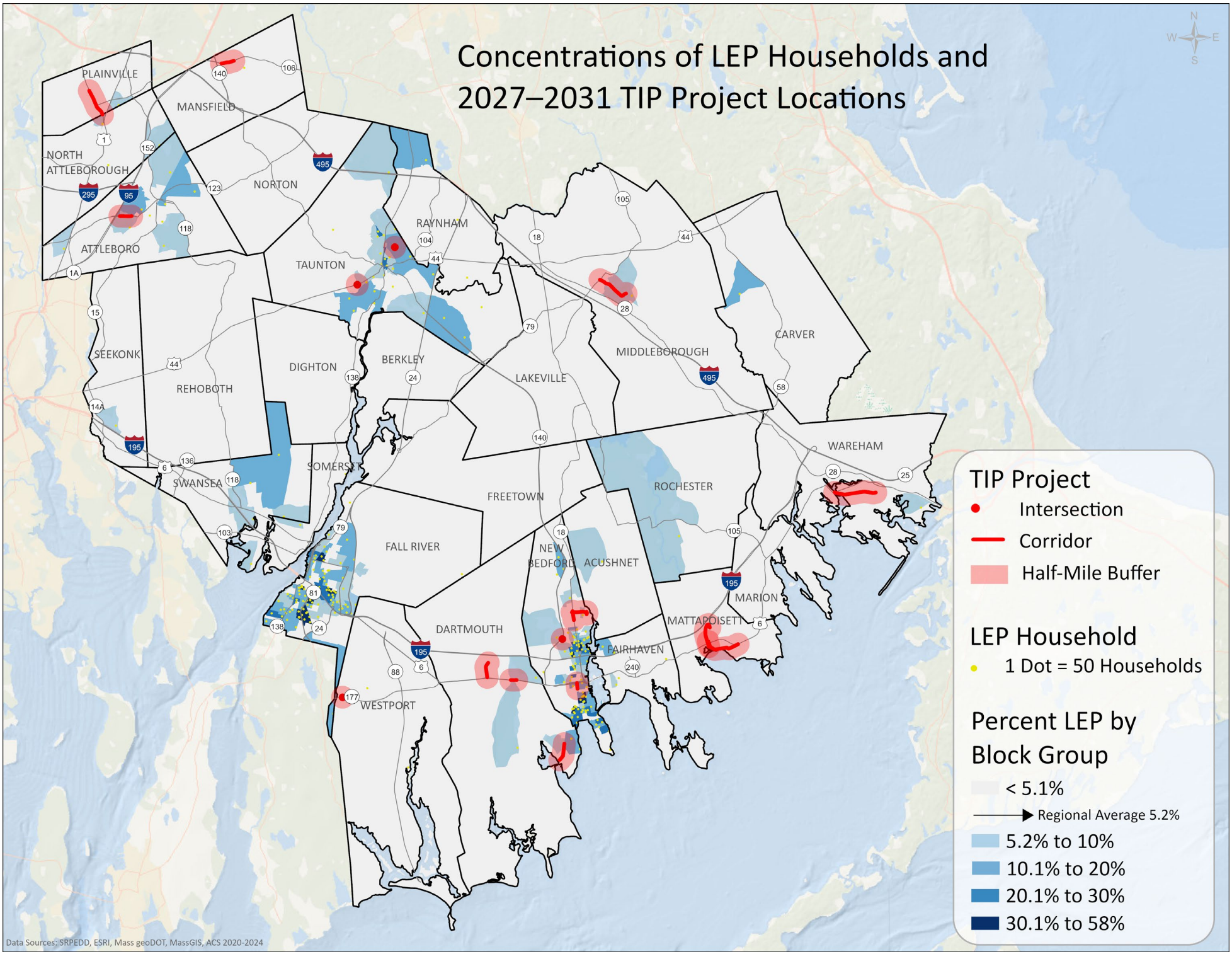


Figure 9: Concentrations of LEP Households with 2027-2031 TIP Project Locations

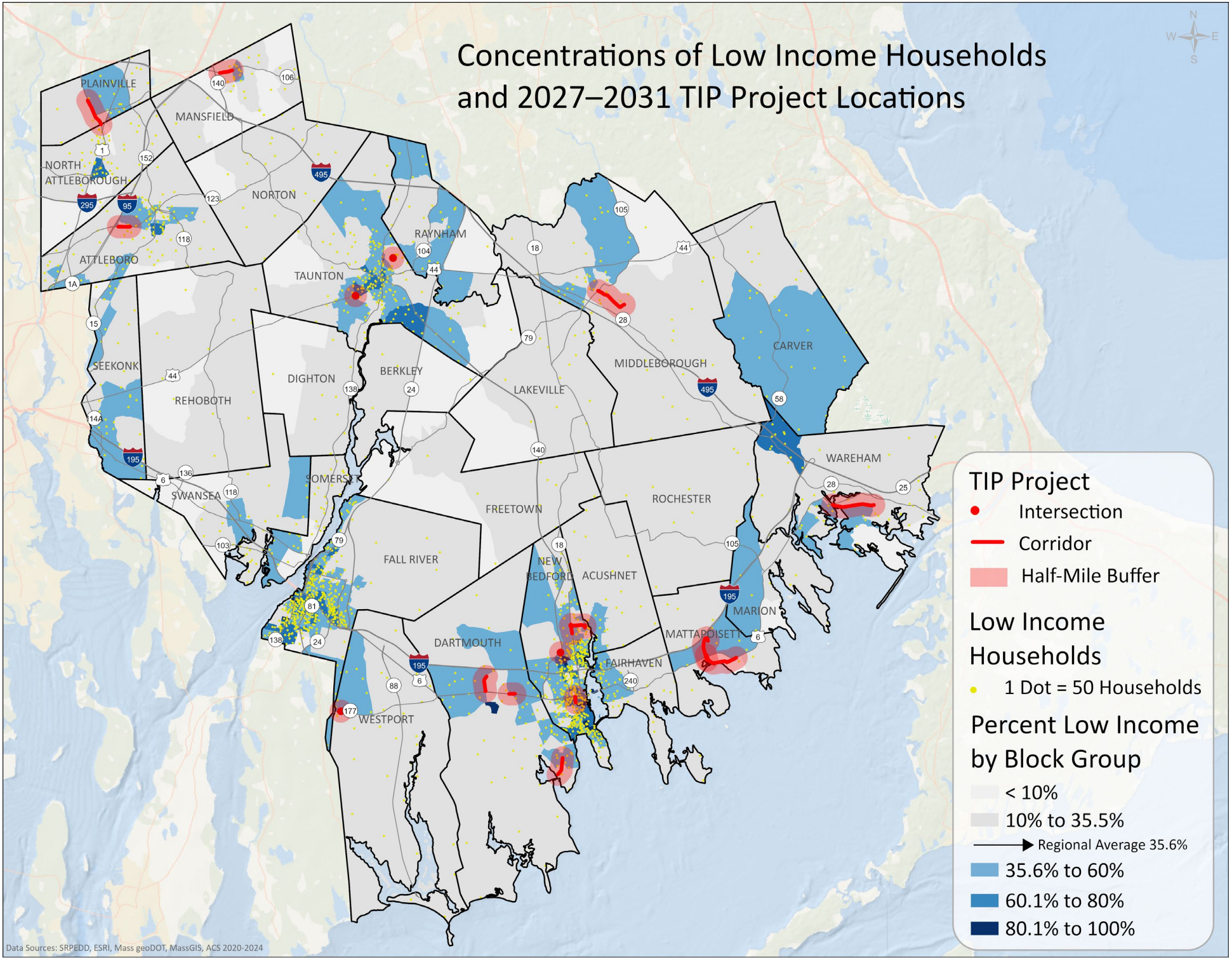


Figure 10: Concentrations of Low-Income Block Groups with 2027-2031 TIP Project Locations

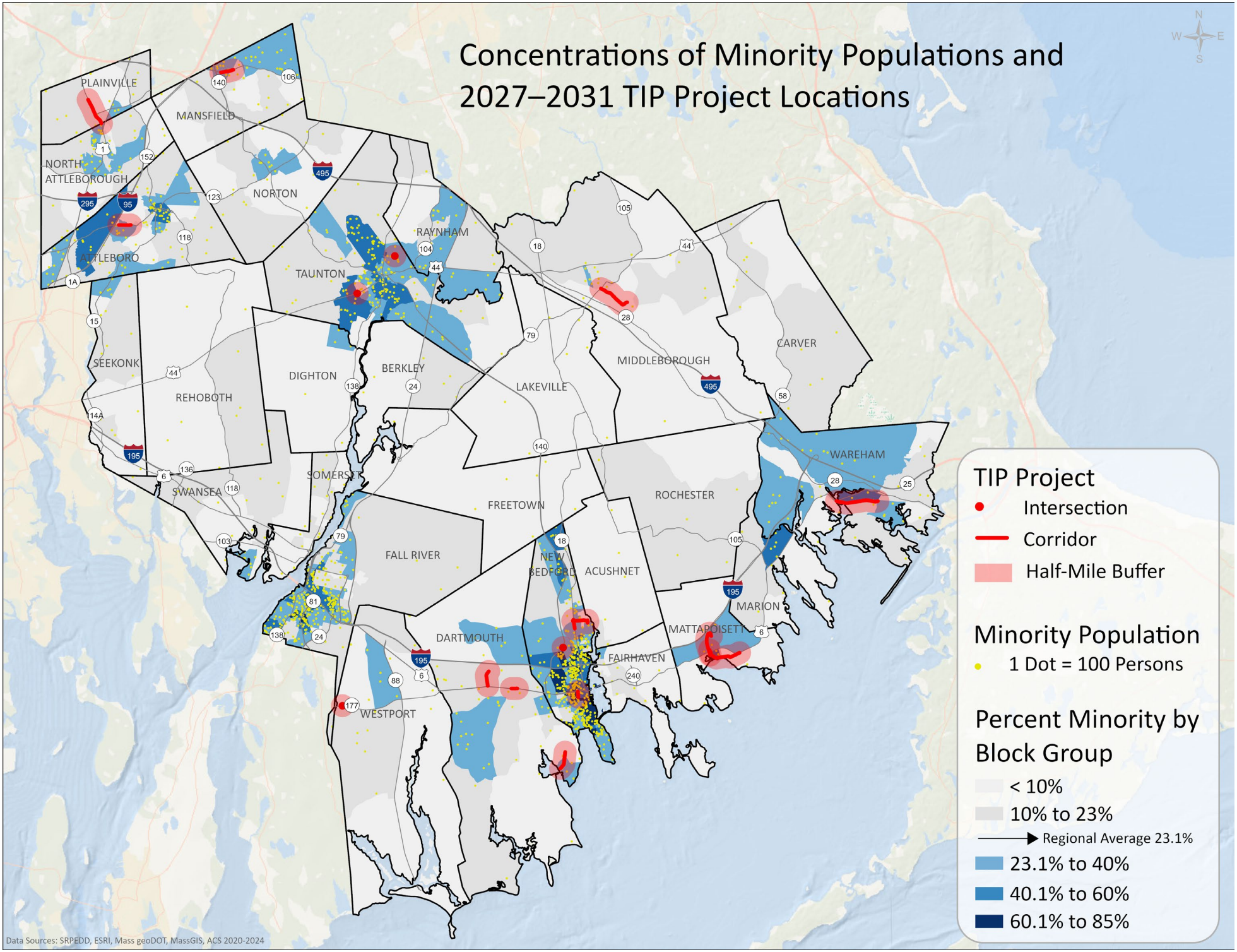


Figure 11: Concentrations of Minority Populations with 2027-2031 TIP Project Locations

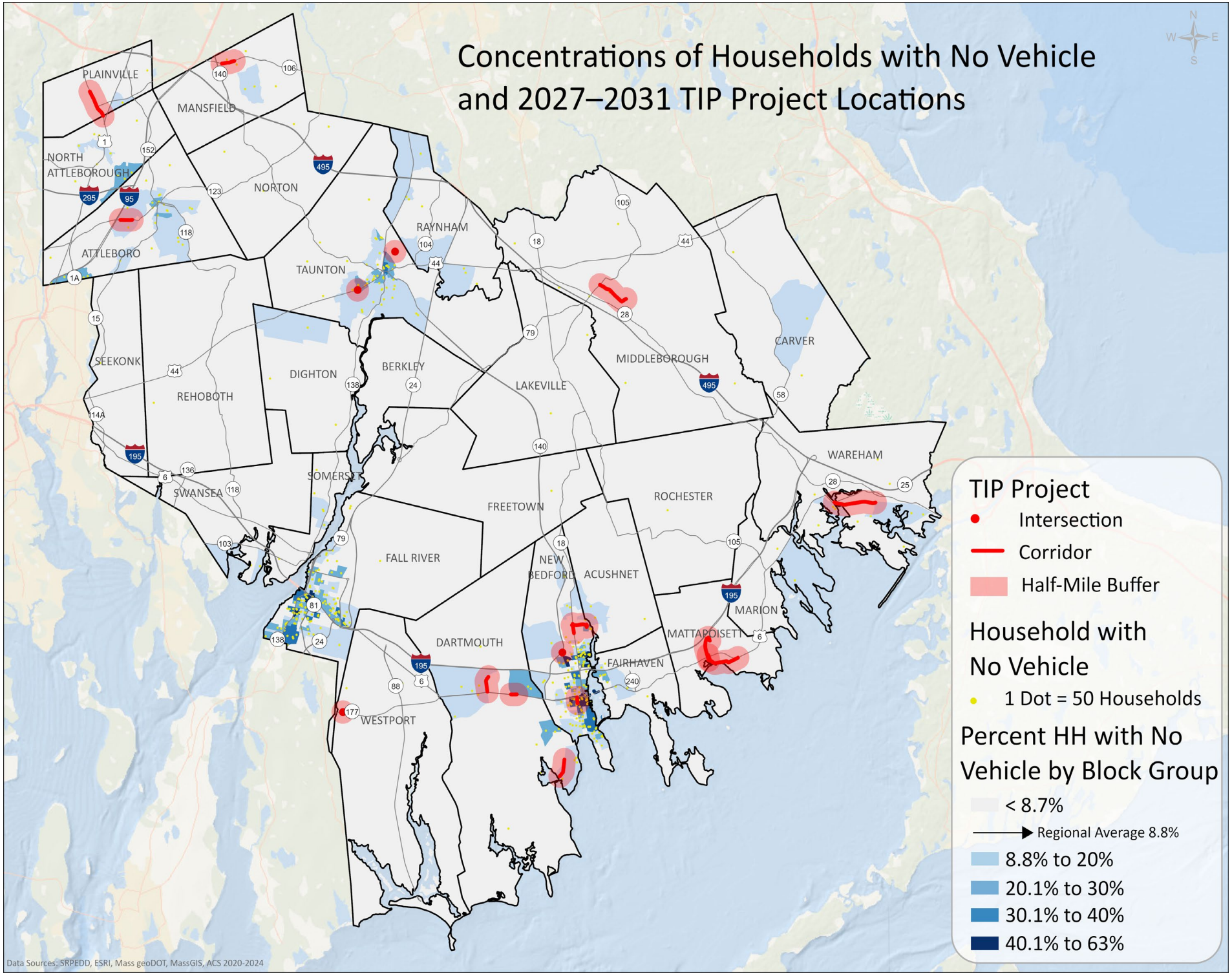


Figure 12: Concentrations of Households with No Vehicle with 2027-2031 TIP Project Locations

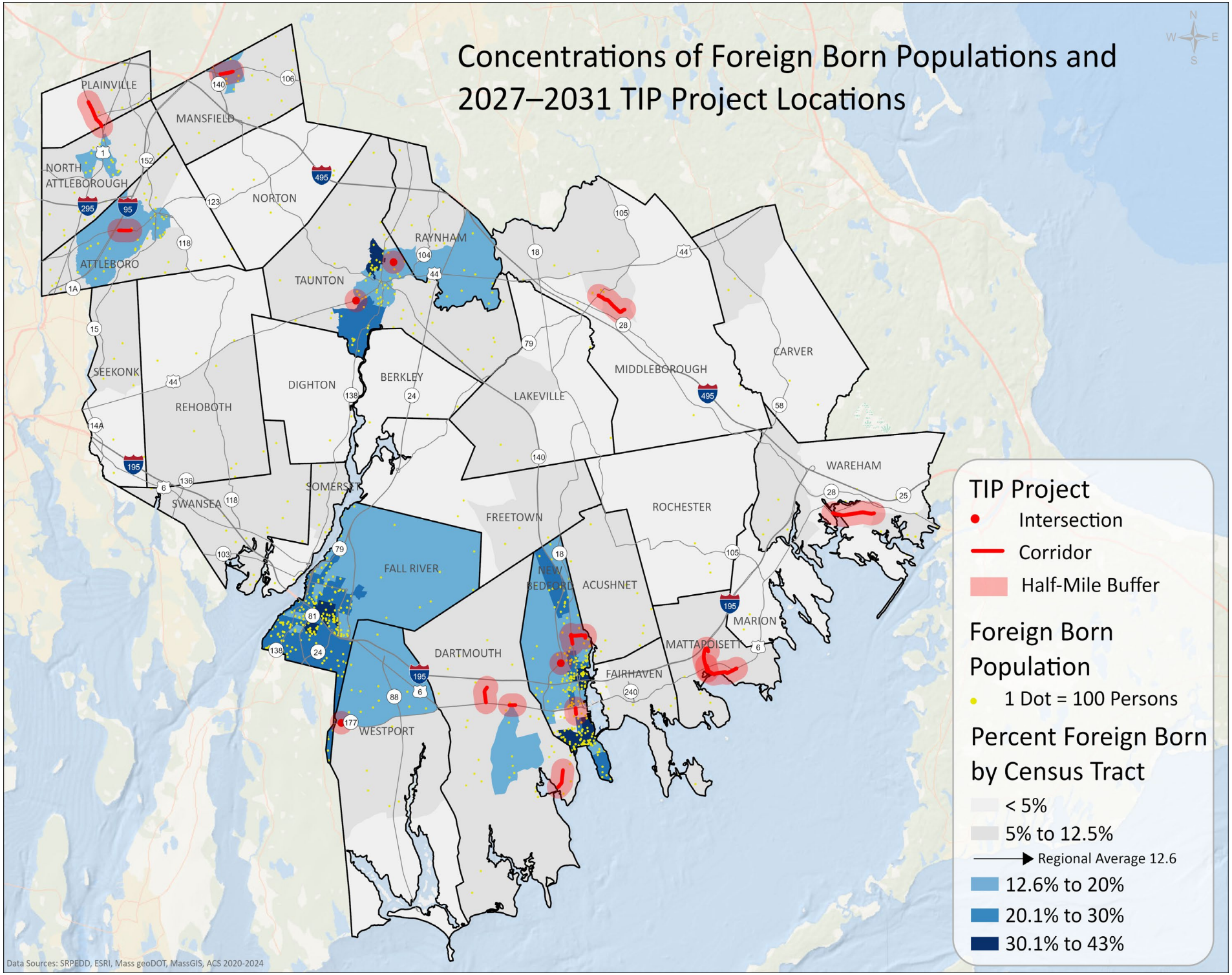


Figure 13: Concentrations of Foreign-Born Populations with 2027-2031 TIP Project Locations

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 2027-2031 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	46,762	$12,642,020	$270	Yes
Dartmouth	3	33,328	$21,171,959	$635	Yes (3)
Mansfield	1	23,931	$11,588,136	$484	Yes
Mattapoisett	2	6,634	$22,525,877	$3,396	Yes (2)
Middleborough	1	24,505	$22,541,424	$920	Yes
New Bedford	3	100,998	$26,611,728	$263	Yes (3)
Plainville	1	9,943	$19,400,400	$1,951	Yes
Taunton	2	60,433	$6,319,692	$105	Yes (2)
Wareham	1	23,302	$10,058,002	$432	Yes
Westport	1	16,484	$5,319,327	$323	Yes

All projects serve or affect four 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: FFY2027-2031 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, Foreign Born, Low Income, LEP, Disability, Age 65+, ZVHH	Adds bicycle facilities; expands pedestrian facilities; new lighting	No identified burdens/adverse effects
Dartmouth - Corridor improvements on Route 6, from Faunce Corner Road to Hathaway Road	Minority, Foreign Born, Low Income, LEP, Disability, Age 65+, ZVHH	Improves intersection safety; adds traffic signal; improves bicycle and pedestrian facili-ties; on major SRTA transit route	No identified burdens/adverse effects
Dartmouth - Corridor improvements on Dartmouth Street and Prospect Street	Minority, Low Income, LEP, Disability, Age 65+, ZVHH	Adds bicycle and pedestrian facilities; improves lighting; on SRTA bus route	No identified burdens/adverse effects
Dartmouth - Cross Road corridor improvements	Minority, Low Income, Disability, Age 65+, ZVHH	Improves safety; adds pedestrian and bicycle facilities; improves drainage	No identified burdens/adverse effects
Mansfield - Chauncy Street (Route 106) improvements (Phase 2)	Minority, Foreign Born, Low Income, Disability	Improves traffic flow and safety; adds traffic signal; im-proves 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, Low Income, Disability, Age 65+	Improves pedestrian facilities; improves drainage	No identified burdens/adverse effects
Mattapoisett - Shared use path construction from Depot Street to North Street (Phase 2A)	Minority, Low In-come, Disability, Age 65+		
No identified bur-dens/ adverse effects			
Middleborough - Reconstruction and related work on Wareham Street and Wood Street	Minority, Low In-come, LEP, Disability, Age 65+	Adds bicycle and pedestrian facilities; improves drainage	No identified burdens/adverse effects

Table 15: FFY2027-2031 TIP Projects with Underserved Populations

Project	Underserved Populations Affected	Anticipated Benefits / Positive Impacts	Disproportionate Burdens / Adverse Effects
New Bedford - Intersection improvements at Mount Pleasant Street and Nash Road	Minority, Foreign Born, Low Income, LEP, Disability, Age 65+, ZVHH	Improves safety and traffic flow; improves traffic signals; improves bicycle and pedestrian facilities; on SRTA route	No identified burdens/adverse effects
New Bedford - Corridor improvements on Tarkiln Hill Road and Ashley Boulevard	Minority, Foreign Born, Low Income, LEP, Disability, Age 65+, ZVHH	Improves safety and traffic signal; improves pedestrian and bicycle facilities; facili-tates emergency vehicle movement	No identified burdens/adverse effects
New Bedford - Corridor improvements on County Street, from Union Street to Kempton Street.	Minority, Foreign Born, Low Income, LEP, Disability, Age 65+, ZVHH	Improves traffic flow and traffic signals; improves pe-destrian facilities; adds bicycle facilities; improves lighting; improves drainage; facilitates emergency vehicle movement	No identified burdens/adverse effects
Plainville - Reconstruction of South Street (Route 1A), from Sharlene Lane to Everett Street and related work	Minority, Foreign Born, Low Income, LEP, Disability, Age 65+, ZVHH	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, Foreign Born, Low Income, LEP, Disability, Age 65+, ZVHH	Improves safety and traffic flow; upgrades traffic signal; adds bicycle and pedestrian facilities	No identified burdens/adverse effects
Taunton - Intersection improvements at Winter Street and School Street	Minority, Foreign Born, Low Income, LEP, Disability, Age 65+, ZVHH		No identified burdens/adverse effects
Wareham - Shared use path construction adjacent to Narrows Road and Minot Avenue	Minority, Low In-come, Disability, Age 65+, ZVHH	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	Foreign Born, Low Income, LEP, Disability, Age 65+	Improves safety; adds a single-lane roundabout; adds bicycle and pedestrian facili-ties; improves drainage	No identified burdens/adverse effects

Analysis results show that 100% of regional target funded projects in the FFY2027-2031 TIP are located in a block group that the SMMPO defines as underserved and do not burden or adversely affect these populations. Ninety-four percent of these projects are anticipated to benefit minority populations, 63% are anticipated to benefit foreign born populations, 100% are anticipated to benefit low-income households, 69% are anticipated to benefit Limited English Proficient households, 100% of the projects are anticipated to benefit populations with a disability, 94% are anticipated to benefit populations aged 65 and over, and 69% 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 FFY2027-2031 Projects Affecting Underserved Populations.

Minority	Foreign Born	Low-Income	LEP	Disability	Age 65+	No Vehicle
94%	63%	100%	69%	100%	94%	69%

2022-2026 Five Year Lookback

Table 17 displays the eleven projects in the SMMPO region that were programmed in the last five years, from FFY 2022 to FFY 2026. 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 $74,601,647 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 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 2022-2026 by TIP Year

TIP Year	MassDOT ID #	Municipality	Description
2022	606024	Taunton	Reconstruction of Route 44 (Dean St.), from Arlington St. to Route 104 (South Main St.)
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.
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	609255	Mansfield	Corridor improvements and related work on School Street, from Spring Street to West Street
2025 /2026	606715	Lakeville	Reconstruction and related work on Rhode Island Road (Route 79), from the Taunton city line to Clear Pond Road
2026	610647	Wareham	Corridor improvements on Route 6 at Swifts Beach Road
2026	609193	Norton	Intersection improvements at West Main Street (Route 123), North Worces-ter Street and South Worcester Street

An analysis of the geographic distribution of the 11 look back projects resulted in an understanding of the percentage of TIP projects and TIP funds allocated within underserved geographic areas. All look back projects serve or impact at least one underserved population variable, with 4 projects serving all seven variables as shown in Table 18. See Figures 14-19 for individual maps of each underserved population with lookback projects.

Table 18: SMMPO 2022-2026 TIP Projects with Underserved Geographic Areas

MassDOT Project ID	Municipality	Fiscal Year	Minority	Foreign Born	Low Income	LEP	Disability	Age 65+	No Vehicle
607339	Attleboro	2022	Yes	Yes	No	Yes	Yes	Yes	No
609201	New Bedford	2022	Yes	Yes	Yes	Yes	Yes	Yes	Yes
606024	Taunton	2022	Yes	Yes	Yes	Yes	Yes	Yes	Yes
608230	Rehoboth	2023	No	No	No	No	Yes	Yes	No
608535	New Bedford	2023	Yes	Yes	Yes	Yes	Yes	Yes	Yes
608563	Swansea	2024	No	No	Yes	Yes	Yes	Yes	No
608753	Taunton	2024	Yes	Yes	Yes	Yes	Yes	Yes	Yes
609255	Mansfield	2025	Yes	Yes	Yes	No	Yes	Yes	Yes
606715	Lakeville	2025 /2026	No	No	No	No	No	Yes	No
609193	Norton	2026	No	No	No	No	Yes	Yes	No
610647	Wareham	2026	Yes	No	Yes	No	Yes	Yes	No

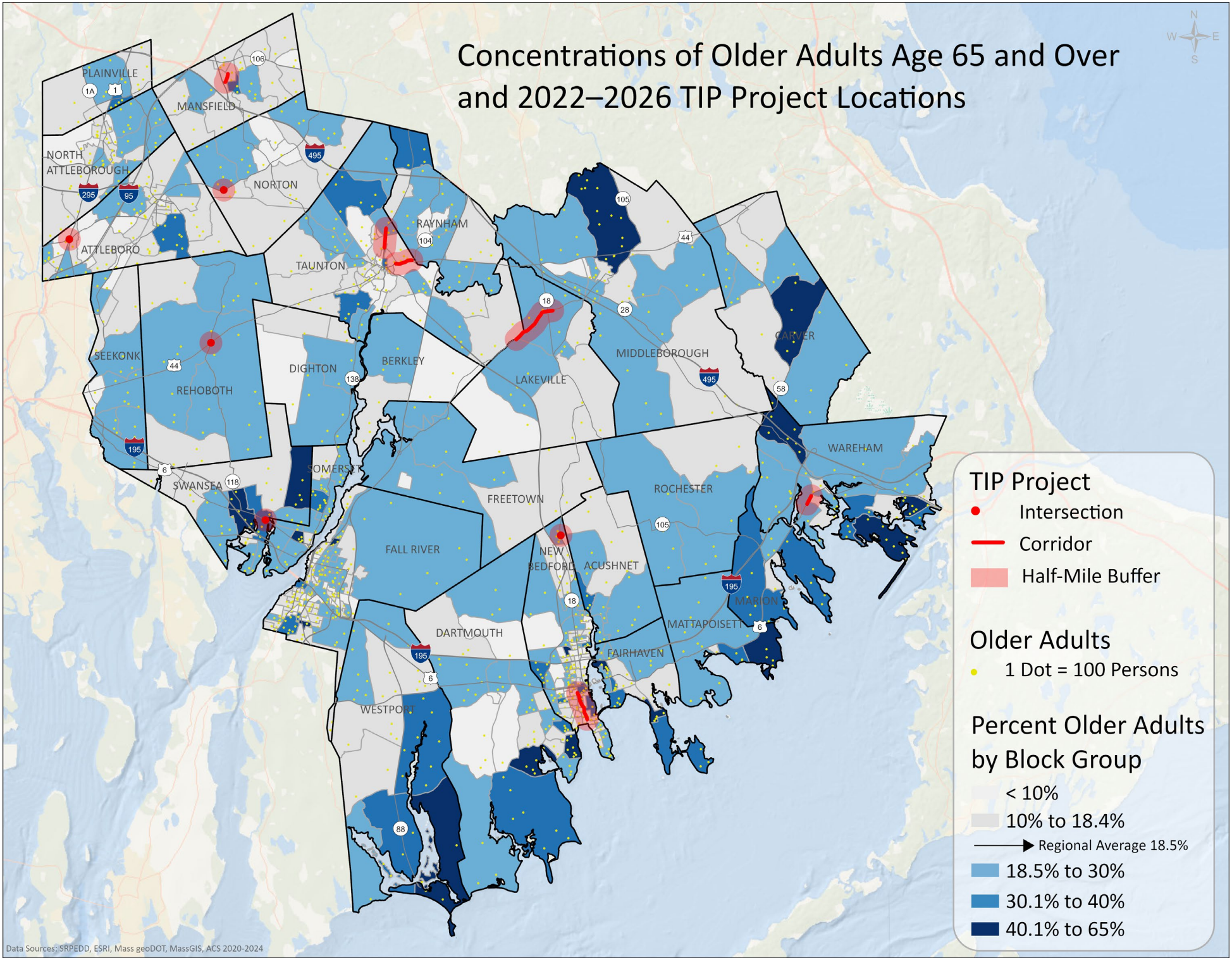


Figure 13: Concentrations of Older Adults Aged 65 and Over with 2022-2026 TIP Project Locations

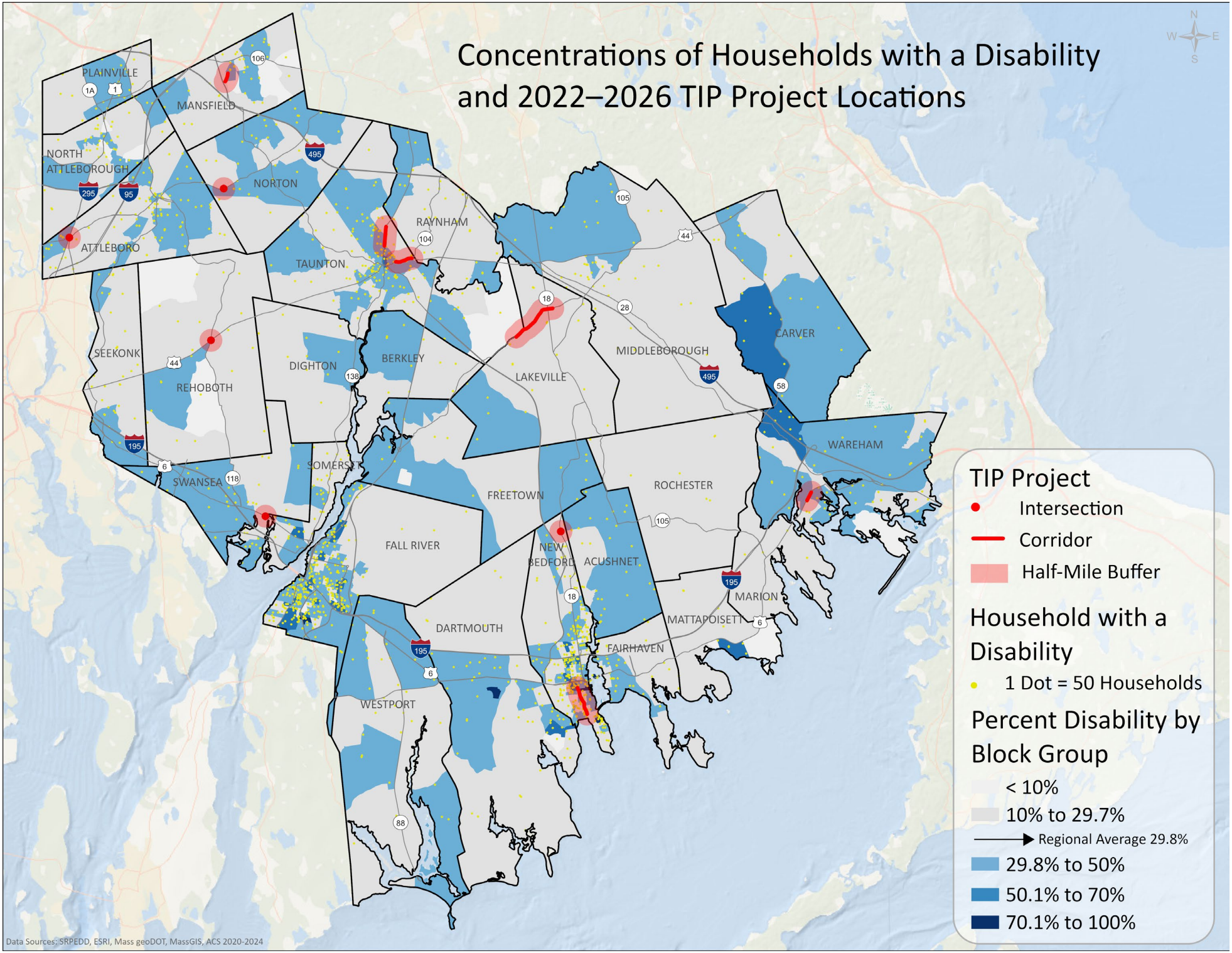


Figure 14: Concentrations of Households with a Disability with 2022-2026 TIP Project Locations

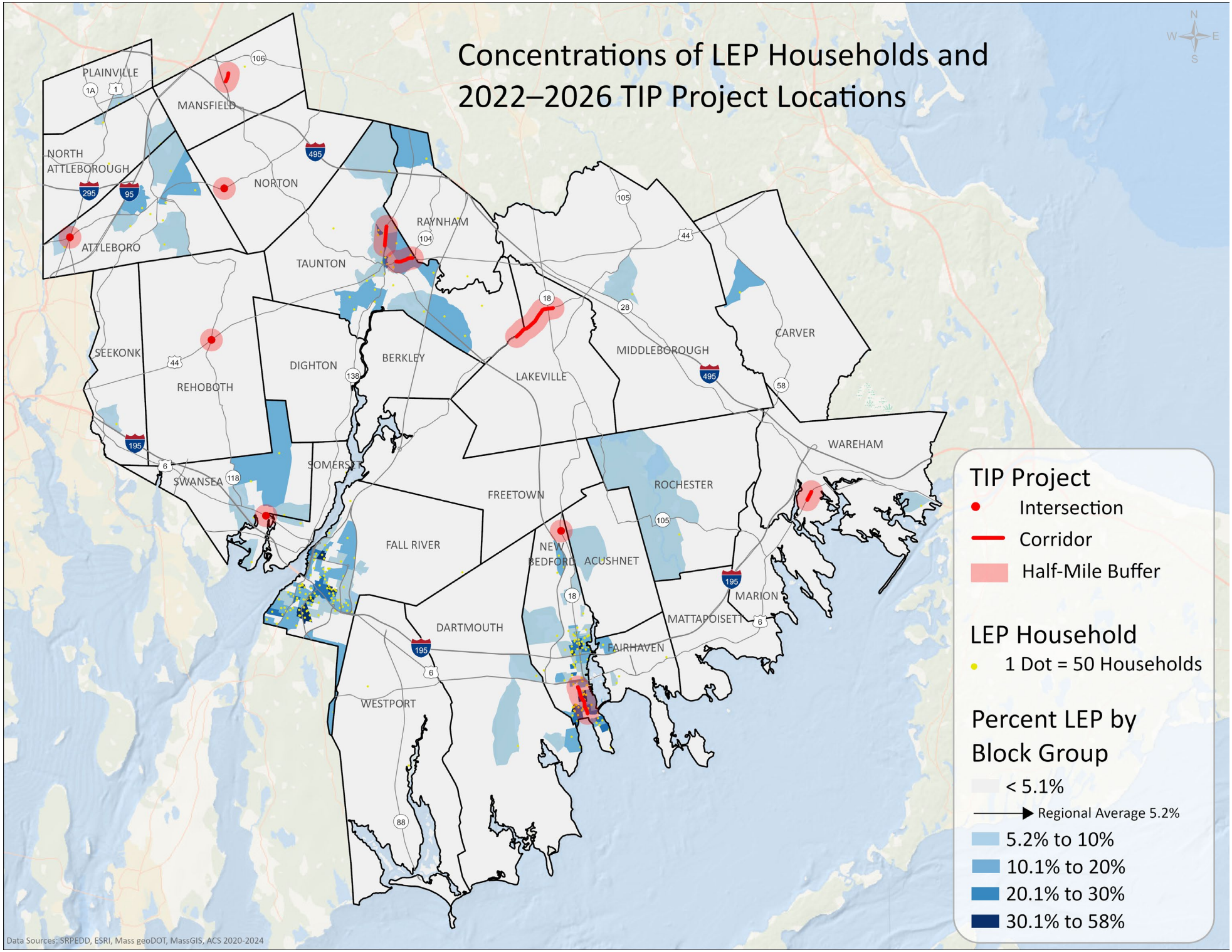


Figure 15: Concentrations of LEP Households with 2022-2026 TIP Project Locations

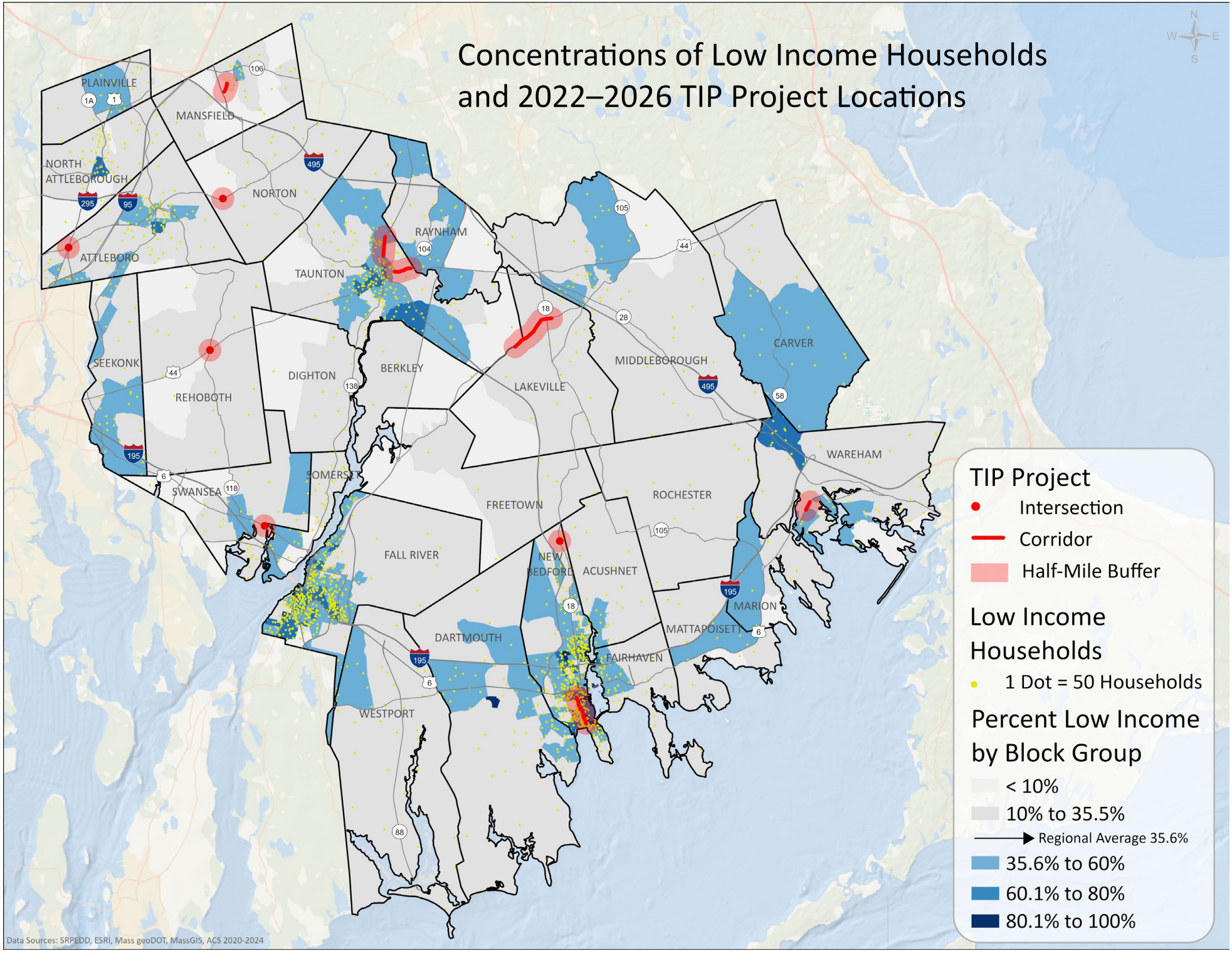


Figure 16: Concentrations of Low Income Block Groups with 2022-2026 TIP Project Locations

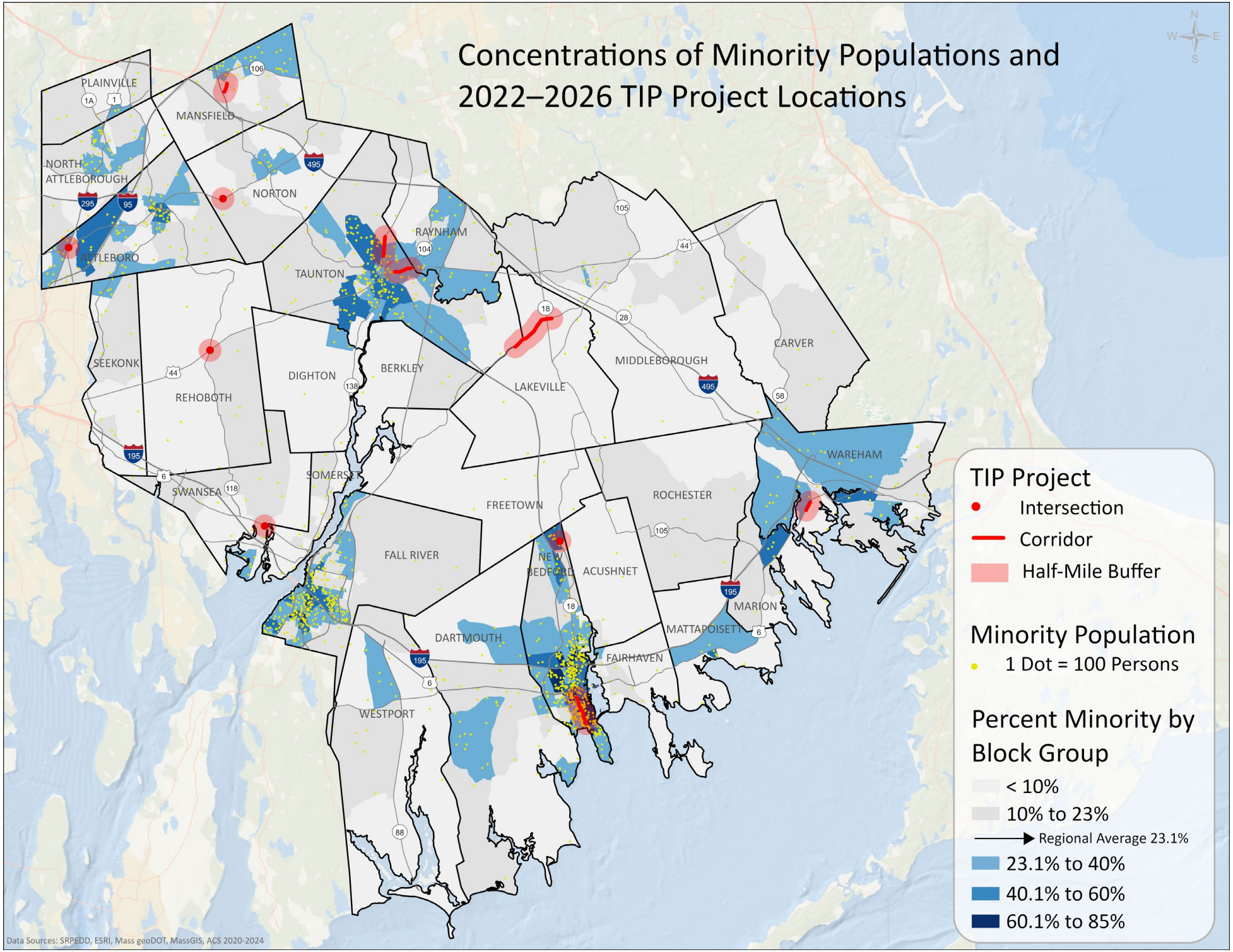


Figure 17:Concentrations of Foreign-Born Populations with 2022-2026 TIP Project Locations

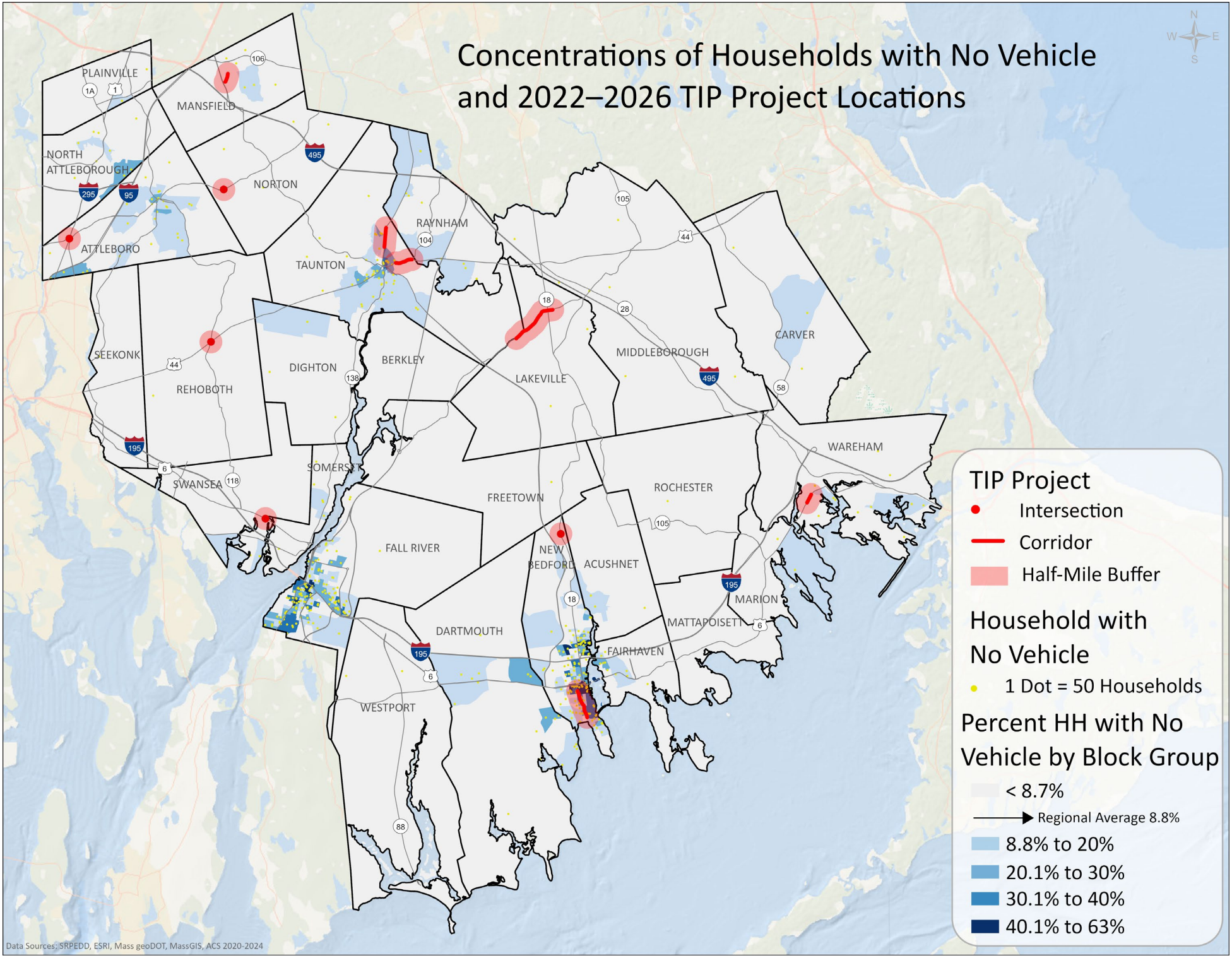


Figure 18: Concentrations of Households with No Vehicle with 2022-2026 TIP Project Locations

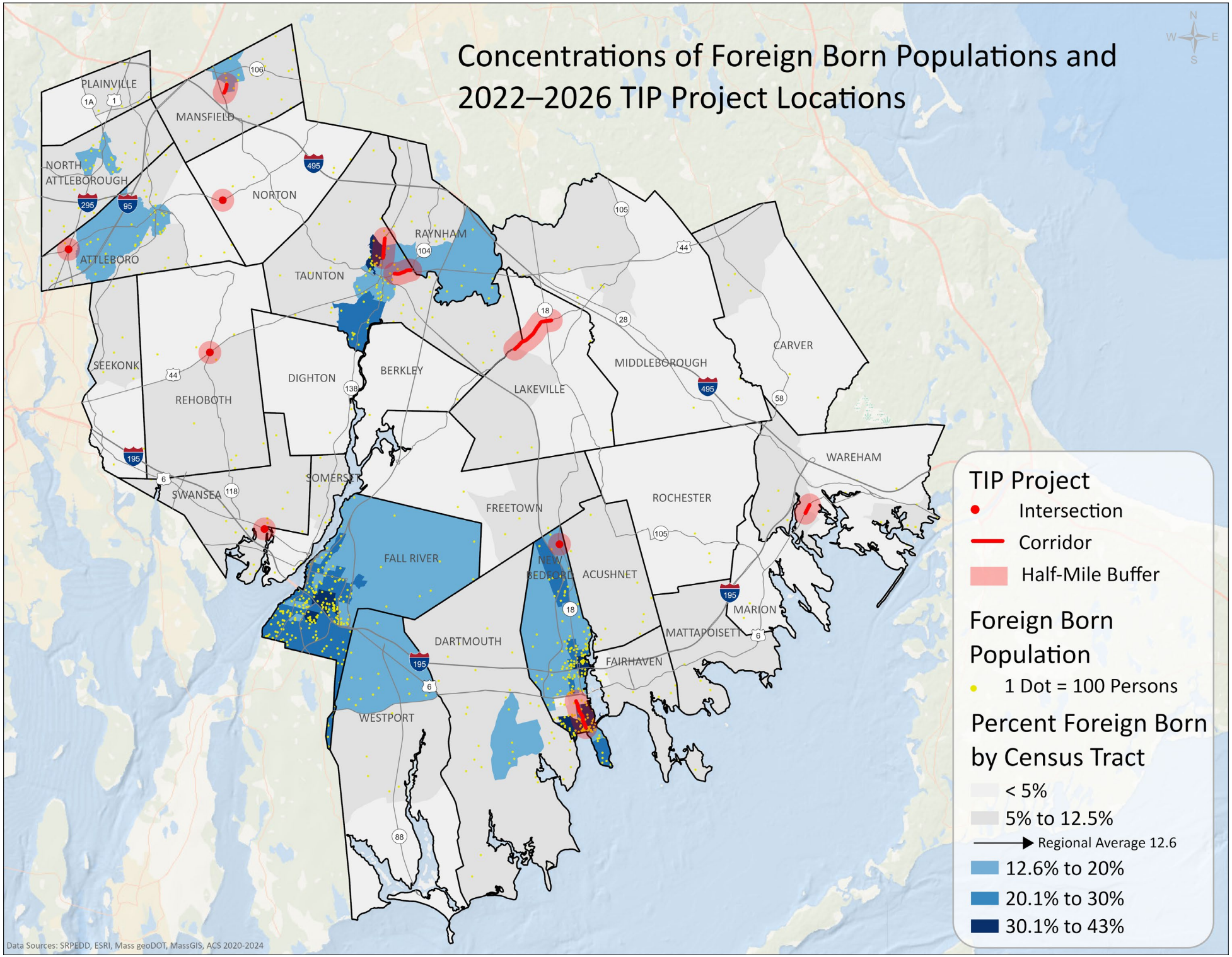


Figure 19: Concentrations of Foreign Born Populations with 2022-2026 TIP Project Locations

To analyze the distribution of the look back 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 2022-2026 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	46,762	$6,749,836	$144.34	Yes
Lakeville	1	11,944	$724,497	$60.66	Yes
Mansfield	1	23,931	$4,343,951	$181.52	Yes
New Bedford	2	100,998	$12,142,833	$120.23	Yes (2)
Norton	1	19,240	$3,761,241	$195.49	Yes
Rehoboth	1	13,022	$3,399,978	$261.09	Yes
Swansea	1	17,359	$5,574,248	$321.12	Yes
Taunton	2	60,433	$27,770,729	$459.53	Yes (2)
Wareham	1	23,302	$10,134,335	$434.91	Yes

All projects serve one 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, Foreign Born, LEP, Disability, Age 65+	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, Foreign Born, 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 on Acushnet Avenue at Peckham Road/ Sassaquin Ave.	Minority, Foreign Born, Low Income, LEP, Disability, Age 65+, No Vehicle	Safety improvements and travel option improvements	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.	Low Income, 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, Foreign Born, Low Income, LEP, Disability, Age 65+, No Vehicle	Safety improvements, trav-el option improvements, and infrastructure condi-tion	No identified burdens/adverse effects
Taunton - Reconstruction of Route 44 (Dean Street), from Arlington Street to Route 104 (South Main Street).	Minority, Foreign Born, Low Income, LEP, Disa-bility, Age 65+, No Vehicle	Congestion reductions, safety improvements, and travel option improvements	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
Lakeville - Reconstruction and related work on Rhode Island Road (Route 79), from the Taunton city line to Clear Pond Road	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, Foreign Born, Low Income, Disability, Age 65+, No Vehicle	Improve safety and congestions, and adds travel options. New sidewalk with pedestrian signal, and bike accommodations. On two GATRA bus routes.	No identified burdens/adverse effects
Wareham - Corridor improvements on Route 6 at Swifts Beach Road	Minority, Low Income, 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
Norton - Intersection improvements at West Main Street (Route 123), North Worcester Street and South Worcester Street	Disability, Age 65+	Improves safety and traffic flow; adds traffic signal; adds bicycle and pedestrian facilities	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	Foreign Born	Low-Income	LEP	Disability	Age 65+	No Vehicle
64%	55%	64%	55%	91%	100%	55%

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.

Federal Highway Funding Categories

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.

Better Utilizing Investments to Leverage Development (BUILD) - Discretionary Grant program



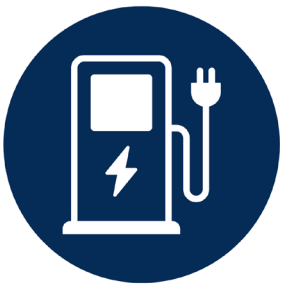
BUILD (previously RAISE), a discretionary grant program, enables DOT to use a rigorous merit-based process to select multi-modal, multi-jurisdictional projects with exceptional benefits, explore ways to deliver projects faster and save on construction costs, and make needed investments in our Nation's 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 FY25 was issued in November 2022 and applications were due January 30, 2025. The total amount of funding available in FY2 is $150 Million. Funding: Federal – 80% for urban areas. 100% for Rural, Areas of persistent poverty, or historically disadvantaged communities.

Carbon Reduction Program (CRP)



Provides funds for projects designed to reduce transportation emissions, defined as carbon dioxide (CO2) emissions from on-road highway sources. Funding: Federal – 80%, State – 20%

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. Funding: Federal – 80%, State – 20%

Congestion Mitigation/Air Quality (CMAQ)



CMAQ provides a flexible funding source for transportation investments and programs to help meet the requirements of the federal Clean Air Act. Funding is available to help reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas). Prior to programming, proposed CMAQ investments are reviewed by the CMAQ Consultation Committee, which is responsible for determining whether a project shows an air quality benefit, encompassing Mobile Source Emissions Factors, and is eligible for CMAQ funding.

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 emergency repair work accomplished in the first 270 days, the Federal share is 100% percent. The Federal share for eligible ER repairs may amount to 90% percent if the combined eligible ER expenses incurred by the State in a Federal fiscal year exceeds the annual apportionment of the State under 23 U.S.C. Section 104 for the fiscal year in which the disasters or failures occurred

Federal Lands Access Program (FLAP)



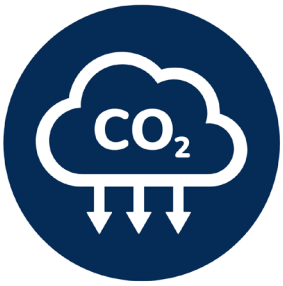
The Federal Lands Access Program was established to improve transportation facilities that provide access to, are adjacent to, or are located within Federal lands. The Access Program supplements State and local resources for public roads, transit systems, and other transportation facilities, with an emphasis on high-use recreation sites and economic generators. The Federal share is 100%.

Ferry Boat Formula Program (FBP)



The Ferry Boat Program provides $570 Million over 5 years of 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. Funding: Federal – 80% or up to 85% until September 30, 2025, if the project is to replace/retrofit diesel fuel ferry vessels, State – 15-20%.

Low-Carbon Transportation Materials Grant Program (LTCM)



This $2 Billion LTCM competitive grant is available to fund low carbon materials that create less pollution by reducing the levels of embodied greenhouse gas emissions, including concrete (and cement), glass, asphalt mix, and steel. $1.2 Billion is available to State Departments of Transportation and $800 Million is available to MPOs, local government, federally recognized tribes, and federal land management agencies. Non-State applicants are encouraged to partner with states on applications.

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 ensure 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% Federal share participation level. Certain types of improvements, predominantly safety improvements, may have a federal share of 100%, 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.

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%

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.
Funding: Federal – 80% for planning activities or 50% for project construction costs.

Rural Surface Transportation Grant



This $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).

Rural and Tribal Assistance Pilot Program



This new $27 Million grant program aims to help applicants develop transportation infrastructure projects in rural and tribal communities that will qualify for federal funding and financing programs for additional development phase activities or construction. DOT seeks to support projects that are consistent with its strategic goals: safety, equity, climate and sustainability, and workforce development, job quality, and wealth creation. Application portal opens March 4, 2025, and applications will be accepted until April 3, 2025. Funding: Single Project - $10 Million, $200,000 to $750,000. Multi-Community Project - $17 Million, $500,000 to $2.25 Million. $10 Million has been set aside for eligible tribal applicants.

Safe Streets and Roads for All



This $5 billion competitive grant program at the Department of Transportation provides 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 for FFY25 are expected to open in March 2025. The program is open to MPOs, local governments and federally recognized tribes, but not states. Funding: Federal – 80%

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%.

Surface Transportation Block Grant Program Transportation Alternatives (STBG- TA)



This category is a portin 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% .

Federal Transit Funding Categories

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. All preventive maintenance and some Americans with Disabilities Act complementary paratransit service costs are considered capital costs. For urbanized areas with populations less than 200,000, operating assistance is an eligible expense. Urbanized areas of 200,000 or more may not use funds for operating assistance unless identified by FTA as eligible under 49 U.S.C. 5307(a)(2) and (3).

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. Each state must spend no less than 15 percent of its annual apportionment for the development and support of intercity bus transportation, unless it can certify, after consultation with intercity bus service providers, that the intercity bus needs of the state are being adequately met.

Section 5337: State of Good Repair Grants



5337 is a formula-based State of Good Repair program that 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%

Local Assessment Funds



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%

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.

Wildlife Crossings Pilot Program (WCPP)



WCPP is a $227 Million competitive grant program with the goal of reducing Wildlife Vehicle Collisions (WVCs) while improving habitat connectivity for terrestrial and aquatic species. Application period for FY2026 will be open from May 1, 2025, to August 1, 2025. Funding: Federal – 80%, State – 20%. Certain safety projects may have a 100% Federal share (23 U.S.C. § 120(c)(1)).

2020 SRPEDD Urban Areas

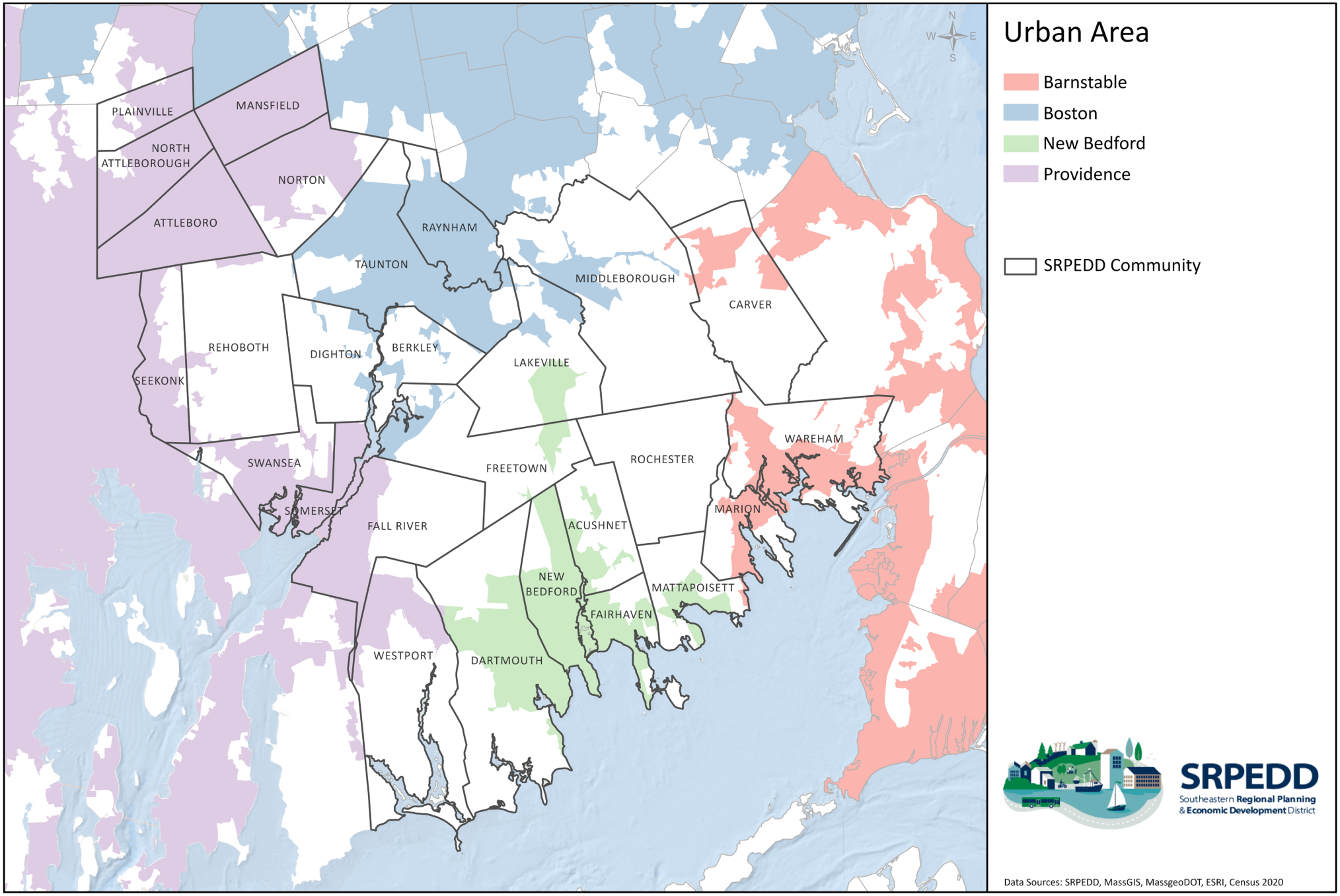


Figure 19: SRPEDD Region Urbanized Areas

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 FFY2027-2031 can be found in Appendix H.

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	FFY2027	FFY2028	FFY2029	FFY2030	FFY2031
Section 5307	$33,830,802	$39,293,325	$39,716,864	$43,423,432	$47,541,425
Section 5310	$30,000	$30,000			
Section 5337		$4,851,532	$7,960,467	$7,960,467	$7,960,467
Section 5339	$174,220	$1,396,128	$1,198,742	$1,488,817	$1,835,467
Totals	$39,781,807	$45,570,985	$48,876,073	$52,872,716	$57,337,359

SRTA

Funding Sources	FFY2027	FFY2028	FFY2029	FFY2030	FFY2031
Section 5307	$40,801,016	$36,959,871	$31,843,223	$32,193,506	$25,527,329
Section 5339	$750,000	$750,000	$985,000	$750,000	
Section 5339 Statewide	$1,950,000	$1,940,000	$1,960,000	$1,970,000	$1,970,000
Totals	$43,501,016	$39,649,871	$34,788,223	$34,913,506	$27,497,329

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	FFY2027	FFY2028	FFY2029	FFY2030	FFY2031
RTACAP	$741,319	$786,463	$627,587	$559,828	$495,928
State Contract Assistance	$4,806,359	$3,160,000	$2,920,000	$3,030,000	$3,180,000
LF	$3,556,595	$1,665,000	$1,332,000	$1,480,800	$1,332,000
ONF	$3,556,594	$0	$0	$0	$0
Totals	$12,660,867	$5,611,463	$4,879,587	$5,070,628	$5,007,928

SRTA					
Funding Sources	FFY2027	FFY2028	FFY2029	FFY2030	FFY2031
RTACAP	$3,529,750	$3,246,750	$3,496,500	$3,231,000	$3,212,600
DRTACAP		$16,576,000	$41,440,000	$24,864,000	
State Contract Assistance	$11,425,879	$14,151,324	$14,569,295	$9,266,851	$12,558,831
LF	$27,500	$27,500	$20,000	$20,000	$20,000
ONF					
Total Funds Programmed	$14,983,129	$34,001,574	$59,525,795	$37,381,851	$15,791,431

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 27, 2026. 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	FFY2027	FFY2028	FFY2029	FFY2030	FFY2031
Total Regional Federal Aid Funds Available 2027	$31,916,896	$32,411,315	$32,915,621	$32,396,058	$33,193,086
STBG Programmed	$25,889,553	$28,555,957	$32,790,874	$32,396,058	$28,000,741
CMAQ Programmed	$6,027,343	$1,810,474	$0	$0	$2,707,563
Balance	$0	$2,044,884	$124,747	$81,946	$2,484,782

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
Change in Programmed Year	A request to move a project, in either direction, between the second year and the first year, or between any two consecutive years.	Amendment	Motion to Approve	Motion to Approve	21 Days

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
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 had funding allocated in the FY 2026-2030 TIP and are expected to be under construction in the near future– the Marion Pathway (FY2026), Wareham Minot Avenue/ Narrows Road Path (FY2030), and a section of pathway in Wareham along Route 6 near Swifts Beach Road (FY 2026). One project is programmed in the FY2027-2031 TIP - the Mattapoisett Shared Use Path Phase 2A project in FY2031. 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 2027-2031 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 2027 - 2031 State Transportation Improvement Program and each MPOs' FFY 2027 – 2031 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 2027-2031 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 2027-2031 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 2027-2031 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 2027-2031 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

Appendix A
FFY2027-2031
FEDERAL HIGHWAY
PROJECT LISTING

Southeastern Mass Region
FFY 2027 STIP Investments Report

STIP: 2027 - 2031 (D)

Year	MassDOT Project ID	MPO	MassDOT Project Description	District	Funding Source	Adjusted TFPC	Total Programmed Funds	Federal Funds	Non-Federal Funds	Earmark Details	Other Information
Federal Fiscal Year 2027							$110,226,786	$93,054,624	$17,172,162		
Section 1A / Regionally Prioritized Projects							$31,916,896	$25,533,517	$6,383,379		
Roadway Reconstruction							$26,597,569	$21,278,055	$5,319,514		
2027	607871	Southeastern Mass	DARTMOUTH- CORRIDOR IMPROVEMENTS ON ROUTE 6, FROM FAUNCE CORNER ROAD TO HATHAWAY ROAD	5	CMAQ	$12,117,826	$2,859,980	$2,287,984	$571,996		a) Construction; b) Total Cost= $12,117,826; STBG (Regional) $4,337,189 / CMAQ $2,859,980 / HPP $4,560,609 / STBG (State) $360,048 ; d) EC Score 71 of 100; Project Proponent - MassDOT, i) Status - 75%
2027	607871	Southeastern Mass	DARTMOUTH- CORRIDOR IMPROVEMENTS ON ROUTE 6, FROM FAUNCE CORNER ROAD TO HATHAWAY ROAD	5	STBG	$12,117,826	$4,337,189	$3,469,751	$867,438		a) Construction; b) Total Cost= $12,117,826; STBG (Regional) $4,337,189 / CMAQ $2,859,980 / HPP $4,560,609 / STBG (State) $360,048 ; d) EC Score 71 of 100; Project Proponent - MassDOT, i) Status - 75%
2027	608750	Southeastern Mass	PLAINVILLE- RECONSTRUCTION OF SOUTH STREET (ROUTE 1A), FROM SHARLENE LANE TO EVERETT STREET AND RELATED WORK	5	CMAQ	$19,400,400	$3,167,363	$2,533,890	$633,473		a) Construction; b) Total Cost = $19,400,400 - $16,233,037 STBG/$3,167,363 CMAQ d) EC Score 68 of 100; h) Project Proponent - Plainville; i) Status 25%
2027	608750	Southeastern Mass	PLAINVILLE- RECONSTRUCTION OF SOUTH STREET (ROUTE 1A), FROM SHARLENE LANE TO EVERETT STREET AND RELATED WORK	5	STBG	$19,400,400	$16,233,037	$12,986,430	$3,246,607		a) Construction; b) Total Cost = $19,400,400 - $16,233,037 STBG/$3,167,363 CMAQ d) EC Score 68 of 100; h) Project Proponent - Plainville; i) Status 25%
Intersection Improvements							$5,319,327	$4,255,462	$1,063,865		
2027	610927	Southeastern Mass	WESTPORT- INTERSECTION IMPROVEMENTS AT ROUTE 177 AND ROBERTS ROAD/TICKLE ROAD	5	STBG	$5,319,327	$5,319,327	$4,255,462	$1,063,865		a) Construction; b) Total Cost = $5,319,327 STBG d) EC Score 26 of 100; h) Project Proponent - Westport; i) Status 100%
						CMAQ Programmed	$6,027,343	$4,821,874	$1,205,469		
						STBG Programmed	$25,889,553	$20,711,642	$5,177,911		
						Total Programmed for Southeastern Mass Region Projects*	$31,916,896	$25,533,517	$6,383,379		
						Program Target for Southeastern Mass Region Projects	$31,916,896	$25,533,517	$6,383,379		
						Target Funds Available for Southeastern Mass Region Projects	$0	$0	$0		
Section 1B / Earmark or Discretionary Grant Funded Projects							$7,685,609	$6,148,487	$1,537,122		
Earmark Discretionary							$7,685,609	$6,148,487	$1,537,122		
2027	607871	Southeastern Mass	DARTMOUTH- CORRIDOR IMPROVEMENTS ON ROUTE 6, FROM FAUNCE CORNER ROAD TO HATHAWAY ROAD	5	HPP	$12,117,826	$4,560,609	$3,648,487	$912,122		a) Construction; b) Total Cost= $12,117,826; STBG (Regional) $4,337,189 / CMAQ $2,859,980 / HPP $4,560,609 / STBG (State) $360,048 ; d) EC Score 71 of 100; Project Proponent - MassDOT, i) Status - 75%
2027	613871	Southeastern Mass	TAUNTON- BRIDGE PRESERVATION, T-01-007, PLAIN STREET BRIDGE OVER THE TAUNTON RIVER	5	HPP	$766,369	$1,250,000	$1,000,000	$250,000	MA288	Federal earmark (MA288) expires 9/30/27.
2027	613932	Southeastern Mass	FREETOWN- BRIDGE PRESERVATION, F-09-002, SOUTH MAIN STREET OVER THE ASSONET RIVER (DESIGN ONLY)	5	HPP	$600,000	$625,000	$500,000	$125,000	MA290	Federal earmark (MA290) expires 9/30/27.
2027	S13454	Southeastern Mass	Taunton - Danforth St. Bridge Reconstruction Project - Federal Earmark for Design (MA289)	5	HPP	$1,250,000	$1,250,000	$1,000,000	$250,000	MA289	Federal earmark for design. Obligation deadline is 9/30/2027. MA289. Match provided locally. $1,250,000 total cost ($1M federal, $250k local).
Section 2A / Federal Aid Funded State Prioritized Reliability Projects							$63,803,266	$55,915,808	$7,887,458		
Highway Resiliency Improvement Program							$6,438,378	$5,794,540	$643,838		
2027	606352	Southeastern Mass	WAREHAM- CULVERT AND DAM REPLACEMENT ON CRANBERRY HIGHWAY AT ROUTE 28 AND ROUTE 6, MILL POND DAM OVER AGAWAM RIVER	5	PRCT90	$29,258,772	$6,438,378	$5,794,540	$643,838		
Safety Improvements							$16,309,520	$13,171,437	$3,138,083		
2027	610698	Southeastern Mass	FALL RIVER- HIGHWAY LIGHTING UPGRADES ON I-195 UNDER CITY HALL PLAZA	5	NHPP	$15,071,311	$15,071,311	$12,057,049	$3,014,262		
2027	616306	Multiple	DISTRICT 5- VRU CROSSWALK INSTALLATION AT STATE SIGNALS AT MULTIPLE LOCATIONS	5	VUS	$1,238,209	$199,778	$179,800	$19,978		
2027	616306	Multiple	DISTRICT 5- VRU CROSSWALK INSTALLATION AT STATE SIGNALS AT MULTIPLE LOCATIONS	5	HSIP	$1,238,209	$1,038,431	$934,588	$103,843		

Southeastern Mass Region
FFY 2027 STIP Investments Report

STIP: 2027 - 2031 (D)

Year	MassDOT Project ID	MPO	MassDOT Project Description	District	Funding Source	Adjusted TFPC	Total Programmed Funds	Federal Funds	Non-Federal Funds	Earmark Details	Other Information
Federal Fiscal Year 2027							$110,226,786	$93,054,624	$17,172,162		
Section 2A / Federal Aid Funded State Prioritized Reliability Projects							$63,803,266	$55,915,808	$7,887,458		
Interstate Pavement							$41,055,368	$36,949,831	$4,105,537		
2027	612058	Southeastern Mass	RAYNHAM- TAUNTON- NORTON- RESURFACING AND RELATED WORK ON I-495	5	NHPP-I	$16,583,368	$16,583,368	$14,925,031	$1,658,337		
2027	613386	Southeastern Mass	MANSFIELD- NORTON- INTERSTATE PAVEMENT PRESERVATION AND RELATED WORK ON I-495	5	NHPP-I	$24,472,000	$24,472,000	$22,024,800	$2,447,200		
Section 2B / Federal Aid Funded State Prioritized Modernization Projects							$360,048	$288,038	$72,010		
Roadway Reconstruction							$360,048	$288,038	$72,010		
2027	607871	Southeastern Mass	DARTMOUTH- CORRIDOR IMPROVEMENTS ON ROUTE 6, FROM FAUNCE CORNER ROAD TO HATHAWAY ROAD	5	STBG	$12,117,826	$360,048	$288,038	$72,010		a) Construction; b) Total Cost= $12,117,826; STBG (Regional) $4,337,189 / CMAQ $2,859,980 / HPP $4,560,609 / STBG (State) $360,048 ; d) EC Score 71 of 100; Project Proponent - MassDOT, i) Status - 75%
Section 2C / Federal Aid Funded State Prioritized Expansion Projects							$6,460,967	$5,168,774	$1,292,193		
Bicycle and Pedestrian							$6,460,967	$5,168,774	$1,292,193		
2027	607979	Southeastern Mass	MARION- SHARED USE PATH CONSTRUCTION (PHASE 1), FROM THE MARION-MATTAPOISETT T.L. TO POINT ROAD	5	CMAQ	$6,460,967	$6,460,967	$5,168,774	$1,292,193		

Southeastern Mass Region
FFY2028 STIP Investments Report

STIP: 2027 - 2031 (D)

Year	MassDOT Project ID	MPO	MassDOT Project Description	District	Funding Source	Adjusted TFPC	Total Programmed Funds	Federal Funds	Non-Federal Funds	Earmark Details	Other Information
Federal Fiscal Year 2028							$119,657,144	$51,542,298	$68,114,846		
Section 1A / Regionally Prioritized Projects							$30,366,431	$24,293,145	$6,073,286		
Roadway Reconstruction							$25,083,386	$20,066,709	$5,016,677		
2028	607440	Southeastern Mass	MATTAPOISETT- CORRIDOR IMPROVEMENTS AND RELATED WORK ON MAIN STREET, WATER STREET, BEACON STREET AND MARION ROAD.	5	CMAQ	$14,583,386	$1,810,474	$1,448,379	$362,095		a) Construction; b) Total Cost = $14,583,386 2028 $1,810,474 CMAQ / $12,722,912 STBG, d) EC Score 38 of 100; h) Project Proponent - Mattapoisett; i) Status 25% Design
2028	607440	Southeastern Mass	MATTAPOISETT- CORRIDOR IMPROVEMENTS AND RELATED WORK ON MAIN STREET, WATER STREET, BEACON STREET AND MARION ROAD.	5	STBG	$14,583,386	$12,772,912	$10,218,330	$2,554,582		a) Construction; b) Total Cost = $14,583,386 2028 $1,810,474 CMAQ / $12,722,912 STBG, d) EC Score 38 of 100; h) Project Proponent - Mattapoisett; i) Status 25% Design
2028	608530	Southeastern Mass	MIDDLEBORO- RECONSTRUCTION AND RELATED WORK ON WAREHAM STREET AND WOOD STREET	5	STBG	$22,541,424	$10,500,000	$8,400,000	$2,100,000		a) Construction; b) Total Cost = $22,541,424 Advance Construction 2028 $10,500,000 STBG, 2029 $11,000,000 STBG 2030 $1,041,424; d) EC Score 61 of 100; h) Project Proponent - Middleboro; i) Status 25%
Intersection Improvements							$5,283,045	$4,226,436	$1,056,609		
2028	610798	Southeastern Mass	NEW BEDFORD- INTERSECTION IMPROVEMENTS AT MOUNT PLEASANT STREET AND NASH ROAD	5	STBG	$6,800,710	$5,283,045	$4,226,436	$1,056,609	MA187	a) Construction; b) Total Cost = $6,800,710 - STBG; d) EC Score 58 of 100; h) Project Proponent - New Bedford; i) Status 25%; j.) Repurposed earmark MA187 as part of FY25 repurposing exercise
						CMAQ Programmed	$1,810,474	$1,448,379	$362,095		
						STBG Programmed	$28,555,957	$22,844,766	$5,711,191		
						Total Programmed for Southeastern Mass Region Projects*	$30,366,431	$24,293,145	$6,073,286		
						Program Target for Southeastern Mass Region Projects	$32,411,315	$25,929,052	$6,482,263		
						Target Funds Available for Southeastern Mass Region Projects	$2,044,884	$1,635,907	$408,977		
Section 1B / Earmark or Discretionary Grant Funded Projects							$1,517,665	$1,214,132	$303,533		
Earmark Discretionary							$1,517,665	$1,214,132	$303,533		
2028	610798	Southeastern Mass	NEW BEDFORD- INTERSECTION IMPROVEMENTS AT MOUNT PLEASANT STREET AND NASH ROAD	5	HPP	$6,800,710	$1,517,665	$1,214,132	$303,533	MA187	a) Construction; b) Total Cost = $6,800,710 - STBG; d) EC Score 58 of 100; h) Project Proponent - New Bedford; i) Status 25%; j.) Repurposed earmark MA187 as part of FY25 repurposing exercise
Section 2A / Federal Aid Funded State Prioritized Reliability Projects							$21,073,526	$18,215,064	$2,858,462		
Safety Improvements							$4,153,231	$3,737,908	$415,323		
2028	614273	Multiple	STATEWIDE- SYSTEMIC SAFETY IMPROVEMENTS WITH RRFBS AT MULTIPLE LOCATIONS	2	HSIP	$4,153,231	$4,153,231	$3,737,908	$415,323		Installation of RRFBs at 34 locations statewide
Bridge Off-system							$7,511,095	$6,008,876	$1,502,219		
2028	609434	Southeastern Mass	FALL RIVER- BRIDGE REPLACEMENT, F-02-114 (C0X), JEFFERSON STREET OVER SUCKER BROOK	5	STBG-BR-Off	$7,511,095	$7,511,095	$6,008,876	$1,502,219		
Interstate Pavement							$9,409,200	$8,468,280	$940,920		
2028	612105	Southeastern Mass	FALL RIVER- WESTPORT- INTERSTATE MAINTENANCE AND RELATED WORK ON I-195	5	NHPP-I	$9,409,200	$9,409,200	$8,468,280	$940,920		
Section 2B / Federal Aid Funded State Prioritized Modernization Projects							$2,652,280	$2,121,824	$530,456		
Safe Routes to School							$2,652,280	$2,121,824	$530,456		
2028	612101	Southeastern Mass	FALL RIVER- MARY FONSECA ELEMENTARY SCHOOL (SRTS)	5	TAP	$2,652,280	$2,652,280	$2,121,824	$530,456		
Section 2C / Federal Aid Funded State Prioritized Expansion Projects							$7,122,667	$5,698,134	$1,424,533		
Bicycle and Pedestrian							$7,122,667	$5,698,134	$1,424,533		
2028	612263	Southeastern Mass	NEW BEDFORD- BICYCLE AND PEDESTRIAN RAMP CONSTRUCTION, ROUTE 6 (WB) TO MACARTHUR DRIVE	5	CMAQ	$7,122,667	$7,122,667	$5,698,134	$1,424,533		

Southeastern Mass Region
FFY2028 STIP Investments Report

STIP: 2027 - 2031 (D)

Year	MassDOT Project ID	MPO	MassDOT Project Description	District	Funding Source	Adjusted TFPC	Total Programmed Funds	Federal Funds	Non-Federal Funds	Earmark Details	Other Information
Federal Fiscal Year 2028							$119,657,144	$51,542,298	$68,114,846		
Section 3B / Non-Federal Aid Funded							$56,924,575	$0	$56,924,575		
Bridge On-System (NGB)							$56,924,575	$0	$56,924,575		
2028	606089	Southeastern Mass	FREETOWN- BRIDGE REPLACEMENT, F-09-010, N. MAIN STREET OVER ST 24	5	NGBP	$30,969,547	$27,981,169	$0	$27,981,169		
2028	606389	Southeastern Mass	FREETOWN- BRIDGE REPLACEMENT, F-09-017, CHACE ROAD OVER ROUTE 140	5	NGBP	$18,577,029	$18,577,029	$0	$18,577,029		
2028	607348	Southeastern Mass	NORTH ATTLEBORO- BRIDGE REPLACEMENT, N-16-004, MENDON ROAD OVER ABBOTT RUN RIVER	5	NGBP	$10,366,377	$10,366,377	$0	$10,366,377		

Southeastern Mass Region
FFY2029 STIP Investments Report

STIP: 2027 - 2031 (D)

Year	MassDOT Project ID	MPO	MassDOT Project Description	District	Funding Source	Adjusted TFPC	Total Programmed Funds	Federal Funds	Non-Federal Funds	Other Information
Federal Fiscal Year 2029							$54,737,726	$45,319,739	$9,417,987	
Section 1A / Regionally Prioritized Projects							$32,790,874	$26,232,699	$6,558,175	
Roadway Reconstruction							$32,790,874	$26,232,699	$6,558,175	
2029	608530	Southeastern Mass	MIDDLEBORO- RECONSTRUCTION AND RELATED WORK ON WAREHAM STREET AND WOOD STREET	5	STBG	$22,541,424	$11,000,000	$8,800,000	$2,200,000	a) Construction; b) Total Cost = $22,541,424 Advance Construction 2028 $10,500,000 STBG, 2029 $11,000,000 STBG 2030 $1,041,424; d) EC Score 61 of 100; h) Project Proponent - Middleboro; i) Status 25%
2029	610669	Southeastern Mass	DARTMOUTH- CROSS ROAD CORRIDOR IMPROVEMENTS	5	STBG	$9,148,854	$9,148,854	$7,319,083	$1,829,771	a) Construction; b) Total Cost = $9,148,854 - STBG; d) EC Score 52 of 100; h) Project Proponent - Dartmouth; i) Status 75%
2029	613095	Southeastern Mass	ATTLEBORO- SAFETY IMPROVEMENTS ALONG SOUTH AVENUE (ROUTE 123) FROM LATHROP ROAD TO SNELL STREET	5	STBG	$12,642,020	$12,642,020	$10,113,616	$2,528,404	a) Construction; b) Total Cost = $12,642,020 - STBG d) EC Score 61 of 100; h) Project Proponent - Attleboro; i) Status 25%
						STBG Programmed	$32,790,874	$26,232,699	$6,558,175	
						Total Programmed for Southeastern Mass Region Projects*	$32,790,874	$26,232,699	$6,558,175	
						Program Target for Southeastern Mass Region Projects	$32,915,621	$26,332,497	$6,583,124	
						Target Funds Available for Southeastern Mass Region Projects	$124,747	$99,798	$24,949	
Section 2A / Federal Aid Funded State Prioritized Reliability Projects							$5,145,565	$4,116,452	$1,029,113	
Non-Interstate Pavement							$5,145,565	$4,116,452	$1,029,113	
2029	616330	Southeastern Mass	FALL RIVER- WESTPORT- PAVEMEMNT PRESERVATION OF SR177 (MM 0-4.72)	5	NHPP	$5,145,565	$5,145,565	$4,116,452	$1,029,113	
Section 2B / Federal Aid Funded State Prioritized Modernization Projects							$16,801,287	$14,970,588	$1,830,699	
Intersection Improvements							$15,295,581	$13,766,023	$1,529,558	
2029	611980	Southeastern Mass	SOMERSET- INTERSECTION IMPROVEMENTS AT ROUTE 6 AND LEES RIVER AVE	5	HSIP	$4,063,500	$4,063,500	$3,657,150	$406,350	
2029	613596	Southeastern Mass	MIDDLEBOROUGH- INTERSECTION IMPROVEMENTS ON ROUTE 28 AT MERCHANT'S WAY AND WILLIAMS PLACE	5	HSIP	$11,232,081	$11,232,081	$10,108,873	$1,123,208	
Safe Routes to School							$1,505,706	$1,204,565	$301,141	
2029	613359	Southeastern Mass	FREETOWN - FREETOWN ELEMENTARY SCHOOL (SRTS)	5	TAP	$1,505,706	$1,505,706	$1,204,565	$301,141	

Southeastern Mass Region
FFY2030 STIP Investments Report

STIP: 2027 - 2031 (D)

Year	MassDOT Project ID	MPO	MassDOT Project Description	District	Funding Source	Adjusted TFPC	Total Programmed Funds	Federal Funds	Non-Federal Funds	Other Information
Federal Fiscal Year 2030							$49,416,402	$39,533,122	$9,883,280	
Section 1A / Regionally Prioritized Projects							$32,396,058	$25,916,846	$6,479,212	
Bicycle and Pedestrian							$10,058,002	$8,046,402	$2,011,600	
2030	607825	Southeastern Mass	WAREHAM- SHARED USE PATH CONSTRUCTION ADJACENT TO NARROWS ROAD AND MINOT AVENUE	5	STBG	$10,058,002	$10,058,002	$8,046,402	$2,011,600	a) Construction; b) Total Cost = $10,058,002 STBG; d) EC Score 44 of 100; h) Project Proponent - Wareham; i) Status 25%;
Roadway Reconstruction							$19,584,088	$15,667,270	$3,916,818	
2030	608530	Southeastern Mass	MIDDLEBORO- RECONSTRUCTION AND RELATED WORK ON WAREHAM STREET AND WOOD STREET	5	STBG	$22,541,424	$1,041,424	$833,139	$208,285	a) Construction; b) Total Cost = $22,541,424 Advance Construction 2028 $10,500,000 STBG, 2029 $11,000,000 STBG 2030 $1,041,424; d) EC Score 61 of 100; h) Project Proponent - Middleboro; i) Status 25%
2030	612268	Southeastern Mass	MANSFIELD- CHAUNCY STREET (ROUTE 106) IMPROVEMENTS (PHASE 2)	5	STBG	$11,588,136	$11,588,136	$9,270,509	$2,317,627	a) Construction; b) Total Cost = $11,588,136 - STBG d) EC Score 69 of 100; h) Project Proponent - Mansfield; i) Status Pre 25%
2030	612604	Southeastern Mass	NEW BEDFORD- CORRIDOR IMPROVEMENTS ON COUNTY STREET, FROM UNION STREET TO KEMPTON STREET	5	STBG	$6,954,528	$6,954,528	$5,563,622	$1,390,906	a) Construction; b) Total Cost = 6,954,528 STBG; d) EC Score 52 of 100; h) Project Proponent - New Bedford; i) Status Pre 25%;
Intersection Improvements							$2,753,968	$2,203,174	$550,794	
2030	613257	Southeastern Mass	TAUNTON- INTERSECTION IMPROVEMENTS AT WINTHROP STREET (ROUTE 44) AND HIGHLAND STREET	5	STBG	$2,753,968	$2,753,968	$2,203,174	$550,794	a) Construction; b) Total Cost = $2,753,968 STBG; d) EC Score 45 of 100; h) Project Proponent - Taunton; i) Status Pre 25%;
						STBG Programmed	$32,396,058	$25,916,846	$6,479,212	
						Total Programmed for Southeastern Mass Region Projects*	$32,396,058	$25,916,846	$6,479,212	
						Program Target for Southeastern Mass Region Projects	$32,478,004	$25,982,403	$6,495,601	
						Target Funds Available for Southeastern Mass Region Projects	$81,946	$65,557	$16,389	
Section 2A / Federal Aid Funded State Prioritized Reliability Projects							$4,266,130	$3,412,904	$853,226	
Non-Interstate Pavement							$4,266,130	$3,412,904	$853,226	
2030	616343	Southeastern Mass	RAYNHAM- PAVEMENT PRESERVATION ON SR138 (MM 21.61-23.80)	5	NHPP	$4,266,130	$4,266,130	$3,412,904	$853,226	
Section 2B / Federal Aid Funded State Prioritized Modernization Projects							$2,754,214	$2,203,371	$550,843	
Safe Routes to School							$2,754,214	$2,203,371	$550,843	
2030	613731	Southeastern Mass	MIDDLEBOROUGH- WOOD STREET IMPROVEMENTS (SRTS)	5	TAP	$2,754,214	$2,754,214	$2,203,371	$550,843	
Section 2C / Federal Aid Funded State Prioritized Expansion Projects							$10,000,000	$8,000,000	$2,000,000	
Bicycle and Pedestrian							$10,000,000	$8,000,000	$2,000,000	
2030	613094	Southeastern Mass	TAUNTON- TAUNTON RIVER RAIL TRAIL CONSTRUCTION	5	CMAQ	$30,336,774	$10,000,000	$8,000,000	$2,000,000	

Southeastern Mass Region
FFY2031 STIP Investments Report

STIP: 2027 - 2031 (D)

Year	MassDOT Project ID	MPO	MassDOT Project Description	District	Funding Source	Adjusted TFPC	Total Programmed Funds	Federal Funds	Non-Federal Funds	Other Information
Federal Fiscal Year 2031							$80,004,459	$64,003,567	$16,000,892	
Section 1A / Regionally Prioritized Projects							$30,708,304	$24,566,643	$6,141,661	
Roadway Reconstruction							$19,200,089	$15,360,071	$3,840,018	
2031	608586	Southeastern Mass	DARTMOUTH- CORRIDOR IMPROVEMENTS ON DARTMOUTH STREET AND PROSPECT STREET	5	CMAQ	$4,825,936	$2,707,563	$2,166,050	$541,513	a) Construction; b) Total Cost = $4,825,936 $2,707,563 CMAQ / $2,118,372 STBG, d) EC Score 34 of 100; h) Project Proponent - Dartmouth; i) Status Pre 25%
2031	608586	Southeastern Mass	DARTMOUTH- CORRIDOR IMPROVEMENTS ON DARTMOUTH STREET AND PROSPECT STREET	5	STBG	$4,825,936	$2,118,371	$1,694,697	$423,674	a) Construction; b) Total Cost = $4,825,936 $2,707,563 CMAQ / $2,118,372 STBG, d) EC Score 34 of 100; h) Project Proponent - Dartmouth; i) Status Pre 25%
2031	612672	Southeastern Mass	NEW BEDFORD- CORRIDOR IMPROVEMENTS ON TARKILN HILL ROAD AND ASHLEY BOULEVARD	5	STBG	$14,374,155	$14,374,155	$11,499,324	$2,874,831	a) Construction; b) Total Cost = $14,374,155 - STBG d) EC Score 57 of 100; h) Project Proponent - New Bedford; i) Status Pre 25%
Intersection Improvements							$3,565,724	$2,852,579	$713,145	
2031	613647	Southeastern Mass	TAUNTON- INTERSECTION IMPROVEMENTS AT WINTER STREET AND SCHOOL STREET	5	STBG	$3,565,724	$3,565,724	$2,852,579	$713,145	a) Construction; b) Total Cost = $3,565,724 - STBG d) EC Score 41 of 100; h) Project Proponent - Taunton; i) Status Pre 25%
Bicycle and Pedestrian							$7,942,491	$6,353,993	$1,588,498	
2031	614043	Southeastern Mass	MATTAPOISETT- SHARED USE PATH CONSTRUCTION, FROM DEPOT STREET TO NORTH STREET (PHASE 2A)	5	STBG	$7,942,491	$7,942,491	$6,353,993	$1,588,498	a) Construction; b) Total Cost = $7,942,491 - STBG d) EC Score 56 of 100; h) Project Proponent - Mattapoisett; i) Status Pre 25%
						CMAQ Programmed	$2,707,563	$2,166,050	$541,513	
						STBG Programmed	$28,000,741	$22,400,593	$5,600,148	
						Total Programmed for Southeastern Mass Region Projects*	$30,708,304	$24,566,643	$6,141,661	
						Program Target for Southeastern Mass Region Projects	$33,193,086	$26,554,469	$6,638,617	
						Target Funds Available for Southeastern Mass Region Projects	$2,484,782	$1,987,826	$496,956	
Section 2A / Federal Aid Funded State Prioritized Reliability Projects							$28,959,381	$23,167,505	$5,791,876	
Non-Interstate Pavement							$28,959,381	$23,167,505	$5,791,876	
2031	611991	Southeastern Mass	NEW BEDFORD- FREETOWN- PAVEMENT PRESERVATION & RELATED WORK ON ROUTE 140	5	NHPP	$8,948,506	$8,948,506	$7,158,805	$1,789,701	
2031	612077	Southeastern Mass	LAKEVILLE- FREETOWN- TAUNTON- RESURFACING AND RELATED WORK ON ROUTE 140	5	NHPP	$10,085,040	$10,085,040	$8,068,032	$2,017,008	
2031	616355	Southeastern Mass	DIGHTON- TAUNTON- PAVEMENT PRESERVATION ON SR138 (MM13.5-15.6)	5	NHPP	$2,047,840	$2,047,840	$1,638,272	$409,568	
2031	616365	Southeastern Mass	SOMERSET- DIGHTON- PAVEMENT PRESERVATION SR138 (MM 5.8-12.3)	5	NHPP	$7,877,995	$7,877,995	$6,302,396	$1,575,599	
Section 2C / Federal Aid Funded State Prioritized Expansion Projects							$20,336,774	$16,269,419	$4,067,355	
Bicycle and Pedestrian							$20,336,774	$16,269,419	$4,067,355	
2031	613094	Southeastern Mass	TAUNTON- TAUNTON RIVER RAIL TRAIL CONSTRUCTION	5	CMAQ	$30,336,774	$20,336,774	$16,269,419	$4,067,355	

Appendix B - FFY2027-2031 FEDERAL TRANSIT PROJECT LISTING - GATRA

Greater Attleboro-Taunton Regional Transit Authority
FFY2027 STIP Investments Report

STIP: 2027 - 2031 (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							$16,524,947	$8,192,228	$2,610,557	$5,722,162		
Greater Attleboro-Taunton Regional Transit Authority							$16,524,947	$8,192,228	$2,610,557	$5,722,162		
2027	GATRA011689		RTA Facility & Vehicle Maintenance	GATRA - Miscellaneous Support Equipment	5307	$505,087	$178,259	$178,259			11.42.20	replacement computers, tablets, IT equipment
2027	GATRA011689		RTA Facility & Vehicle Maintenance	GATRA - Miscellaneous Support Equipment	RTACAP	$505,087	$44,565		$44,565		11.42.20	replacement computers, tablets, IT equipment
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	$4,231,667	$1,128,959			$1,128,959	00	Transportation Bond Chapter 271 of the Actos of 2022 Earmark (appropriation 6720-2261)
2027	RTD0011412		Operating	Greater Attleboro-Taunton Regional Transit Authority - Non Fixed Route ADA Paratransit Operating	5307	$6,750,000	$1,320,000	$1,320,000			30.09.01	ADA Operating Assistance FY27-31
2027	RTD0011412		Operating	Greater Attleboro-Taunton Regional Transit Authority - Non Fixed Route ADA Paratransit Operating	SCA	$6,750,000	$330,000		$330,000		30.09.01	ADA Operating Assistance FY27-31
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	T00080	Taunton	RTA Facility & System Modernization	GATRA - Parcel 6A Solar Project	5307	$3,300,000	$1,200,000	$1,200,000			11.51.20	
2027	T00080	Taunton	RTA Facility & System Modernization	GATRA - Parcel 6A Solar Project	RTACAP	$3,300,000	$300,000		$300,000		11.51.20	
2027	T00105		RTA Vehicle Replacement	GATRA - Replacement Vans	LF	$9,217,594	$3,556,594			$3,556,594	11.12.15	Anticipated Mobility Assistance Program funded vehicles
2027	T00106		RTA Facility & Vehicle Maintenance	GATRA - Associated Capital Items Bus	5307	$1,524,491	$43,969	$43,969			11.42.20	Replacement batteries for 6 electric buses, lettering vehicle equipment for new vans, and electric charging stations
2027	T00106		RTA Facility & Vehicle Maintenance	GATRA - Associated Capital Items Bus	RTACAP	$1,524,491	$10,992		$10,992		11.42.20	Replacement batteries for 6 electric buses, lettering vehicle equipment for new vans, and electric charging stations
2027	T00108		Operating	GATRA - Short Range Transit Planning	5307	$500,000	$80,000	$80,000			44.24.00	
2027	T00108		Operating	GATRA - Short Range Transit Planning	SCA	$500,000	$20,000		$20,000		44.24.00	
2027	T00110		Operating	GATRA - Operating Assistance	5307	$13,500,000	$750,000	$750,000			30.09.01	
2027	T00110		Operating	GATRA - Operating Assistance	SCA	$13,500,000	$750,000		$750,000		30.09.01	
2027	T00111		RTA Facility & Vehicle Maintenance	GATRA - Preventative Maintenance	5307	$29,600,000	$4,480,000	$4,480,000			11.7A.00	
2027	T00111		RTA Facility & Vehicle Maintenance	GATRA - Preventative Maintenance	SCA	$29,600,000	$1,120,000		$1,120,000		11.7A.00	

Greater Attleboro-Taunton Regional Transit Authority
FFY2028 STIP Investments Report

STIP: 2027 - 2031 (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							$15,297,316	$10,095,853	$3,536,463	$1,665,000		
Greater Attleboro-Taunton Regional Transit Authority							$15,297,316	$10,095,853	$3,536,463	$1,665,000		
2028	GATRA011689		RTA Facility & Vehicle Maintenance	GATRA - Miscellaneous Support Equipment	5307	$505,087	$44,493	$44,493			11.42.20	replacement computers, tablets, IT equipment
2028	GATRA011689		RTA Facility & Vehicle Maintenance	GATRA - Miscellaneous Support Equipment	RTACAP	$505,087	$11,123		$11,123		11.42.20	replacement computers, tablets, IT equipment
2028	GATRA011970		RTA Facility & Vehicle Maintenance	Greater Attleboro Taunton Regional Transit Authority - Rehab/Renovate Facilities	5307	$360,000	$40,000	$40,000			11.34.01	Parking lot upgrades, maintenance garage door replacement, and flooring upgrades at the Taunton maintenance and admin facilities.
2028	GATRA011970		RTA Facility & Vehicle Maintenance	Greater Attleboro Taunton Regional Transit Authority - Rehab/Renovate Facilities	RTACAP	$360,000	$10,000		$10,000		11.34.01	Parking lot upgrades, maintenance garage door replacement, and flooring upgrades at the Taunton maintenance and admin facilities.
2028	GATRA012147		RTA Vehicle Replacement	Greater Attleboro Taunton Regional Transit Authority - Buy Replacement 35-FT Diesel Buses	5307	$2,563,480	$2,050,784	$2,050,784			11.12.02	
2028	GATRA012147		RTA Vehicle Replacement	Greater Attleboro Taunton Regional Transit Authority - Buy Replacement 35-FT Diesel Buses	RTACAP	$2,563,480	$512,696		$512,696		11.12.02	
2028	RTD0011412		Operating	Greater Attleboro-Taunton Regional Transit Authority - Non Fixed Route ADA Paratransit Operating	5307	$6,750,000	$960,000	$960,000			30.09.01	ADA Operating Assistance FY27-31
2028	RTD0011412		Operating	Greater Attleboro-Taunton Regional Transit Authority - Non Fixed Route ADA Paratransit Operating	SCA	$6,750,000	$240,000		$240,000		30.09.01	ADA Operating Assistance FY27-31
2028	T00080	Taunton	RTA Facility & System Modernization	GATRA - Parcel 6A Solar Project	5307	$3,300,000	$400,000	$400,000			11.51.20	
2028	T00080	Taunton	RTA Facility & System Modernization	GATRA - Parcel 6A Solar Project	RTACAP	$3,300,000	$100,000		$100,000		11.51.20	
2028	T00105		RTA Vehicle Replacement	GATRA - Replacement Vans	LF	$9,217,594	$1,665,000			$1,665,000	11.12.15	Anticipated Mobility Assistance Program funded vehicles
2028	T00106		RTA Facility & Vehicle Maintenance	GATRA - Associated Capital Items Bus	5339	$1,524,491	$530,576	$530,576			11.42.20	Replacement batteries for 6 electric buses, lettering vehicle equipment for new vans, and electric charging stations
2028	T00106		RTA Facility & Vehicle Maintenance	GATRA - Associated Capital Items Bus	RTACAP	$1,524,491	$132,644		$132,644		11.42.20	Replacement batteries for 6 electric buses, lettering vehicle equipment for new vans, and electric charging stations
2028	T00108		Operating	GATRA - Short Range Transit Planning	5307	$500,000	$80,000	$80,000			44.24.00	
2028	T00108		Operating	GATRA - Short Range Transit Planning	SCA	$500,000	$20,000		$20,000		44.24.00	
2028	T00110		Operating	GATRA - Operating Assistance	5307	$13,500,000	$1,350,000	$1,350,000			30.09.01	
2028	T00110		Operating	GATRA - Operating Assistance	SCA	$13,500,000	$1,350,000		$1,350,000		30.09.01	
2028	T00111		RTA Facility & Vehicle Maintenance	GATRA - Preventative Maintenance	5307	$29,600,000	$4,640,000	$4,640,000			11.7A.00	
2028	T00111		RTA Facility & Vehicle Maintenance	GATRA - Preventative Maintenance	SCA	$29,600,000	$1,160,000		$1,160,000		11.7A.00	

Greater Attleboro-Taunton Regional Transit Authority
FFY2029 STIP Investments Report

STIP: 2027 - 2031 (D)

Year	MassDOT Project ID	Program	MassDOT Project Description	Funding Source	Total Project Cost	Total Programmed Funds	Federal Funds	State Funds	Other Funds	FTA Line Item	Other Information
Federal Fiscal Year 2029						$14,619,935	$9,760,348	$3,527,587	$1,332,000		
Greater Attleboro-Taunton Regional Transit Authority						$14,619,935	$9,760,348	$3,527,587	$1,332,000		
2029	GATRA011689	RTA Facility & Vehicle Maintenance	GATRA - Miscellaneous Support Equipment	5307	$505,087	$46,518	$46,518			11.42.20	replacement computers, tablets, IT equipment
2029	GATRA011689	RTA Facility & Vehicle Maintenance	GATRA - Miscellaneous Support Equipment	RTACAP	$505,087	$11,629		$11,629		11.42.20	replacement computers, tablets, IT equipment
2029	GATRA011970	RTA Facility & Vehicle Maintenance	Greater Attleboro Taunton Regional Transit Authority - Rehab/Renovate Facilities	5307	$360,000	$32,000	$32,000			11.34.01	Parking lot upgrades, maintenance garage door replacement, and flooring upgrades at the Taunton maintenance and admin facilities.
2029	GATRA011970	RTA Facility & Vehicle Maintenance	Greater Attleboro Taunton Regional Transit Authority - Rehab/Renovate Facilities	RTACAP	$360,000	$8,000		$8,000		11.34.01	Parking lot upgrades, maintenance garage door replacement, and flooring upgrades at the Taunton maintenance and admin facilities.
2029	RTD0011412	Operating	Greater Attleboro-Taunton Regional Transit Authority - Non Fixed Route ADA Paratransit Operating	5307	$6,750,000	$1,000,000	$1,000,000			30.09.01	ADA Operating Assistance FY27-31
2029	RTD0011412	Operating	Greater Attleboro-Taunton Regional Transit Authority - Non Fixed Route ADA Paratransit Operating	SCA	$6,750,000	$250,000		$250,000		30.09.01	ADA Operating Assistance FY27-31
2029	T00105	RTA Vehicle Replacement	GATRA - Replacement Vans	LF	$9,217,594	$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	$1,524,491	$495,720	$495,720			11.42.20	Replacement batteries for 6 electric buses, lettering vehicle equipment for new vans, and electric charging stations
2029	T00106	RTA Facility & Vehicle Maintenance	GATRA - Associated Capital Items Bus	5339	$1,524,491	$49,776	$49,776			11.42.20	Replacement batteries for 6 electric buses, lettering vehicle equipment for new vans, and electric charging stations
2029	T00106	RTA Facility & Vehicle Maintenance	GATRA - Associated Capital Items Bus	RTACAP	$1,524,491	$136,374		$136,374		11.42.20	Replacement batteries for 6 electric buses, lettering vehicle equipment for new vans, and electric charging stations
2029	T00107	RTA Vehicle Replacement	Greater Attleboro-Taunton Regional Transit Authority - Buy Replacement 35-FT Buses (6) - BEB	5307	$6,773,754	$1,806,334	$1,806,334			11.12.02	
2029	T00107	RTA Vehicle Replacement	Greater Attleboro-Taunton Regional Transit Authority - Buy Replacement 35-FT Buses (6) - BEB	RTACAP	$6,773,754	$451,584		$451,584		11.12.02	
2029	T00108	Operating	GATRA - Short Range Transit Planning	5307	$500,000	$80,000	$80,000			44.24.00	
2029	T00108	Operating	GATRA - Short Range Transit Planning	SCA	$500,000	$20,000		$20,000		44.24.00	
2029	T00110	Operating	GATRA - Operating Assistance	5307	$13,500,000	$1,450,000	$1,450,000			30.09.01	
2029	T00110	Operating	GATRA - Operating Assistance	SCA	$13,500,000	$1,450,000		$1,450,000		30.09.01	
2029	T00111	RTA Facility & Vehicle Maintenance	GATRA - Preventative Maintenance	5307	$29,600,000	$4,800,000	$4,800,000			11.7A.00	
2029	T00111	RTA Facility & Vehicle Maintenance	GATRA - Preventative Maintenance	SCA	$29,600,000	$1,200,000		$1,200,000		11.7A.00	

Greater Attleboro-Taunton Regional Transit Authority
FFY2030 STIP Investments Report

STIP: 2027 - 2031 (D)

Year	MassDOT Project ID	Program	MassDOT Project Description	Funding Source	Total Project Cost	Total Programmed Funds	Federal Funds	State Funds	Other Funds	FTA Line Item	Other Information
Federal Fiscal Year 2030						$14,531,138	$9,629,310	$3,569,828	$1,332,000		
Greater Attleboro-Taunton Regional Transit Authority						$14,531,138	$9,629,310	$3,569,828	$1,332,000		
2030	GATRA011689	RTA Facility & Vehicle Maintenance	GATRA - Miscellaneous Support Equipment	5307	$505,087	$87,200	$87,200			11.42.20	replacement computers, tablets, IT equipment
2030	GATRA011689	RTA Facility & Vehicle Maintenance	GATRA - Miscellaneous Support Equipment	RTACAP	$505,087	$21,800		$21,800		11.42.20	replacement computers, tablets, IT equipment
2030	GATRA011970	RTA Facility & Vehicle Maintenance	Greater Attleboro Taunton Regional Transit Authority - Rehab/Renovate Facilities	5307	$360,000	$216,000	$216,000			11.34.01	Parking lot upgrades, maintenance garage door replacement, and flooring upgrades at the Taunton maintenance and admin facilities.
2030	GATRA011970	RTA Facility & Vehicle Maintenance	Greater Attleboro Taunton Regional Transit Authority - Rehab/Renovate Facilities	RTACAP	$360,000	$54,000		$54,000		11.34.01	Parking lot upgrades, maintenance garage door replacement, and flooring upgrades at the Taunton maintenance and admin facilities.
2030	RTD0011412	Operating	Greater Attleboro-Taunton Regional Transit Authority - Non Fixed Route ADA Paratransit Operating	5307	$6,750,000	$1,040,000	$1,040,000			30.09.01	ADA Operating Assistance FY27-31
2030	RTD0011412	Operating	Greater Attleboro-Taunton Regional Transit Authority - Non Fixed Route ADA Paratransit Operating	SCA	$6,750,000	$260,000		$260,000		30.09.01	ADA Operating Assistance FY27-31
2030	T00105	RTA Vehicle Replacement	GATRA - Replacement Vans	LF	$9,217,594	$1,332,000			$1,332,000	11.12.15	Anticipated Mobility Assistance Program funded vehicles
2030	T00106	RTA Facility & Vehicle Maintenance	GATRA - Associated Capital Items Bus	5307	$1,524,491	$49,776	$49,776			11.42.20	Replacement batteries for 6 electric buses, lettering vehicle equipment for new vans, and electric charging stations
2030	T00106	RTA Facility & Vehicle Maintenance	GATRA - Associated Capital Items Bus	RTACAP	$1,524,491	$12,444		$12,444		11.42.20	Replacement batteries for 6 electric buses, lettering vehicle equipment for new vans, and electric charging stations
2030	T00107	RTA Vehicle Replacement	Greater Attleboro-Taunton Regional Transit Authority - Buy Replacement 35-FT Buses (6) - BEB	5307	$6,773,754	$1,806,334	$1,806,334			11.12.02	
2030	T00107	RTA Vehicle Replacement	Greater Attleboro-Taunton Regional Transit Authority - Buy Replacement 35-FT Buses (6) - BEB	RTACAP	$6,773,754	$451,584		$451,584		11.12.02	
2030	T00108	Operating	GATRA - Short Range Transit Planning	5307	$500,000	$80,000	$80,000			44.24.00	
2030	T00108	Operating	GATRA - Short Range Transit Planning	SCA	$500,000	$20,000		$20,000		44.24.00	
2030	T00110	Operating	GATRA - Operating Assistance	5307	$13,500,000	$1,550,000	$1,550,000			30.09.01	
2030	T00110	Operating	GATRA - Operating Assistance	SCA	$13,500,000	$1,550,000		$1,550,000		30.09.01	
2030	T00111	RTA Facility & Vehicle Maintenance	GATRA - Preventative Maintenance	5307	$29,600,000	$4,800,000	$4,800,000			11.7A.00	
2030	T00111	RTA Facility & Vehicle Maintenance	GATRA - Preventative Maintenance	SCA	$29,600,000	$1,200,000		$1,200,000		11.7A.00	

Greater Attleboro-Taunton Regional Transit Authority
FFY2031 STIP Investments Report

STIP: 2027 - 2031 (D)

Year	MassDOT Project ID	Program	MassDOT Project Description	Funding Source	Total Project Cost	Total Programmed Funds	Federal Funds	State Funds	Other Funds	FTA Line Item	Other Information
Federal Fiscal Year 2031						$14,661,638	$9,673,710	$3,655,928	$1,332,000		
Greater Attleboro-Taunton Regional Transit Authority						$14,661,638	$9,673,710	$3,655,928	$1,332,000		
2031	GATRA011689	RTA Facility & Vehicle Maintenance	GATRA - Miscellaneous Support Equipment	5307	$505,087	$47,600	$47,600			11.42.20	replacement computers, tablets, IT equipment
2031	GATRA011689	RTA Facility & Vehicle Maintenance	GATRA - Miscellaneous Support Equipment	RTACAP	$505,087	$11,900		$11,900		11.42.20	replacement computers, tablets, IT equipment
2031	RTD0011412	Operating	Greater Attleboro-Taunton Regional Transit Authority - Non Fixed Route ADA Paratransit Operating	5307	$6,750,000	$1,080,000	$1,080,000			30.09.01	ADA Operating Assistance FY27-31
2031	RTD0011412	Operating	Greater Attleboro-Taunton Regional Transit Authority - Non Fixed Route ADA Paratransit Operating	SCA	$6,750,000	$270,000		$270,000		30.09.01	ADA Operating Assistance FY27-31
2031	T00105	RTA Vehicle Replacement	GATRA - Replacement Vans	LF	$9,217,594	$1,332,000			$1,332,000	11.12.15	Anticipated Mobility Assistance Program funded vehicles
2031	T00106	RTA Facility & Vehicle Maintenance	GATRA - Associated Capital Items Bus	5307	$1,524,491	$49,776	$49,776			11.42.20	Replacement batteries for 6 electric buses, lettering vehicle equipment for new vans, and electric charging stations
2031	T00106	RTA Facility & Vehicle Maintenance	GATRA - Associated Capital Items Bus	RTACAP	$1,524,491	$12,444		$12,444		11.42.20	Replacement batteries for 6 electric buses, lettering vehicle equipment for new vans, and electric charging stations
2031	T00107	RTA Vehicle Replacement	Greater Attleboro-Taunton Regional Transit Authority - Buy Replacement 35-FT Buses (6) - BEB	5307	$6,773,754	$1,806,334	$1,806,334			11.12.02	
2031	T00107	RTA Vehicle Replacement	Greater Attleboro-Taunton Regional Transit Authority - Buy Replacement 35-FT Buses (6) - BEB	RTACAP	$6,773,754	$451,584		$451,584		11.12.02	
2031	T00108	Operating	GATRA - Short Range Transit Planning	5307	$500,000	$80,000	$80,000			44.24.00	
2031	T00108	Operating	GATRA - Short Range Transit Planning	SCA	$500,000	$20,000		$20,000		44.24.00	
2031	T00110	Operating	GATRA - Operating Assistance	5307	$13,500,000	$1,650,000	$1,650,000			30.09.01	
2031	T00110	Operating	GATRA - Operating Assistance	SCA	$13,500,000	$1,650,000		$1,650,000		30.09.01	
2031	T00111	RTA Facility & Vehicle Maintenance	GATRA - Preventative Maintenance	5307	$29,600,000	$4,960,000	$4,960,000			11.7A.00	
2031	T00111	RTA Facility & Vehicle Maintenance	GATRA - Preventative Maintenance	SCA	$29,600,000	$1,240,000		$1,240,000		11.7A.00	

Appendix C - FFY2027-2031 FEDERAL TRANSIT PROJECT LISTING- SRTA

Southeastern Regional Transit Authority
FFY2027 STIP Investments Report

STIP: 2027 - 2031 (D)

Year	MassDOT Project ID	Program	MassDOT Project Description	Funding Source	Total Project Cost	Total Programmed Funds	Federal Funds	State Funds	Other Funds	FTA Line Item	Other Information
Federal Fiscal Year 2027						$33,037,008	$18,053,879	$14,955,629	$27,500		
Southeastern Regional Transit Authority						$33,037,008	$18,053,879	$14,955,629	$27,500		
2027	RTD0010835	RTA Facility & Vehicle Maintenance	SRTA - REHAB/RENOVATE BUS SUPPORT FACIL/EQUIP	5307	$1,375,000	$825,000	$825,000			11.44.02	New Bedford Terminal Parking Garage Renovation
2027	RTD0010835	RTA Facility & Vehicle Maintenance	SRTA - REHAB/RENOVATE BUS SUPPORT FACIL/EQUIP	RTACAP	$1,375,000	$206,250		$206,250		11.44.02	New Bedford Terminal Parking Garage Renovation
2027	RTD0011184	RTA Facility & Vehicle Maintenance	SRTA - LEASE ASSOC CAP MAINT ITEMS (Tire Lease)	5307	$104,000	$83,200	$83,200			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	$104,000	$20,800		$20,800		11.16.40	Lease Associated Capital Maintenance Items - Tire Lease
2027	RTD0011185	Operating	SRTA - SHORT RANGE TRANSIT PLANNING	5307	$137,500	$110,000	$110,000			44.24.00	Transit Planning and Website Revamp
2027	RTD0011185	Operating	SRTA - SHORT RANGE TRANSIT PLANNING	LF	$137,500	$27,500			$27,500	44.24.00	Transit Planning and Website Revamp
2027	RTD0011268	RTA Vehicle Replacement	SRTA - BUY REPLACEMENT VAN (OPTIONS)	5307	$96,000	$76,800	$76,800			11.12.15	Type E2 Options - FY25 CTGP Award of 5 Vans. Delivery is expected Fall 2026 (FY2027)
2027	RTD0011268	RTA Vehicle Replacement	SRTA - BUY REPLACEMENT VAN (OPTIONS)	RTACAP	$96,000	$19,200		$19,200		11.12.15	Type E2 Options - FY25 CTGP Award of 5 Vans. Delivery is expected Fall 2026 (FY2027)
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	5307	$909,500	$727,600	$727,600			11.44.03	New Bedford Maintenance Facility Bus Wash System and New Bedford 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	$909,500	$181,900		$181,900		11.44.03	New Bedford Maintenance Facility Bus Wash System and New Bedford Operations and Maintenance Facility Yard Flow Analysis/Optimization and Re-Pavement
2027	RTD0011272	RTA Facility & Vehicle Maintenance	SRTA - ACQUIRE - SUPPORT VEHICLES (2)	5307	$155,000	$124,000	$124,000			11.42.11	Acquire (1) Operations Support Vehicle and (1) Maintenance Support Vehicle XL
2027	RTD0011272	RTA Facility & Vehicle Maintenance	SRTA - ACQUIRE - SUPPORT VEHICLES (2)	RTACAP	$155,000	$31,000		$31,000		11.42.11	Acquire (1) Operations Support Vehicle and (1) Maintenance Support Vehicle XL
2027	RTD0011274	RTA Facility & System Modernization	SRTA - ACQUIRE - ADP SOFTWARE (ITS)	5307	$364,000	$291,200	$291,200			11.42.08	Intelligent Transportation Systems (ITS) Upgrades
2027	RTD0011274	RTA Facility & System Modernization	SRTA - ACQUIRE - ADP SOFTWARE (ITS)	RTACAP	$364,000	$72,800		$72,800		11.42.08	Intelligent Transportation Systems (ITS) Upgrades

Southeastern Regional Transit Authority
FFY2027 STIP Investments Report

STIP: 2027 - 2031 (D)

Year	MassDOT Project ID	Program	MassDOT Project Description	Funding Source	Total Project Cost	Total Programmed Funds	Federal Funds	State Funds	Other Funds	FTA Line Item	Other Information
Federal Fiscal Year 2027						$33,037,008	$18,053,879	$14,955,629	$27,500		
2027	SRTA011729	RTA Facility & System Modernization	SRTA - ACQUIRE - MISC OPS/MAINT SUPPORT EQUIPMENT	5307	$99,000	$44,000	$44,000			11.42.20	Acquire - Miscellaneous Equipment - Hybrid Bus Scaffolding (1), Power Washer, and Shop Compressor
2027	SRTA011729	RTA Facility & System Modernization	SRTA - ACQUIRE - MISC OPS/MAINT SUPPORT EQUIPMENT	RTACAP	$99,000	$55,000		$55,000		11.42.20	Acquire - Miscellaneous Equipment - Hybrid Bus Scaffolding (1), Power Washer, and Shop Compressor
2027	SRTA011735	RTA Vehicle Replacement	SRTA - BUY REPLACEMENT 35-FT LF-HD HYBRID BUS (6) STATEWIDE 5339	5307	$5,850,000	$975,000	$975,000			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	$5,850,000	$1,950,000	$1,950,000			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	$5,850,000	$2,925,000		$2,925,000		11.12.02	Buy Replacement 35' Hybrid Electric Bus (6)
2027	SRTA011975	RTA Facility & System Modernization	SRTA - ACQUIRE - MISC OPS/MAINT SUPPORT EQUIPMENT	5307	$49,000	$39,200	$39,200			11.42.20	Acquire - Miscellaneous Equipment - Computer/Server Infrastructure Upgrades. Secondary SAN and Secondary Server.
2027	SRTA011975	RTA Facility & System Modernization	SRTA - ACQUIRE - MISC OPS/MAINT SUPPORT EQUIPMENT	RTACAP	$49,000	$9,800		$9,800		11.42.20	Acquire - Miscellaneous Equipment - Computer/Server Infrastructure Upgrades. Secondary SAN and Secondary Server.
2027	T00201	Operating	SRTA - PREVENTATIVE MAINTENANCE	5307	$1,625,000	$1,300,000	$1,300,000			11.7A.00	Preventative Maintenance
2027	T00201	Operating	SRTA - PREVENTATIVE MAINTENANCE	SCA	$1,625,000	$325,000		$325,000		11.7A.00	Preventative Maintenance
2027	T00205	Operating	SRTA - NON-FIXED ROUTE ADA PARATRANSIT	5307	$625,000	$500,000	$500,000			11.7C.00	Non-Fixed Route ADA Paratransit
2027	T00205	Operating	SRTA - NON-FIXED ROUTE ADA PARATRANSIT	SCA	$625,000	$125,000		$125,000		11.7C.00	Non-Fixed Route ADA Paratransit
2027	T00209	Operating	SRTA - OPERATING ASSISTANCE	5307	$30,051,618	$10,975,879	$10,975,879			30.09.01	Operating Assistance
2027	T00209	Operating	SRTA - OPERATING ASSISTANCE	SCA	$30,051,618	$10,975,879		$10,975,879		30.09.01	Operating Assistance

Southeastern Regional Transit Authority
FFY2028 STIP Investments Report

STIP: 2027 - 2031 (D)

Year	MassDOT Project ID	Program	MassDOT Project Description	Funding Source	Total Project Cost	Total Programmed Funds	Federal Funds	State Funds	Other Funds	FTA Line Item	Other Information
Federal Fiscal Year 2028						$54,019,898	$20,018,324	$33,974,074	$27,500		
Southeastern Regional Transit Authority						$54,019,898	$20,018,324	$33,974,074	$27,500		
2028	RTD0010835	RTA Facility & Vehicle Maintenance	SRTA - REHAB/RENOVATE BUS SUPPORT FACIL/EQUIP	5339	$1,375,000	$275,000	$275,000			11.44.02	New Bedford Terminal Parking Garage Renovation
2028	RTD0010835	RTA Facility & Vehicle Maintenance	SRTA - REHAB/RENOVATE BUS SUPPORT FACIL/EQUIP	RTACAP	$1,375,000	$68,750		$68,750		11.44.02	New Bedford Terminal Parking Garage Renovation
2028	RTD0011277	RTA Replacement Facilities	SRTA - CONSTRUCT - MAINTENANCE FACILITY	DRTACAP	$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	SRTA011732	RTA Facility & System Modernization	SRTA - ACQUIRE - ADP HARDWARE/SOFTWARE (ITS)	5307	$309,000	$247,200	$247,200			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	$309,000	$61,800		$61,800		11.42.08	Intelligent Transportation Systems (ITS) Upgrades and Technology Document Refresh
2028	SRTA011733	RTA Vehicle Replacement	SRTA - BUY REPLACEMENT VAN	5307	$280,000	$224,000	$224,000			11.12.15	Buy Replacement Van - Type E2 (2)
2028	SRTA011733	RTA Vehicle Replacement	SRTA - BUY REPLACEMENT VAN	RTACAP	$280,000	$56,000		$56,000		11.12.15	Buy Replacement Van - Type E2 (2)
2028	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 - Snow Removal Equipment for Fall River Maintenance Facility
2028	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 - Snow Removal Equipment for Fall River Maintenance Facility
2028	SRTA011979	RTA Facility & Vehicle Maintenance	SRTA - REHAB/RENOVATE BUS SUPPORT FACIL/EQUIP	5307	$355,000	$44,000	$44,000			11.44.03	Rehab / Renovate - Operations and Maintenance Facilities - Camera System Upgrade (All sites) & Pavement Resealing for Fall River Terminal and Fall River Garage
2028	SRTA011979	RTA Facility & Vehicle Maintenance	SRTA - REHAB/RENOVATE BUS SUPPORT FACIL/EQUIP	5339	$355,000	$240,000	$240,000			11.44.03	Rehab / Renovate - Operations and Maintenance Facilities - Camera System Upgrade (All sites) & Pavement Resealing for Fall River Terminal and Fall River Garage
2028	SRTA011979	RTA Facility & Vehicle Maintenance	SRTA - REHAB/RENOVATE BUS SUPPORT FACIL/EQUIP	RTACAP	$355,000	$71,000		$71,000		11.44.03	Rehab / Renovate - Operations and Maintenance Facilities - Camera System Upgrade (All sites) & Pavement Resealing for Fall River Terminal and Fall River Garage
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

Southeastern Regional Transit Authority
FFY2028 STIP Investments Report

STIP: 2027 - 2031 (D)

Year	MassDOT Project ID	Program	MassDOT Project Description	Funding Source	Total Project Cost	Total Programmed Funds	Federal Funds	State Funds	Other Funds	FTA Line Item	Other Information
Federal Fiscal Year 2028						$54,019,898	$20,018,324	$33,974,074	$27,500		
Southeastern Regional Transit Authority						$54,019,898	$20,018,324	$33,974,074	$27,500		
2028	T00181	RTA Vehicle Replacement	SRTA - ACQUIRE - OPS/MAINT SUPPORT VEHICLES (3)	5307	$132,000	$105,600	$105,600			11.42.11	Acquire - Operations Support Vehicles (2) and Maintenance Support Vehicle (1)
2028	T00181	RTA Vehicle Replacement	SRTA - ACQUIRE - OPS/MAINT SUPPORT VEHICLES (3)	RTACAP	$132,000	$26,400		$26,400		11.42.11	Acquire - Operations Support Vehicles (2) and Maintenance Support Vehicle (1)
2028	T00183	RTA Facility & Vehicle Maintenance	SRTA - LEASE ASSOC CAP MAINT ITEMS (Tire Lease)	5307	$112,000	$89,600	$89,600			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	$112,000	$22,400		$22,400		11.16.40	Lease Associated Capital Maintenance Items - Tire Lease
2028	T00184	Operating	SRTA - SHORT RANGE TRANSIT PLANNING	5307	$137,500	$110,000	$110,000			44.24.00	Transit Planning & Website Revamp
2028	T00184	Operating	SRTA - SHORT RANGE TRANSIT PLANNING	LF	$137,500	$27,500			$27,500	44.24.00	Transit Planning & Website Revamp
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	$62,000	$49,600	$49,600			11.12.15	Buy Replacement Van (Options)
2028	T00186	RTA Vehicle Replacement	SRTA - BUY REPLACEMENT VAN (OPTIONS)	RTACAP	$62,000	$12,400		$12,400		11.12.15	Buy Replacement Van (Options)
2028	T00202	Operating	SRTA - PREVENTATIVE MAINTENANCE	5307	$1,750,000	$1,400,000	$1,400,000			11.7A.00	Preventative Maintenance
2028	T00202	Operating	SRTA - PREVENTATIVE MAINTENANCE	SCA	$1,750,000	$350,000		$350,000		11.7A.00	Preventative Maintenance
2028	T00206	Operating	SRTA - NON-FIXED ROUTE ADA PARATRANSIT	5307	$750,000	$600,000	$600,000			11.7C.00	Non-Fixed Route ADA Paratransit
2028	T00206	Operating	SRTA - NON-FIXED ROUTE ADA PARATRANSIT	SCA	$750,000	$150,000		$150,000		11.7C.00	Non-Fixed Route ADA Paratransit
2028	T00210	Operating	SRTA - OPERATING ASSISTANCE	5307	$27,302,648	$13,651,324	$13,651,324			30.09.01	Operating Assistance
2028	T00210	Operating	SRTA - OPERATING ASSISTANCE	SCA	$27,302,648	$13,651,324		$13,651,324		30.09.01	Operating Assistance

Southeastern Regional Transit Authority
FFY2029 STIP Investments Report

STIP: 2027 - 2031 (D)

Year	MassDOT Project ID	Program	MassDOT Project Description	Funding Source	Total Project Cost	Total Programmed Funds	Federal Funds	State Funds	Other Funds	FTA Line Item	Other Information
Federal Fiscal Year 2029						$80,991,090	$21,465,295	$59,505,795	$20,000		
Southeastern Regional Transit Authority						$80,991,090	$21,465,295	$59,505,795	$20,000		
2029	RTD0011277	RTA Replacement Facilities	SRTA - CONSTRUCT - MAINTENANCE FACILITY	DRTACAP	$82,880,000	$41,440,000		$41,440,000		11.43.02	Construct - Fall River Maintenance Facility
2029	SRTA011731	RTA Facility & Vehicle Maintenance	SRTA - ACQUIRE - MISC SUPPORT EQUIPMENT	5307	$480,000	$384,000	$384,000			11.44.02	Acquire - Miscellaneous Support Equipment - In-Ground Piston Lift Replacement (2) at New Bedford Maintenance Facility; Compressor for Fall River Maintenance Facility
2029	SRTA011731	RTA Facility & Vehicle Maintenance	SRTA - ACQUIRE - MISC SUPPORT EQUIPMENT	RTACAP	$480,000	$96,000		$96,000		11.44.02	Acquire - Miscellaneous Support Equipment - In-Ground Piston Lift Replacement (2) at New Bedford Maintenance Facility; Compressor for Fall River Maintenance Facility
2029	SRTA011736	RTA Vehicle Replacement	SRTA - BUY REPLACEMENT VAN (OPTIONS)	5307	$89,000	$71,200	$71,200			11.12.15	Buy Replacement Van (Options)
2029	SRTA011736	RTA Vehicle Replacement	SRTA - BUY REPLACEMENT VAN (OPTIONS)	RTACAP	$89,000	$17,800		$17,800		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	SRTA011741	RTA Vehicle Replacement	SRTA - ACQUIRE - SUPPORT VEHICLES (3)	5307	$142,000	$113,600	$113,600			11.42.11	Acquire - Maintenance Support Vehicle (1) & Operations Support Vehicles (2)
2029	SRTA011741	RTA Vehicle Replacement	SRTA - ACQUIRE - SUPPORT VEHICLES (3)	RTACAP	$142,000	$28,400		$28,400		11.42.11	Acquire - Maintenance Support Vehicle (1) & Operations Support Vehicles (2)
2029	SRTA011743	RTA Facility & System Modernization	SRTA - ACQUIRE - ADP HARDWARE/SOFTWARE (ITS)	5307	$1,274,500	$1,019,600	$1,019,600			11.42.08	Intelligent Transportation Systems (ITS) Upgrades (VOIP; Disruption Management; ConOPS; Automated Driver Assistance Systems - DriveCam
2029	SRTA011743	RTA Facility & System Modernization	SRTA - ACQUIRE - ADP HARDWARE/SOFTWARE (ITS)	RTACAP	$1,274,500	$254,900		$254,900		11.42.08	Intelligent Transportation Systems (ITS) Upgrades (VOIP; Disruption Management; ConOPS; Automated Driver Assistance Systems - DriveCam
2029	SRTA011744	Operating	SRTA - SHORT RANGE TRANSIT PLANNING	5307	$100,000	$80,000	$80,000			44.24.00	Transit Planning
2029	SRTA011744	Operating	SRTA - SHORT RANGE TRANSIT PLANNING	LF	$100,000	$20,000			$20,000	44.24.00	Transit Planning
2029	SRTA011745	RTA Facility & Vehicle Maintenance	SRTA - LEASE ASSOC CAP MAINT ITEMS (TIRE LEASE)	5307	$112,000	$89,600	$89,600			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	$112,000	$22,400		$22,400		11.16.40	Lease Associated Capital Maintenance Items - Tire Lease
2029	SRTA011746	Operating	SRTA - PREVENTATIVE MAINTENANCE	5307	$1,875,000	$1,500,000	$1,500,000			11.7A.00	Preventative Maintenance
2029	SRTA011746	Operating	SRTA - PREVENTATIVE MAINTENANCE	SCA	$1,875,000	$375,000		$375,000		11.7A.00	Preventative Maintenance
2029	SRTA011747	Operating	SRTA - NON-FIXED ROUTE ADA PARATRANSIT	5307	$875,000	$700,000	$700,000			11.7C.00	Non-Fixed Route ADA Paratransit
2029	SRTA011747	Operating	SRTA - NON-FIXED ROUTE ADA PARATRANSIT	SCA	$875,000	$175,000		$175,000		11.7C.00	Non-Fixed Route ADA Paratransit
2029	SRTA011749	Operating	SRTA - OPERATING ASSISTANCE	5307	$28,038,590	$14,019,295	$14,019,295			30.09.01	Operating Assistance
2029	SRTA011749	Operating	SRTA - OPERATING ASSISTANCE	SCA	$28,038,590	$14,019,295		$14,019,295		30.09.01	Operating Assistance
2029	SRTA011980	RTA Facility & Vehicle Maintenance	SRTA - REHAB/RENOVATE BUS SUPPORT FACIL/EQUIP	5307	$615,000	$257,000	$257,000			11.44.03	Rehab / Renovate - Maintenance Facility - Perimeter Security including Access Control Gates for both Maintenance Facilities; Fire Suppression System Upgrade for New Bedford Maintenance Facility; Fall River Maintenance Facility Bus Wash System
2029	SRTA011980	RTA Facility & Vehicle Maintenance	SRTA - REHAB/RENOVATE BUS SUPPORT FACIL/EQUIP	5339	$615,000	$235,000	$235,000			11.44.03	Rehab / Renovate - Maintenance Facility - Perimeter Security including Access Control Gates for both Maintenance Facilities; Fire Suppression System Upgrade for New Bedford Maintenance Facility; Fall River Maintenance Facility Bus Wash System
2029	SRTA011980	RTA Facility & Vehicle Maintenance	SRTA - REHAB/RENOVATE BUS SUPPORT FACIL/EQUIP	RTACAP	$615,000	$123,000		$123,000		11.44.03	Rehab / Renovate - Maintenance Facility - Perimeter Security including Access Control Gates for both Maintenance Facilities; Fire Suppression System Upgrade for New Bedford Maintenance Facility; Fall River Maintenance Facility Bus Wash System
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	SRTA012148	RTA Facility & System Modernization	SRTA - ACQUIRE - MISC SUPPORT EQUIPMENT	5307	$30,000	$24,000	$24,000			11.42.20	Computer Equipment - Server Upgrades
2029	SRTA012148	RTA Facility & System Modernization	SRTA - ACQUIRE - MISC SUPPORT EQUIPMENT	RTACAP	$30,000	$6,000		$6,000		11.42.20	Computer Equipment - Server Upgrades

Southeastern Regional Transit Authority
FFY2030 STIP Investments Report

STIP: 2027 - 2031 (D)

Year	MassDOT Project ID	Program	MassDOT Project Description	Funding Source	Total Project Cost	Total Programmed Funds	Federal Funds	State Funds	Other Funds	FTA Line Item	Other Information
Federal Fiscal Year 2030						$52,603,702	$16,751,851	$35,831,851	$20,000		
Southeastern Regional Transit Authority						$52,603,702	$16,751,851	$35,831,851	$20,000		
2030	RTD0011277	RTA Replacement Facilities	SRTA - CONSTRUCT - MAINTENANCE FACILITY	DRTACAP	$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	$3,500,000	$3,500,000			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	$1,425,000		$1,425,000		11.12.02	Buy Replacement 35' Hybrid Electric Bus (6)
2030	SRTA011984	Operating	SRTA - OPERATING ASSISTANCE	5307	$17,333,702	$8,666,851	$8,666,851			30.09.01	Operating Assistance
2030	SRTA011984	Operating	SRTA - OPERATING ASSISTANCE	SCA	$17,333,702	$8,666,851		$8,666,851		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	$63,000	$50,400	$50,400			11.12.15	Buy Replacement / Expansion Van - Options
2030	SRTA011986	RTA Vehicle Replacement	SRTA - BUY REPLACEMENT VAN (OPTIONS)	RTACAP	$63,000	$12,600		$12,600		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	SRTA011990	RTA Facility & Vehicle Maintenance	SRTA - ACQUIRE - MISC OPS/MAINT SUPPORT EQUIPMENT	5307	$450,000	$360,000	$360,000			11.42.20	Acquire - Miscellaneous Support Equipment - Driver Simulator & Miscellaneous Maintenance Equipment
2030	SRTA011990	RTA Facility & Vehicle Maintenance	SRTA - ACQUIRE - MISC OPS/MAINT SUPPORT EQUIPMENT	RTACAP	$450,000	$90,000		$90,000		11.42.20	Acquire - Miscellaneous Support Equipment - Driver Simulator & Miscellaneous Maintenance Equipment
2030	SRTA011991	RTA Vehicle Replacement	SRTA - ACQUIRE - SUPPORT VEHICLES (3)	5307	$166,000	$136,000	$136,000			11.42.11	Acquire - Maintenance Support Vehicle (1) & Operations Support Vehicles (2)
2030	SRTA011991	RTA Vehicle Replacement	SRTA - ACQUIRE - SUPPORT VEHICLES (3)	RTACAP	$166,000	$30,000		$30,000		11.42.11	Acquire - Maintenance Support Vehicle (1) & Operations Support Vehicles (2)
2030	SRTA011993	Operating	SRTA - SHORT RANGE TRANSIT PLANNING	5307	$100,000	$80,000	$80,000			44.24.00	Transit Planning
2030	SRTA011993	Operating	SRTA - SHORT RANGE TRANSIT PLANNING	LF	$100,000	$20,000			$20,000	44.24.00	Transit Planning
2030	SRTA011994	RTA Facility & Vehicle Maintenance	SRTA - LEASE ASSOC CAP MAINT ITEMS (TIRE LEASE)	5307	$112,000	$89,600	$89,600			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	$112,000	$22,400		$22,400		11.16.40	Lease Associated Capital Maintenance Items - Tire Lease
2030	SRTA011995	Operating	SRTA - PREVENTATIVE MAINTENANCE	5307	$2,000,000	$1,600,000	$1,600,000			11.7A.00	Preventative Maintenance
2030	SRTA011995	Operating	SRTA - PREVENTATIVE MAINTENANCE	SCA	$2,000,000	$400,000		$400,000		11.7A.00	Preventative Maintenance
2030	SRTA011996	Operating	SRTA - NON-FIXED ROUTE ADA PARATRANSIT	5307	$1,000,000	$800,000	$800,000			11.7C.00	Non-Fixed Route ADA Paratransit
2030	SRTA011996	Operating	SRTA - NON-FIXED ROUTE ADA PARATRANSIT	SCA	$1,000,000	$200,000		$200,000		11.7C.00	Non-Fixed Route ADA Paratransit
2030	SRTA012149	RTA Facility & System Modernization	SRTA - ACQUIRE - MISC SUPPORT EQUIPMENT	5307	$30,000	$24,000	$24,000			11.42.20	Computer Equipment - Server Upgrades
2030	SRTA012149	RTA Facility & System Modernization	SRTA - ACQUIRE - MISC SUPPORT EQUIPMENT	RTACAP	$30,000	$6,000		$6,000		11.42.20	Computer Equipment - Server Upgrades
2030	T00187	RTA Facility & System Modernization	SRTA - ACQUIRE - ADP HARDWARE/SOFTWARE (ITS)	5307	$245,000	$196,000	$196,000			11.42.08	Intelligent Transportation Systems (ITS) Upgrades
2030	T00187	RTA Facility & System Modernization	SRTA - ACQUIRE - ADP HARDWARE/SOFTWARE (ITS)	RTACAP	$245,000	$49,000		$49,000		11.42.08	Intelligent Transportation Systems (ITS) Upgrades

Southeastern Regional Transit Authority
FFY2031 STIP Investments Report

STIP: 2027 - 2031 (D)

Year	MassDOT Project ID	Program	MassDOT Project Description	Funding Source	Total Project Cost	Total Programmed Funds	Federal Funds	State Funds	Other Funds	FTA Line Item	Other Information
Federal Fiscal Year 2031						$33,410,662	$18,574,231	$14,816,431	$20,000		
Southeastern Regional Transit Authority						$33,410,662	$18,574,231	$14,816,431	$20,000		
2031	SRTA011982	RTA Facility & Vehicle Maintenance	SRTA - REHAB/RENOVATE BUS SUPPORT FACIL/EQUIP	5307	$250,000	$200,000	$200,000			11.44.03	General Facility Repair, Rehab, or Renovation
2031	SRTA011982	RTA Facility & Vehicle Maintenance	SRTA - REHAB/RENOVATE BUS SUPPORT FACIL/EQUIP	RTACAP	$250,000	$50,000		$50,000		11.44.03	General Facility Repair, Rehab, or Renovation
2031	SRTA011992	RTA Vehicle Replacement	SRTA - ACQUIRE - SUPPORT VEHICLES (4)	5307	$205,000	$164,000	$164,000			11.42.11	Acquire - Operations Support Vehicles (2) & Maintenance Support Vehicles (2)
2031	SRTA011992	RTA Vehicle Replacement	SRTA - ACQUIRE - SUPPORT VEHICLES (4)	RTACAP	$205,000	$41,000		$41,000		11.42.11	Acquire - Operations Support Vehicles (2) & Maintenance Support Vehicles (2)
2031	SRTA012150	RTA Vehicle Replacement	SRTA - BUY REPLACEMENT 35-FT LF-HD HYBRID BUS (6) STATEWIDE 5339	5307	$5,910,000	$985,000	$985,000			11.12.02	(6) Hybrid Electric 35' Buses
2031	SRTA012150	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	(6) Hybrid Electric 35' Buses
2031	SRTA012150	RTA Vehicle Replacement	SRTA - BUY REPLACEMENT 35-FT LF-HD HYBRID BUS (6) STATEWIDE 5339	RTACAP	$5,910,000	$2,000,000		$2,000,000		11.12.02	(6) Hybrid Electric 35' Buses
2031	SRTA012151	RTA Vehicle Replacement	SRTA - BUY REPLACEMENT VAN (2)	5307	$290,000	$232,000	$232,000			11.12.15	(2) Type E2 Vans
2031	SRTA012151	RTA Vehicle Replacement	SRTA - BUY REPLACEMENT VAN (2)	RTACAP	$290,000	$58,000		$58,000		11.12.15	(2) Type E2 Vans
2031	SRTA012152	RTA Vehicle Replacement	SRTA - BUY REPLACEMENT VAN (OPTIONS)	5307	$66,000	$52,800	$52,800			11.12.15	Options for Replacement Vans
2031	SRTA012152	RTA Vehicle Replacement	SRTA - BUY REPLACEMENT VAN (OPTIONS)	RTACAP	$66,000	$13,200		$13,200		11.12.15	Options for Replacement Vans
2031	SRTA012153	RTA Facility & Vehicle Maintenance	SRTA - ENGINEERING & DESIGN - BUS SUPPORT EQUIP/FACIL	5307	$40,000	$32,000	$32,000			11.41.03	On Call Architectural & Engineering
2031	SRTA012153	RTA Facility & Vehicle Maintenance	SRTA - ENGINEERING & DESIGN - BUS SUPPORT EQUIP/FACIL	RTACAP	$40,000	$8,000		$8,000		11.41.03	On Call Architectural & Engineering
2031	SRTA012154	RTA Facility & Vehicle Maintenance	SRTA - ACQUIRE - MISC OPS/MAINT SUPPORT EQUIPMENT	5307	$50,000	$40,000	$40,000			11.42.06	Miscellaneous Support Equipment
2031	SRTA012154	RTA Facility & Vehicle Maintenance	SRTA - ACQUIRE - MISC OPS/MAINT SUPPORT EQUIPMENT	RTACAP	$50,000	$10,000		$10,000		11.42.06	Miscellaneous Support Equipment
2031	SRTA012155	RTA Facility & System Modernization	SRTA - ACQUIRE - MISC SUPPORT EQUIPMENT	5307	$30,000	$24,000	$24,000			11.42.20	Computer Equipment - Server Upgrades
2031	SRTA012155	RTA Facility & System Modernization	SRTA - ACQUIRE - MISC SUPPORT EQUIPMENT	RTACAP	$30,000	$6,000		$6,000		11.42.20	Computer Equipment - Server Upgrades
2031	SRTA012156	RTA Facility & System Modernization	SRTA - ACQUIRE - ADP HARDWARE/SOFTWARE (ITS)	5307	$245,000	$196,000	$196,000			11.42.08	Intelligent Transportation Systems (VoIP, Disruption Management, ConOPS)
2031	SRTA012156	RTA Facility & System Modernization	SRTA - ACQUIRE - ADP HARDWARE/SOFTWARE (ITS)	RTACAP	$245,000	$49,000		$49,000		11.42.08	Intelligent Transportation Systems (VoIP, Disruption Management, ConOPS)
2031	SRTA012157	Operating	SRTA - SHORT RANGE TRANSIT PLANNING	5307	$100,000	$80,000	$80,000			44.24.00	Short Range Transit Planning
2031	SRTA012157	Operating	SRTA - SHORT RANGE TRANSIT PLANNING	LF	$100,000	$20,000			$20,000	44.24.00	Short Range Transit Planning
2031	SRTA012158	RTA Facility & Vehicle Maintenance	SRTA - LEASE ASSOC CAP MAINT ITEMS (TIRE LEASE)	5307	$112,000	$89,600	$89,600			11.16.40	Tire Lease
2031	SRTA012158	RTA Facility & Vehicle Maintenance	SRTA - LEASE ASSOC CAP MAINT ITEMS (TIRE LEASE)	RTACAP	$112,000	$22,400		$22,400		11.16.40	Tire Lease
2031	SRTA012159	Operating	SRTA - PREVENTATIVE MAINTENANCE	5307	$2,125,000	$1,700,000	$1,700,000			11.7A.00	Preventative Maintenance
2031	SRTA012159	Operating	SRTA - PREVENTATIVE MAINTENANCE	SCA	$2,125,000	$425,000		$425,000		11.7A.00	Preventative Maintenance
2031	SRTA012160	Operating	SRTA - NON-FIXED ROUTE ADA PARATRANSIT	5307	$1,125,000	$900,000	$900,000			11.7C.00	Non Fixed Route ADA Paratransit
2031	SRTA012160	Operating	SRTA - NON-FIXED ROUTE ADA PARATRANSIT	SCA	$1,125,000	$225,000		$225,000		11.7C.00	Non Fixed Route ADA Paratransit
2031	SRTA012161	Operating	SRTA - OPERATING ASSISTANCE	5307	$23,817,662	$11,908,831	$11,908,831			30.09.01	Operating Assistance
2031	SRTA012161	Operating	SRTA - OPERATING ASSISTANCE	SCA	$23,817,662	$11,908,831		$11,908,831		30.09.01	Operating Assistance

Appendix D - FFY2027-2031 Statewide Highway Investments and MBTA Project Lists

STIP Investments Report

Program Activity: Transit, Massachusetts Bay Transportation Authority

STIP: 2027 - 2031 (D)

Year	MassDOT Project ID	Program	MassDOT Project Description	Funding Source	Total Project Cost	Total Programmed Funds	Federal Funds	State Funds	Other Funds	FTA Line Item	Other Information
Federal Fiscal Year 2027						$633,423,116	$539,238,493		$94,184,623		
Massachusetts Bay Transportation Authority						$633,423,116	$539,238,493		$94,184,623		
2027	MBTA053	Bridge & Tunnel Program	5307 Bridge & Tunnel Program	5307	$9,750,000	$7,800,000	$7,800,000			12.24.05	
2027	MBTA053	Bridge & Tunnel Program	5307 Bridge & Tunnel Program	LF	$9,750,000	$1,950,000			$1,950,000	12.24.05	
2027	MBTA054	Revenue Vehicle Program	Revenue Vehicle Program	5307	$61,136,786	$48,909,429	$48,909,429			12.12.01	
2027	MBTA054	Revenue Vehicle Program	Revenue Vehicle Program	LF	$61,136,786	$12,227,357			$12,227,357	12.12.01	
2027	MBTA055	Signals/Systems Upgrade Program	5307 Signals/Systems Upgrade Program	5307	$46,590,945	$37,272,756	$37,272,756			12.62.01	
2027	MBTA055	Signals/Systems Upgrade Program	5307 Signals/Systems Upgrade Program	LF	$46,590,945	$9,318,189			$9,318,189	12.62.01	
2027	MBTA056	Stations and Facilities Program (MBTA)	Stations and Facilities Program	5307	$64,908,765	$51,927,012	$51,927,012			12.34.03	
2027	MBTA056	Stations and Facilities Program (MBTA)	Stations and Facilities Program	LF	$64,908,765	$12,981,753			$12,981,753	12.34.03	
2027	MBTA057	Bridge & Tunnel Program	5337 Bridge & Tunnel Program	5337	$91,672,035	$73,337,628	$73,337,628			12.24.05	
2027	MBTA057	Bridge & Tunnel Program	5337 Bridge & Tunnel Program	LF	$91,672,035	$18,334,407			$18,334,407	12.24.05	
2027	MBTA058	Revenue Vehicle Program	Revenue Vehicle Program	5337	$103,599,882	$82,879,905	$82,879,905			12.12.01	
2027	MBTA058	Revenue Vehicle Program	Revenue Vehicle Program	LF	$103,599,882	$20,719,976			$20,719,976	12.12.01	
2027	MBTA059	Signals/Systems Upgrade Program	5337 Signals/Systems Upgrade Program	5337	$46,400,970	$37,120,776	$37,120,776			12.62.01	
2027	MBTA059	Signals/Systems Upgrade Program	5337 Signals/Systems Upgrade Program	LF	$46,400,970	$9,280,194			$9,280,194	12.62.01	
2027	MBTA060	Stations and Facilities Program (MBTA)	Stations and Facilities Program	5337	$38,960,481	$31,168,385	$31,168,385			12.34.03	
2027	MBTA060	Stations and Facilities Program (MBTA)	Stations and Facilities Program	LF	$38,960,481	$7,792,096			$7,792,096	12.34.03	
2027	MBTA061	Bus Program	5339 Bus Program	5339	$7,903,253	$6,322,602	$6,322,602			11.12.01	
2027	MBTA061	Bus Program	5339 Bus Program	LF	$7,903,253	$1,580,651			$1,580,651	11.12.01	
2027	MBTA063	RRIF/TIFIA Financing Program	RRIF/TIFIA Financing Program	OF	$162,500,000	$162,500,000	$162,500,000			12.24.05	

STIP Investments Report

Program Activity: Transit, Massachusetts Bay Transportation Authority

STIP: 2027 - 2031 (D)

Year	MassDOT Project ID	Program	MassDOT Project Description	Funding Source	Total Project Cost	Total Programmed Funds	Federal Funds	State Funds	Other Funds	FTA Line Item	Other Information
Federal Fiscal Year 2028						$633,423,117	$539,238,493		$94,184,624		
Massachusetts Bay Transportation Authority						$633,423,117	$539,238,493		$94,184,624		
2028	MBTA011475	Bridge & Tunnel Program	5307 Bridge & Tunnel Program	5307	$9,750,000	$7,800,000	$7,800,000			12.24.05	
2028	MBTA011475	Bridge & Tunnel Program	5307 Bridge & Tunnel Program	LF	$9,750,000	$1,950,000			$1,950,000	12.24.05	
2028	MBTA011476	Revenue Vehicle Program	5307 Revenue Vehicle Program	5307	$61,136,786	$48,909,429	$48,909,429			12.12.01	
2028	MBTA011476	Revenue Vehicle Program	5307 Revenue Vehicle Program	LF	$61,136,786	$12,227,357			$12,227,357	12.12.01	
2028	MBTA011478	Signals/Systems Upgrade Program	5307 Signals/Systems Upgrade Program	5307	$46,590,945	$37,272,756	$37,272,756			12.62.01	
2028	MBTA011478	Signals/Systems Upgrade Program	5307 Signals/Systems Upgrade Program	LF	$46,590,945	$9,318,189			$9,318,189	12.62.01	
2028	MBTA011481	Bridge & Tunnel Program	5337 Bridge & Tunnel Program	5337	$91,672,035	$73,337,628	$73,337,628			12.24.05	
2028	MBTA011481	Bridge & Tunnel Program	5337 Bridge & Tunnel Program	LF	$91,672,035	$18,334,407			$18,334,407	12.24.05	
2028	MBTA011484	Stations and Facilities Program (MBTA)	5307 Stations and Facilities Program	5307	$64,908,765	$51,927,012	$51,927,012			12.34.03	
2028	MBTA011484	Stations and Facilities Program (MBTA)	5307 Stations and Facilities Program	LF	$64,908,765	$12,981,753			$12,981,753	12.34.03	
2028	MBTA011486	Revenue Vehicle Program	5337 Revenue Vehicle Program	5337	$103,599,882	$82,879,905	$82,879,905			12.12.01	
2028	MBTA011486	Revenue Vehicle Program	5337 Revenue Vehicle Program	LF	$103,599,882	$20,719,977			$20,719,977	12.12.01	
2028	MBTA011487	Signals/Systems Upgrade Program	5337 Signals/Systems Upgrade Program	5337	$46,400,970	$37,120,776	$37,120,776			11.62.01	
2028	MBTA011487	Signals/Systems Upgrade Program	5337 Signals/Systems Upgrade Program	LF	$46,400,970	$9,280,194			$9,280,194	11.62.01	
2028	MBTA011488	Stations and Facilities Program (MBTA)	5337 Stations and Facilities Program	5337	$38,960,481	$31,168,385	$31,168,385			12.34.03	
2028	MBTA011488	Stations and Facilities Program (MBTA)	5337 Stations and Facilities Program	LF	$38,960,481	$7,792,096			$7,792,096	12.34.03	
2028	MBTA011489	Bus Program	5339 Bus Program	5339	$7,903,253	$6,322,602	$6,322,602			11.12.01	
2028	MBTA011489	Bus Program	5339 Bus Program	LF	$7,903,253	$1,580,651			$1,580,651	11.12.01	
2028	MBTA011490	RRIF/TIFIA Financing Program	RRIF/TIFIA Financing Program	OF	$162,500,000	$162,500,000	$162,500,000			12.24.05	

STIP Investments Report

Program Activity: Transit, Massachusetts Bay Transportation Authority

STIP: 2027 - 2031 (D)

Year	MassDOT Project ID	Program	MassDOT Project Description	Funding Source	Total Project Cost	Total Programmed Funds	Federal Funds	State Funds	Other Funds	FTA Line Item	Other Information
Federal Fiscal Year 2029						$633,423,117	$539,238,493		$94,184,624		
Massachusetts Bay Transportation Authority						$633,423,117	$539,238,493		$94,184,624		
2029	MBTA011826	Bridge & Tunnel Program	5307 Bridge & Tunnel Program	5307	$9,750,000	$7,800,000	$7,800,000			12.24.05	
2029	MBTA011826	Bridge & Tunnel Program	5307 Bridge & Tunnel Program	LF	$9,750,000	$1,950,000			$1,950,000	12.24.05	
2029	MBTA011827	Revenue Vehicle Program	5307 Revenue Vehicle Program	5307	$61,136,786	$48,909,429	$48,909,429			12.12.01	
2029	MBTA011827	Revenue Vehicle Program	5307 Revenue Vehicle Program	LF	$61,136,786	$12,227,357			$12,227,357	12.12.01	
2029	MBTA011828	Signals/Systems Upgrade Program	5307 Signals/Systems Upgrade Program	5307	$46,590,945	$37,272,756	$37,272,756			12.63.01	
2029	MBTA011828	Signals/Systems Upgrade Program	5307 Signals/Systems Upgrade Program	LF	$46,590,945	$9,318,189			$9,318,189	12.63.01	
2029	MBTA011829	Bridge & Tunnel Program	5307 Stations and Facilities Program	5307	$64,908,765	$51,927,012	$51,927,012			12.34.01	
2029	MBTA011829	Stations and Facilities Program (MBTA)	5307 Stations and Facilities Program	LF	$64,908,765	$12,981,753			$12,981,753	12.34.01	
2029	MBTA011830	Bridge & Tunnel Program	5337 Bridge & Tunnel Program	5337	$91,672,035	$73,337,628	$73,337,628			12.24.05	
2029	MBTA011830	Bridge & Tunnel Program	5337 Bridge & Tunnel Program	LF	$91,672,035	$18,334,407			$18,334,407	12.24.05	
2029	MBTA011831	Revenue Vehicle Program	5337 Revenue Vehicle Program	5337	$103,599,882	$82,879,905	$82,879,905			12.12.01	
2029	MBTA011831	Revenue Vehicle Program	5337 Revenue Vehicle Program	LF	$103,599,882	$20,719,977			$20,719,977	12.12.01	
2029	MBTA011832	Signals/Systems Upgrade Program	5337 Signals/Systems Upgrade Program	5337	$46,400,970	$37,120,776	$37,120,776			12.63.01	
2029	MBTA011832	Signals/Systems Upgrade Program	5337 Signals/Systems Upgrade Program	LF	$46,400,970	$9,280,194			$9,280,194	12.63.01	
2029	MBTA011834	Bus Program	5339 Bus Program	5339	$7,903,253	$6,322,602	$6,322,602			11.14.01	
2029	MBTA011834	Bus Program	5339 Bus Program	LF	$7,903,253	$1,580,651			$1,580,651	11.14.01	
2029	MBTA011836	Stations and Facilities Program (MBTA)	5337 Stations and Facilities Program	5337	$38,960,481	$31,168,385	$31,168,385			12.34.01	
2029	MBTA011836	Stations and Facilities Program (MBTA)	5337 Stations and Facilities Program	LF	$38,960,481	$7,792,096			$7,792,096	12.34.01	
2029	MBTA011837	RRIF/TIFIA Financing Program	RRIF/TIFIA Financing Program	OF	$162,500,000	$162,500,000	$162,500,000			12.24.05	

STIP Investments Report

Program Activity: Transit, Massachusetts Bay Transportation Authority

STIP: 2027 - 2031 (D)

Year	MassDOT Project ID	Program	MassDOT Project Description	Funding Source	Total Project Cost	Total Programmed Funds	Federal Funds	State Funds	Other Funds	FTA Line Item	Other Information
Federal Fiscal Year 2030						$618,423,117	$524,238,493		$94,184,624		
Massachusetts Bay Transportation Authority						$618,423,117	$524,238,493		$94,184,624		
2030	MBTA012045	Bridge & Tunnel Program	5307 Bridge & Tunnel Program	5307	$9,750,000	$7,800,000	$7,800,000			12.24.05	
2030	MBTA012045	Bridge & Tunnel Program	5307 Bridge & Tunnel Program	LF	$9,750,000	$1,950,000			$1,950,000	12.24.05	
2030	MBTA012046	Revenue Vehicle Program	5307 Revenue Vehicle Program	5307	$61,136,786	$48,909,429	$48,909,429			12.12.01	
2030	MBTA012046	Revenue Vehicle Program	5307 Revenue Vehicle Program	LF	$61,136,786	$12,227,357			$12,227,357	12.12.01	
2030	MBTA012047	Signals/Systems Upgrade Program	5307 Signals/Systems Upgrade Program	5307	$46,590,945	$37,272,756	$37,272,756			12.63.01	
2030	MBTA012047	Signals/Systems Upgrade Program	5307 Signals/Systems Upgrade Program	LF	$46,590,945	$9,318,189			$9,318,189	12.63.01	
2030	MBTA012048	Stations and Facilities Program (MBTA)	5307 Stations and Facilities Program	5307	$64,908,765	$51,927,012	$51,927,012			12.34.01	
2030	MBTA012048	Stations and Facilities Program (MBTA)	5307 Stations and Facilities Program	LF	$64,908,765	$12,981,753			$12,981,753	12.34.01	
2030	MBTA012049	Bridge & Tunnel Program	5337 Bridge & Tunnel Program	5337	$91,672,035	$73,337,628	$73,337,628			12.24.05	
2030	MBTA012049	Bridge & Tunnel Program	5337 Bridge & Tunnel Program	LF	$91,672,035	$18,334,407			$18,334,407	12.24.05	
2030	MBTA012050	Revenue Vehicle Program	5337 Revenue Vehicle Program	5337	$103,599,882	$82,879,905	$82,879,905			12.12.01	
2030	MBTA012050	Revenue Vehicle Program	5337 Revenue Vehicle Program	LF	$103,599,882	$20,719,977			$20,719,977	12.12.01	
2030	MBTA012051	Signals/Systems Upgrade Program	5337 Signals/Systems Upgrade Program	5337	$46,400,970	$37,120,776	$37,120,776			12.63.01	
2030	MBTA012051	Signals/Systems Upgrade Program	5337 Signals/Systems Upgrade Program	LF	$46,400,970	$9,280,194			$9,280,194	12.63.01	
2030	MBTA012052	Stations and Facilities Program (MBTA)	5337 Stations and Facilities Program	5337	$38,960,481	$31,168,385	$31,168,385			12.34.01	
2030	MBTA012052	Stations and Facilities Program (MBTA)	5337 Stations and Facilities Program	LF	$38,960,481	$7,792,096			$7,792,096	12.34.01	
2030	MBTA012053	Bus Program	5339 Bus Program	5339	$7,903,253	$6,322,602	$6,322,602			11.14.01	
2030	MBTA012053	Bus Program	5339 Bus Program	LF	$7,903,253	$1,580,651			$1,580,651	11.14.01	
2030	MBTA012054	RRIF/TIFIA Financing Program	RRIF/TIFIA Financing Program (Potential)	OF	$147,500,000	$147,500,000	$147,500,000			12.24.05	

STIP Investments Report

Program Activity: Transit, Massachusetts Bay Transportation Authority

STIP: 2027 - 2031 (D)

Year	MassDOT Project ID	Program	MassDOT Project Description	Funding Source	Total Project Cost	Total Programmed Funds	Federal Funds	State Funds	Other Funds	FTA Line Item	Other Information
Federal Fiscal Year 2031						$661,592,927	$558,774,341		$102,818,586		
Massachusetts Bay Transportation Authority						$661,592,927	$558,774,341		$102,818,586		
2031	MBTA012281	Bridge & Tunnel Program	5307 Bridge & Tunnel Program	5307	$25,000,000	$20,000,000	$20,000,000			12.24.05	
2031	MBTA012281	Bridge & Tunnel Program	5307 Bridge & Tunnel Program	LF	$25,000,000	$5,000,000			$5,000,000	12.24.05	
2031	MBTA012282	Revenue Vehicle Program	5307 Revenue Vehicle Program	5307	$51,716,307	$41,373,046	$41,373,046			12.12.20	
2031	MBTA012282	Revenue Vehicle Program	5307 Revenue Vehicle Program	LF	$51,716,307	$10,343,261			$10,343,261	12.12.20	
2031	MBTA012283	Signals/Systems Upgrade Program	5307 Signals/Systems Upgrade Program	5307	$12,606,034	$10,084,827	$10,084,827			12.63.01	
2031	MBTA012283	Signals/Systems Upgrade Program	5307 Signals/Systems Upgrade Program	LF	$12,606,034	$2,521,207			$2,521,207	12.63.01	
2031	MBTA012284	Stations and Facilities Program (MBTA)	5307 Stations and Facilities Program	5307	$136,233,965	$108,987,172	$108,987,172			12.34.01	
2031	MBTA012284	Stations and Facilities Program (MBTA)	5307 Stations and Facilities Program	LF	$136,233,965	$27,246,793			$27,246,793	12.34.01	
2031	MBTA012285	Bridge & Tunnel Program	5337 Bridge & Tunnel Program	5337	$161,505,463	$129,204,370	$129,204,370			12.24.05	
2031	MBTA012285	Bridge & Tunnel Program	5337 Bridge & Tunnel Program	LF	$161,505,463	$32,301,093			$32,301,093	12.24.05	
2031	MBTA012286	Revenue Vehicle Program	5337 Revenue Vehicle Program	5337	$113,277,905	$90,622,324	$90,622,324			12.12.01	
2031	MBTA012286	Revenue Vehicle Program	5337 Revenue Vehicle Program	LF	$113,277,905	$22,655,581			$22,655,581	12.12.01	
2031	MBTA012287	Signals/Systems Upgrade Program	5337 Signals/Systems Upgrade Program	5337	$5,850,000	$4,680,000	$4,680,000			12.63.01	
2031	MBTA012287	Signals/Systems Upgrade Program	5337 Signals/Systems Upgrade Program	LF	$5,850,000	$1,170,000			$1,170,000	12.63.01	
2031	MBTA012288	Bus Program	5339 Bus Program	5339	$7,903,253	$6,322,602	$6,322,602			11.14.01	
2031	MBTA012288	Bus Program	5339 Bus Program	LF	$7,903,253	$1,580,651			$1,580,651	11.14.01	
2031	MBTA012289	RRIF/TIFIA Financing Program	RRIF/TIFIA Financing Program	OF	$147,500,000	$147,500,000	$147,500,000			12.24.05	

Appendix E
FFY2027-2031 SUPPLEMENTAL PROJECT LIST

Community Initiated Projects Supplemental List

MassDOT Project ID	MassDOT Project Description	FFY2027 Cost	FFY2028 (Cost with 4% Inflation)	FFY2029 (Cost with 8% Inflation)	FFY2030 (Cost with 12% Inflation)	FFY2031 (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%
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
613703	WESTPORT - SHARED USE PATH QUEQUECHAN RAIL TRAIL EXTENSION (ROUTE 6 NEAR FALL RIVER TOWN LINE)	2282325	2373618	2464911	2556204	2647497	41/ Pre 25% Design
613931	FAIRHAVEN - CORRIDOR IMPROVEMENTS ON SCONTICUT NECK ROAD, FROM ROUTE 6 TO GOULART MEMORIAL DRIVE	$39,254,285	$40,824,456	$42,394,628	$43,964,799	$45,534,971	Preliminary
614027	MANSFIELD - TOD PARKWAY CONSTRUCTION, FROM ROUTE 106 TO COUNTY STREET	$25,257,325	$26,267,618	$27,277,911	$28,288,204	$29,298,497	Preliminary
613927	DARTMOUTH - CORRIDOR IMPROVEMENTS AT HAWTHORN STREET, FROM SLOCUM ROAD TO BROWNELL AVENUE	$8,171,488	$8,498,347	$8,825,207	$9,152,066	$9,478,926	Preliminary

MassDOT Initiated Projects Supplemental List

MassDOT Project ID	MassDOT Project Description	FFY2027 Cost	FFY2028 (Cost with 4% Inflation)	FFY2029 (Cost with 8% Inflation)	FFY2030 (Cost with 12% Inflation)	FFY2031 (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	FFY2027 Cost	FFY2028 (Cost with 4% Inflation)	FFY2029 (Cost with 8% Inflation)	FFY2030 (Cost with 12% Inflation)	FFY2031 (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 F - FFY2027-2031 Greenhouse Gas Monitoring & Evaluation Process & Summaries

Greenhouse Gas (GHG) Analysis Report

Program Activity: Highway

STIP: 2027 - 2031 (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					
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	
607871	DARTMOUTH- CORRIDOR IMPROVEMENTS ON ROUTE 6, FROM FAUNCE CORNER ROAD TO HATHAWAY ROAD	Qualitative	Qualitative Decrease in Emissions	0	Decrease in Emissions from Bicycle and pedestrian infrastructure and Traffic operational improvements TBD
607979	MARION- SHARED USE PATH CONSTRUCTION (PHASE 1), FROM THE MARION-MATTAPOISETT T.L. TO POINT ROAD	Qualitative	Qualitative Decrease in Emissions	0	Decrease in Emissions from Bicycle and pedestrian infrastructure TBD
608750	PLAINVILLE- RECONSTRUCTION OF SOUTH STREET (ROUTE 1A), FROM SHARLENE LANE TO EVERETT STREET AND RELATED WORK	Quantified	Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure	4,049	
610698	FALL RIVER- HIGHWAY LIGHTING UPGRADES ON I-195 UNDER CITY HALL PLAZA	Qualitative	No assumed impact/negligible impact on emissions	0	
610927	WESTPORT- INTERSECTION IMPROVEMENTS AT ROUTE 177 AND ROBERTS ROAD/TICKLE ROAD	Quantified	Quantified Increase in Emissions	-4,523	
611991	NEW BEDFORD- FREETOWN- PAVEMENT PRESERVATION & RELATED WORK ON ROUTE 140	Qualitative	No assumed impact/negligible impact on emissions	0	
612058	RAYNHAM- TAUNTON- NORTON- RESURFACING AND RELATED WORK ON I-495	Qualitative	No assumed impact/negligible impact on emissions	0	
612077	LAKEVILLE- FREETOWN- TAUNTON- RESURFACING AND RELATED WORK ON ROUTE 140	Qualitative	No assumed impact/negligible impact on emissions	0	
613871	TAUNTON- BRIDGE PRESERVATION, T-01-007, PLAIN STREET BRIDGE OVER THE TAUNTON RIVER	Not Applicable	No assumed impact/negligible impact on emissions	0	
613932	FREETOWN- BRIDGE PRESERVATION, F-09-002, SOUTH MAIN STREET OVER THE ASSONET RIVER (DESIGN ONLY)	Not Applicable	No assumed impact/negligible impact on emissions	0	
S13454	Taunton - Danforth St. Bridge Reconstruction Project - Federal Earmark for Design (MA289)	Not Applicable	No assumed impact/negligible impact on emissions	0	
Southeastern Mass			Total GHG Increase (kg/year)	-4,523	
			Total GHG Reduction (kg/year)	4,049	
			Total GHG Difference (kg/year)	-474	
2027			Total GHG Increase (kg/year)	-4,523	
			Total GHG Reduction (kg/year)	4,049	
			Total GHG Difference (kg/year)	-474	

Greenhouse Gas (GHG) Analysis Report

Program Activity: Highway

STIP: 2027 - 2031 (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					
606089	FREETOWN- BRIDGE REPLACEMENT, F-09-010, N. MAIN STREET OVER ST 24	Qualitative	No assumed impact/negligible impact on emissions	0	
606389	FREETOWN- BRIDGE REPLACEMENT, F-09-017, CHACE ROAD OVER ROUTE 140	Qualitative	No assumed impact/negligible impact on emissions	0	
607348	NORTH ATTLEBORO- BRIDGE REPLACEMENT, N-16-004, MENDON ROAD OVER ABBOTT RUN RIVER	Qualitative	No assumed impact/negligible impact on emissions	0	
607440	MATTAPOISETT- CORRIDOR IMPROVEMENTS AND RELATED WORK ON MAIN STREET, WATER STREET, BEACON STREET AND MARION ROAD.	Quantified	Quantified Decrease in Emissions from Complete Streets Project	2,197	
609434	FALL RIVER- BRIDGE REPLACEMENT, F-02-114 (C0X), JEFFERSON STREET OVER SUCKER BROOK	Not Applicable	No assumed impact/negligible impact on emissions	0	
610798	NEW BEDFORD- INTERSECTION IMPROVEMENTS AT MOUNT PLEASANT STREET AND NASH ROAD	Qualitative	Qualitative Decrease in Emissions	0	Decrease in Emissions from Traffic operational improvements TBD
612101	FALL RIVER- MARY FONSECA ELEMENTARY SCHOOL (SRTS)	Qualitative	No assumed impact/negligible impact on emissions	0	
612105	FALL RIVER- WESTPORT- INTERSTATE MAINTENANCE AND RELATED WORK ON I-195	Qualitative	No assumed impact/negligible impact on emissions	0	
612263	NEW BEDFORD- BICYCLE AND PEDESTRIAN RAMP CONSTRUCTION, ROUTE 6 (WB) TO MACARTHUR DRIVE	Qualitative	Qualitative Decrease in Emissions	0	Decrease in Emissions from Bicycle and pedestrian infrastructure TBD
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	

Greenhouse Gas (GHG) Analysis

Program Activity: Highway

STIP: 2027 - 2031 (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					
610669	DARTMOUTH- CROSS ROAD CORRIDOR IMPROVEMENTS	Quantified	Quantified Decrease in Emissions from Complete Streets Project	307	
611980	SOMERSET- INTERSECTION IMPROVEMENTS AT ROUTE 6 AND LEES RIVER AVE	Qualitative	Qualitative Decrease in Emissions	0	Qualitative decrease from safety improvements TBD
613095	ATTLEBORO- SAFETY IMPROVEMENTS ALONG SOUTH AVENUE (ROUTE 123) FROM LATHROP ROAD TO SNELL STREET	Qualitative	Qualitative Decrease in Emissions	0	Decrease in Emissions from Bicycle and pedestrian infrastructure TBD
613359	FREETOWN - FREETOWN ELEMENTARY SCHOOL (SRTS)	Qualitative	Qualitative Decrease in Emissions	0	Decrease in Emissions from Bicycle and pedestrian infrastructure TBD
613596	MIDDLEBOROUGH- INTERSECTION IMPROVEMENTS ON ROUTE 28 AT MERCHANT'S WAY AND WILLIAMS PLACE	Qualitative	Qualitative Decrease in Emissions	0	Qualitative decrease from safety improvements TBD
616330	FALL RIVER- WESTPORT- PAVEMEMNT PRESERVATION OF SR177 (MM 0-4.72)	Qualitative	No assumed impact/negligible impact on emissions	0	
Southeastern Mass			Total GHG Increase (kg/year)	0	
			Total GHG Reduction (kg/year)	307	
			Total GHG Difference (kg/year)	307	
2029			Total GHG Increase (kg/year)	0	
			Total GHG Reduction (kg/year)	307	
			Total GHG Difference (kg/year)	307	

Greenhouse Gas (GHG) Analysis Report

Program Activity: Highway

STIP: 2027 - 2031 (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					
607825	WAREHAM- SHARED USE PATH CONSTRUCTION ADJACENT TO NARROWS ROAD AND MINOT AVENUE	Qualitative	Qualitative Decrease in Emissions	0	Decrease in Emissions from Bicycle and pedestrian infrastructure TBD
608530	MIDDLEBORO- RECONSTRUCTION AND RELATED WORK ON WAREHAM STREET AND WOOD STREET	Qualitative	Qualitative Decrease in Emissions	0	Decrease in Emissions from Bicycle and pedestrian infrastructure and Traffic operational improvements TBD
612268	MANSFIELD- CHAUNCY STREET (ROUTE 106) IMPROVEMENTS (PHASE 2)	Qualitative	Qualitative Decrease in Emissions	0	Decrease in Emissions from Traffic operational improvements TBD
612604	NEW BEDFORD- CORRIDOR IMPROVEMENTS ON COUNTY STREET, FROM UNION STREET TO KEMPTON STREET	Qualitative	No assumed impact/negligible impact on emissions	0	
613257	TAUNTON- INTERSECTION IMPROVEMENTS AT WINTHROP STREET (ROUTE 44) AND HIGHLAND STREET	Qualitative	Qualitative Decrease in Emissions	0	Decrease in Emissions from Traffic operational improvements TBD
613731	MIDDLEBOROUGH- WOOD STREET IMPROVEMENTS (SRTS)	Qualitative	Qualitative Decrease in Emissions	0	Decrease in Emissions from Bicycle and pedestrian infrastructure TBD
616343	RAYNHAM- PAVEMENT PRESERVATION ON SR138 (MM 21.61-23.80)	Qualitative	No assumed impact/negligible impact on emissions	0	
Southeastern Mass			Total GHG Increase (kg/year)	0	
			Total GHG Reduction (kg/year)	0	
			Total GHG Difference (kg/year)	0	
2030			Total GHG Increase (kg/year)	0	
			Total GHG Reduction (kg/year)	0	
			Total GHG Difference (kg/year)	0	

Greenhouse Gas (GHG) Analysis Report

Program Activity: Highway

STIP: 2027 - 2031 (D)

MassDot Project ID	MassDOT Project Description	GHG Analysis Type	GHG Impact Description	GHG CO2 Impact (kg/yr)	Additional Information
Federal Fiscal Year 2031					
Southeastern Mass					
608586	DARTMOUTH- CORRIDOR IMPROVEMENTS ON DARTMOUTH STREET AND PROSPECT STREET	Qualitative	Qualitative Decrease in Emissions	0	Decrease in Emissions from Bicycle and pedestrian infrastructure TBD
612672	NEW BEDFORD- CORRIDOR IMPROVEMENTS ON TARKILN HILL ROAD AND ASHLEY BOULEVARD	Qualitative	Qualitative Decrease in Emissions	0	Decrease in Emissions from Bicycle and pedestrian infrastructure and Traffic operational improvements TBD
613094	TAUNTON- TAUNTON RIVER RAIL TRAIL CONSTRUCTION	Qualitative	Qualitative Decrease in Emissions	0	Decrease in Emissions from Bicycle and pedestrian infrastructure TBD
613386	MANSFIELD- NORTON- INTERSTATE PAVEMENT PRESERVATION AND RELATED WORK ON I-495	Qualitative	No assumed impact/negligible impact on emissions	0	
613647	TAUNTON- INTERSECTION IMPROVEMENTS AT WINTER STREET AND SCHOOL STREET	Qualitative	Qualitative Decrease in Emissions	0	Decrease in Emissions from Traffic operational improvements TBD
614043	MATTAPOISETT- SHARED USE PATH CONSTRUCTION, FROM DEPOT STREET TO NORTH STREET (PHASE 2A)	Qualitative	Qualitative Decrease in Emissions	0	Decrease in Emissions from Bicycle and pedestrian infrastructure TBD
616355	DIGHTON- TAUNTON- PAVEMENT PRESERVATION ON SR138 (MM13.5-15.6)	Qualitative	No assumed impact/negligible impact on emissions	0	
616365	SOMERSET- DIGHTON- PAVEMENT PRESERVATION SR138 (MM 5.8-12.3)	Qualitative	No assumed impact/negligible impact on emissions	0	
Southeastern Mass			Total GHG Increase (kg/year)	0	
			Total GHG Reduction (kg/year)	0	
			Total GHG Difference (kg/year)	0	
2031			Total GHG Increase (kg/year)	0	
			Total GHG Reduction (kg/year)	0	
			Total GHG Difference (kg/year)	0	
2027 - 2031			Total GHG Increase (kg/year)	-4,523	
			Total GHG Reduction (kg/year)	6,553	
			Total GHG Difference (kg/year)	2,030	

Greenhouse Gas (GHG) Analysis Report

Program Activity: Transit

STIP: 2027 - 2031 (D)

MassDot Project ID	MassDOT Project Description	GHG Analysis Type	GHG Impact Description	GHG CO2 Impact (kg/yr)	Additional Information
Federal Fiscal Year 2027					
Greater Attleboro-Taunton Regional Transit Authority					
GATRA011689	GATRA - Miscellaneous Support Equipment	Not Applicable	No assumed impact/negligible impact on emissions	0	
GATRA011784	Greater Attleboro-Taunton Regional Transit Authority - Buy Replacement Minibuses (8) - BEB - TBB Earmark 6720-2261	Qualitative	Quantified Decrease in Emissions from Bus Replacement	0	
RTD0010669	Greater Attleboro-Taunton Regional Transit Authority - Buy Replacement 35-FT Buses (2) - BEB	Qualitative	Quantified Decrease in Emissions from Bus Replacement	0	
RTD0011412	Greater Attleboro-Taunton Regional Transit Authority - Non Fixed Route ADA Paratransit Operating	Not Applicable	No assumed impact/negligible impact on emissions	0	
RTD0011413	Greater Attleboro-Taunton Regional Transit Authority - Mobility Management	Not Applicable	No assumed impact/negligible impact on emissions	0	
T00080	GATRA - Parcel 6A Solar Project	Not Applicable	No assumed impact/negligible impact on emissions	0	
T00105	GATRA - Replacement Vans	Qualitative	Qualitative Decrease in Emissions	0	
T00106	GATRA - Associated Capital Items Bus	Not Applicable	No assumed impact/negligible impact on emissions	0	
T00108	GATRA - Short Range Transit Planning	Not Applicable	No assumed impact/negligible impact on emissions	0	
T00110	GATRA - Operating Assistance	Not Applicable	No assumed impact/negligible impact on emissions	0	
T00111	GATRA - Preventative Maintenance	Not Applicable	No assumed impact/negligible impact on emissions	0	
Greater Attleboro-Taunton Regional Transit Authority			Total GHG Increase (kg/year)	0	
			Total GHG Reduction (kg/year)	0	
			Total GHG Difference (kg/year)	0	
2027			Total GHG Increase (kg/year)	0	
			Total GHG Reduction (kg/year)	0	
			Total GHG Difference (kg/year)	0	

Greenhouse Gas (GHG) Analysis Report

Program Activity: Transit

STIP: 2027 - 2031 (D)

MassDot Project ID	MassDOT Project Description	GHG Analysis Type	GHG Impact Description	GHG CO2 Impact (kg/yr)	Additional Information
Federal Fiscal Year 2028					
Greater Attleboro-Taunton Regional Transit Authority					
GATRA011689	GATRA - Miscellaneous Support Equipment	Not Applicable	No assumed impact/negligible impact on emissions	0	
GATRA011970	Greater Attleboro Taunton Regional Transit Authority - Rehab/Renovate Facilities	Not Applicable	No assumed impact/negligible impact on emissions	0	
GATRA012147	Greater Attleboro Taunton Regional Transit Authority - Buy Replacement 35-FT Diesel Buses	Not Applicable	No assumed impact/negligible impact on emissions	0	
RTD0011412	Greater Attleboro-Taunton Regional Transit Authority - Non Fixed Route ADA Paratransit Operating	Not Applicable	No assumed impact/negligible impact on emissions	0	
T00080	GATRA - Parcel 6A Solar Project	Not Applicable	No assumed impact/negligible impact on emissions	0	
T00105	GATRA - Replacement Vans	Qualitative	Qualitative Decrease in Emissions	0	
T00106	GATRA - Associated Capital Items Bus	Not Applicable	No assumed impact/negligible impact on emissions	0	
T00108	GATRA - Short Range Transit Planning	Not Applicable	No assumed impact/negligible impact on emissions	0	
T00110	GATRA - Operating Assistance	Not Applicable	No assumed impact/negligible impact on emissions	0	
T00111	GATRA - Preventative Maintenance	Not Applicable	No assumed impact/negligible impact on emissions	0	
Greater Attleboro-Taunton Regional Transit Authority			Total GHG Increase (kg/year)	0	
			Total GHG Reduction (kg/year)	0	
			Total GHG Difference (kg/year)	0	
2028			Total GHG Increase (kg/year)	0	
			Total GHG Reduction (kg/year)	0	
			Total GHG Difference (kg/year)	0	

Greenhouse Gas (GHG) Analysis Report

Program Activity: Transit

STIP: 2027 - 2031 (D)

MassDot Project ID	MassDOT Project Description	GHG Analysis Type	GHG Impact Description	GHG CO2 Impact (kg/yr)	Additional Information
Federal Fiscal Year 2029					
Greater Attleboro-Taunton Regional Transit Authority					
GATRA011689	GATRA - Miscellaneous Support Equipment	Not Applicable	No assumed impact/negligible impact on emissions	0	
GATRA011970	Greater Attleboro Taunton Regional Transit Authority - Rehab/Renovate Facilities	Not Applicable	No assumed impact/negligible impact on emissions	0	
RTD0011412	Greater Attleboro-Taunton Regional Transit Authority - Non Fixed Route ADA Paratransit Operating	Not Applicable	No assumed impact/negligible impact on emissions	0	
T00105	GATRA - Replacement Vans	Qualitative	Qualitative Decrease in Emissions	0	
T00106	GATRA - Associated Capital Items Bus	Not Applicable	No assumed impact/negligible impact on emissions	0	
T00107	Greater Attleboro-Taunton Regional Transit Authority - Buy Replacement 35-FT Buses (6) - BEB	Qualitative	Qualitative Decrease in Emissions	0	
T00108	GATRA - Short Range Transit Planning	Not Applicable	No assumed impact/negligible impact on emissions	0	
T00110	GATRA - Operating Assistance	Not Applicable	No assumed impact/negligible impact on emissions	0	
T00111	GATRA - Preventative Maintenance	Not Applicable	No assumed impact/negligible impact on emissions	0	
Greater Attleboro-Taunton Regional Transit Authority			Total GHG Increase (kg/year)	0	
			Total GHG Reduction (kg/year)	0	
			Total GHG Difference (kg/year)	0	
2029			Total GHG Increase (kg/year)	0	
			Total GHG Reduction (kg/year)	0	
			Total GHG Difference (kg/year)	0	

Greenhouse Gas (GHG) Analysis Report

Program Activity: Transit

STIP: 2027 - 2031 (D)

MassDot Project ID	MassDOT Project Description	GHG Analysis Type	GHG Impact Description	GHG CO2 Impact (kg/yr)	Additional Information
Federal Fiscal Year 2030					
Greater Attleboro-Taunton Regional Transit Authority					
GATRA011689	GATRA - Miscellaneous Support Equipment	Not Applicable	No assumed impact/negligible impact on emissions	0	
GATRA011970	Greater Attleboro Taunton Regional Transit Authority - Rehab/Renovate Facilities	Not Applicable	No assumed impact/negligible impact on emissions	0	
RTD0011412	Greater Attleboro-Taunton Regional Transit Authority - Non Fixed Route ADA Paratransit Operating	Not Applicable	No assumed impact/negligible impact on emissions	0	
T00105	GATRA - Replacement Vans	Qualitative	Qualitative Decrease in Emissions	0	
T00106	GATRA - Associated Capital Items Bus	Not Applicable	No assumed impact/negligible impact on emissions	0	
T00107	Greater Attleboro-Taunton Regional Transit Authority - Buy Replacement 35-FT Buses (6) - BEB	Qualitative	Qualitative Decrease in Emissions	0	
T00108	GATRA - Short Range Transit Planning	Not Applicable	No assumed impact/negligible impact on emissions	0	
T00110	GATRA - Operating Assistance	Not Applicable	No assumed impact/negligible impact on emissions	0	
T00111	GATRA - Preventative Maintenance	Not Applicable	No assumed impact/negligible impact on emissions	0	
Greater Attleboro-Taunton Regional Transit Authority			Total GHG Increase (kg/year)	0	
			Total GHG Reduction (kg/year)	0	
			Total GHG Difference (kg/year)	0	
2030			Total GHG Increase (kg/year)	0	
			Total GHG Reduction (kg/year)	0	
			Total GHG Difference (kg/year)	0	

Greenhouse Gas (GHG) Analysis Report

Program Activity: Transit

STIP: 2027 - 2031 (D)

MassDot Project ID	MassDOT Project Description	GHG Analysis Type	GHG Impact Description	GHG CO2 Impact (kg/yr)	Additional Information
Federal Fiscal Year 2031					
Greater Attleboro-Taunton Regional Transit Authority					
GATRA011689	GATRA - Miscellaneous Support Equipment	Not Applicable	No assumed impact/negligible impact on emissions	0	
RTD0011412	Greater Attleboro-Taunton Regional Transit Authority - Non Fixed Route ADA Paratransit Operating	Not Applicable	No assumed impact/negligible impact on emissions	0	
T00105	GATRA - Replacement Vans	Qualitative	Qualitative Decrease in Emissions	0	
T00106	GATRA - Associated Capital Items Bus	Not Applicable	No assumed impact/negligible impact on emissions	0	
T00107	Greater Attleboro-Taunton Regional Transit Authority - Buy Replacement 35-FT Buses (6) - BEB	Qualitative	Qualitative Decrease in Emissions	0	
T00108	GATRA - Short Range Transit Planning	Not Applicable	No assumed impact/negligible impact on emissions	0	
T00110	GATRA - Operating Assistance	Not Applicable	No assumed impact/negligible impact on emissions	0	
T00111	GATRA - Preventative Maintenance	Not Applicable	No assumed impact/negligible impact on emissions	0	
Greater Attleboro-Taunton Regional Transit Authority			Total GHG Increase (kg/year)	0	
			Total GHG Reduction (kg/year)	0	
			Total GHG Difference (kg/year)	0	
2031			Total GHG Increase (kg/year)	0	
			Total GHG Reduction (kg/year)	0	
			Total GHG Difference (kg/year)	0	
2027 - 2031			Total GHG Increase (kg/year)	0	
			Total GHG Reduction (kg/year)	0	
			Total GHG Difference (kg/year)	0	

Greenhouse Gas (GHG) Analysis Report

Program Activity: Transit

STIP: 2027 - 2031 (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 Regional Transit Authority					
RTD0010835	SRTA - REHAB/RENOVATE BUS SUPPORT FACIL/EQUIP	Not Applicable	No assumed impact/negligible impact on emissions	0	
RTD0011184	SRTA - LEASE ASSOC CAP MAINT ITEMS (Tire Lease)	Not Applicable	No assumed impact/negligible impact on emissions	0	
RTD0011185	SRTA - SHORT RANGE TRANSIT PLANNING	Not Applicable	No assumed impact/negligible impact on emissions	0	
RTD0011268	SRTA - BUY REPLACEMENT VAN (OPTIONS)	Qualitative	Qualitative Decrease in Emissions	0	
RTD0011269	SRTA - ENGINEERING & DESIGN - BUS SUPPORT EQUIP/FACIL	Not Applicable	No assumed impact/negligible impact on emissions	0	
RTD0011270	SRTA - REHAB/RENOVATE BUS SUPPORT FACIL/EQUIP	Not Applicable	No assumed impact/negligible impact on emissions	0	
RTD0011272	SRTA - ACQUIRE - SUPPORT VEHICLES (2)	Qualitative	Qualitative Decrease in Emissions	0	
RTD0011274	SRTA - ACQUIRE - ADP SOFTWARE (ITS)	Not Applicable	No assumed impact/negligible impact on emissions	0	
SRTA011729	SRTA - ACQUIRE - MISC OPS/MAINT SUPPORT EQUIPMENT	Not Applicable	No assumed impact/negligible impact on emissions	0	
SRTA011735	SRTA - BUY REPLACEMENT 35-FT LF-HD HYBRID BUS (6) STATEWIDE 5339	Qualitative	Qualitative Decrease in Emissions	0	
SRTA011975	SRTA - ACQUIRE - MISC OPS/MAINT SUPPORT EQUIPMENT	Not Applicable	No assumed impact/negligible impact on emissions	0	
T00201	SRTA - PREVENTATIVE MAINTENANCE	Not Applicable	No assumed impact/negligible impact on emissions	0	
T00205	SRTA - NON-FIXED ROUTE ADA PARATRANSIT	Not Applicable	No assumed impact/negligible impact on emissions	0	
T00209	SRTA - OPERATING ASSISTANCE	Not Applicable	No assumed impact/negligible impact on emissions	0	
Southeastern Regional Transit Authority			Total GHG Increase (kg/year)	0	
			Total GHG Reduction (kg/year)	0	
			Total GHG Difference (kg/year)	0	
2027			Total GHG Increase (kg/year)	0	
			Total GHG Reduction (kg/year)	0	
			Total GHG Difference (kg/year)	0	

Greenhouse Gas (GHG) Analysis Report

Program Activity: Transit

STIP: 2027 - 2031 (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 Regional Transit Authority					
RTD0010835	SRTA - REHAB/RENOVATE BUS SUPPORT FACIL/EQUIP	Not Applicable	No assumed impact/negligible impact on emissions	0	
SRTA011730	SRTA - ACQUIRE - MISC SUPPORT EQUIPMENT	Not Applicable	No assumed impact/negligible impact on emissions	0	
SRTA011732	SRTA - ACQUIRE - ADP HARDWARE/SOFTWARE (ITS)	Not Applicable	No assumed impact/negligible impact on emissions	0	
SRTA011733	SRTA - BUY REPLACEMENT VAN	Qualitative	Qualitative Decrease in Emissions	0	
SRTA011740	SRTA - ACQUIRE - MISC OPS/MAINT SUPPORT EQUIPMENT	Not Applicable	No assumed impact/negligible impact on emissions	0	
SRTA011979	SRTA - REHAB/RENOVATE BUS SUPPORT FACIL/EQUIP	Not Applicable	No assumed impact/negligible impact on emissions	0	
T00177	SRTA - ENGINEERING & DESIGN - BUS SUPPORT EQUIP/FACILITIES	Not Applicable	No assumed impact/negligible impact on emissions	0	
T00181	SRTA - ACQUIRE - OPS/MAINT SUPPORT VEHICLES (3)	Not Applicable	Qualitative Decrease in Emissions	0	
T00183	SRTA - LEASE ASSOC CAP MAINT ITEMS (Tire Lease)	Not Applicable	No assumed impact/negligible impact on emissions	0	
T00184	SRTA - SHORT RANGE TRANSIT PLANNING	Not Applicable	No assumed impact/negligible impact on emissions	0	
T00185	SRTA - BUY REPLACEMENT 35-FT BUS (3) Statewide 5339	Qualitative	Qualitative Decrease in Emissions	0	
T00186	SRTA - BUY REPLACEMENT VAN (OPTIONS)	Qualitative	Qualitative Decrease in Emissions	0	
T00202	SRTA - PREVENTATIVE MAINTENANCE	Not Applicable	No assumed impact/negligible impact on emissions	0	
T00206	SRTA - NON-FIXED ROUTE ADA PARATRANSIT	Not Applicable	No assumed impact/negligible impact on emissions	0	
T00210	SRTA - OPERATING ASSISTANCE	Not Applicable	No assumed impact/negligible impact on emissions	0	
Southeastern Regional Transit Authority			Total GHG Increase (kg/year)	0	
			Total GHG Reduction (kg/year)	0	
			Total GHG Difference (kg/year)	0	
2028			Total GHG Increase (kg/year)	0	
			Total GHG Reduction (kg/year)	0	
			Total GHG Difference (kg/year)	0	

Greenhouse Gas (GHG) Analysis Report

Program Activity: Transit

STIP: 2027 - 2031 (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 Regional Transit Authority					
SRTA011731	SRTA - ACQUIRE - MISC SUPPORT EQUIPMENT	Not Applicable	No assumed impact/negligible impact on emissions	0	
SRTA011736	SRTA - BUY REPLACEMENT VAN (OPTIONS)	Qualitative	Qualitative Decrease in Emissions	0	
SRTA011738	SRTA - ENGINEERING & DESIGN - BUS SUPPORT EQUIP/FACIL	Not Applicable	No assumed impact/negligible impact on emissions	0	
SRTA011741	SRTA - ACQUIRE - SUPPORT VEHICLES (3)	Not Applicable	No assumed impact/negligible impact on emissions	0	
SRTA011743	SRTA - ACQUIRE - ADP HARDWARE/SOFTWARE (ITS)	Not Applicable	No assumed impact/negligible impact on emissions	0	
SRTA011744	SRTA - SHORT RANGE TRANSIT PLANNING	Not Applicable	No assumed impact/negligible impact on emissions	0	
SRTA011745	SRTA - LEASE ASSOC CAP MAINT ITEMS (TIRE LEASE)	Not Applicable	No assumed impact/negligible impact on emissions	0	
SRTA011746	SRTA - PREVENTATIVE MAINTENANCE	Not Applicable	No assumed impact/negligible impact on emissions	0	
SRTA011747	SRTA - NON-FIXED ROUTE ADA PARATRANSIT	Not Applicable	No assumed impact/negligible impact on emissions	0	
SRTA011749	SRTA - OPERATING ASSISTANCE	Not Applicable	No assumed impact/negligible impact on emissions	0	
SRTA011980	SRTA - REHAB/RENOVATE BUS SUPPORT FACIL/EQUIP	Not Applicable	No assumed impact/negligible impact on emissions	0	
SRTA011981	SRTA - BUY REPLACEMENT 35-FT LF-HD HYBRID BUS (6) STATEWIDE 5339	Qualitative	Qualitative Decrease in Emissions	0	
SRTA012148	SRTA - ACQUIRE - MISC SUPPORT EQUIPMENT	Not Applicable	No assumed impact/negligible impact on emissions	0	
Southeastern Regional Transit Authority			Total GHG Increase (kg/year)	0	
			Total GHG Reduction (kg/year)	0	
			Total GHG Difference (kg/year)	0	
2029			Total GHG Increase (kg/year)	0	
			Total GHG Reduction (kg/year)	0	
			Total GHG Difference (kg/year)	0	

Greenhouse Gas (GHG) Analysis Report

Program Activity: Transit

STIP: 2027 - 2031 (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 Regional Transit Authority					
SRTA011976	SRTA - BUY REPLACEMENT 35-FT LF-HD HYBRID BUS (6) STATEWIDE 5339	Qualitative	Qualitative Decrease in Emissions	0	
SRTA011984	SRTA - OPERATING ASSISTANCE	Not Applicable	No assumed impact/negligible impact on emissions	0	
SRTA011985	SRTA - BUY REPLACEMENT VAN (2)	Qualitative	Qualitative Decrease in Emissions	0	
SRTA011986	SRTA - BUY REPLACEMENT VAN (OPTIONS)	Qualitative	Qualitative Decrease in Emissions	0	
SRTA011987	SRTA - ENGINEERING & DESIGN - BUS SUPPORT EQUIP/FACIL	Not Applicable	No assumed impact/negligible impact on emissions	0	
SRTA011990	SRTA - ACQUIRE - MISC OPS/MAINT SUPPORT EQUIPMENT	Not Applicable	No assumed impact/negligible impact on emissions	0	
SRTA011991	SRTA - ACQUIRE - SUPPORT VEHICLES (3)	Not Applicable	No assumed impact/negligible impact on emissions	0	
SRTA011993	SRTA - SHORT RANGE TRANSIT PLANNING	Not Applicable	No assumed impact/negligible impact on emissions	0	
SRTA011994	SRTA - LEASE ASSOC CAP MAINT ITEMS (TIRE LEASE)	Not Applicable	No assumed impact/negligible impact on emissions	0	
SRTA011995	SRTA - PREVENTATIVE MAINTENANCE	Not Applicable	No assumed impact/negligible impact on emissions	0	
SRTA011996	SRTA - NON-FIXED ROUTE ADA PARATRANSIT	Not Applicable	No assumed impact/negligible impact on emissions	0	
SRTA012149	SRTA - ACQUIRE - MISC SUPPORT EQUIPMENT	Not Applicable	No assumed impact/negligible impact on emissions	0	
T00187	SRTA - ACQUIRE - ADP HARDWARE/SOFTWARE (ITS)	Not Applicable	No assumed impact/negligible impact on emissions	0	
Southeastern Regional Transit Authority			Total GHG Increase (kg/year)	0	
			Total GHG Reduction (kg/year)	0	
			Total GHG Difference (kg/year)	0	
2030			Total GHG Increase (kg/year)	0	
			Total GHG Reduction (kg/year)	0	
			Total GHG Difference (kg/year)	0	

Greenhouse Gas (GHG) Analysis Report

Program Activity: Transit

STIP: 2027 - 2031 (D)

MassDot Project ID	MassDOT Project Description	GHG Analysis Type	GHG Impact Description	GHG CO2 Impact (kg/yr)	Additional Information
Federal Fiscal Year 2031					
Southeastern Regional Transit Authority					
SRTA011982	SRTA - REHAB/RENOVATE BUS SUPPORT FACIL/EQUIP	Not Applicable	No assumed impact/negligible impact on emissions	0	
SRTA011992	SRTA - ACQUIRE - SUPPORT VEHICLES (4)	Not Applicable	No assumed impact/negligible impact on emissions	0	
SRTA012151	SRTA - BUY REPLACEMENT VAN (2)	Qualitative	Qualitative Decrease in Emissions	0	
SRTA012152	SRTA - BUY REPLACEMENT VAN (OPTIONS)	Qualitative	Qualitative Decrease in Emissions	0	
SRTA012153	SRTA - ENGINEERING & DESIGN - BUS SUPPORT EQUIP/FACIL	Not Applicable	No assumed impact/negligible impact on emissions	0	
SRTA012154	SRTA - ACQUIRE - MISC OPS/MAINT SUPPORT EQUIPMENT	Not Applicable	No assumed impact/negligible impact on emissions	0	
SRTA012155	SRTA - ACQUIRE - MISC SUPPORT EQUIPMENT	Not Applicable	No assumed impact/negligible impact on emissions	0	
SRTA012156	SRTA - ACQUIRE - ADP HARDWARE/SOFTWARE (ITS)	Not Applicable	No assumed impact/negligible impact on emissions	0	
SRTA012157	SRTA - SHORT RANGE TRANSIT PLANNING	Not Applicable	No assumed impact/negligible impact on emissions	0	
SRTA012158	SRTA - LEASE ASSOC CAP MAINT ITEMS (TIRE LEASE)	Not Applicable	No assumed impact/negligible impact on emissions	0	
SRTA012159	SRTA - PREVENTATIVE MAINTENANCE	Not Applicable	No assumed impact/negligible impact on emissions	0	
SRTA012160	SRTA - NON-FIXED ROUTE ADA PARATRANSIT	Not Applicable	No assumed impact/negligible impact on emissions	0	
SRTA012161	SRTA - OPERATING ASSISTANCE	Not Applicable	No assumed impact/negligible impact on emissions	0	
Southeastern Regional Transit Authority			Total GHG Increase (kg/year)	0	
			Total GHG Reduction (kg/year)	0	
			Total GHG Difference (kg/year)	0	
2031			Total GHG Increase (kg/year)	0	
			Total GHG Reduction (kg/year)	0	
			Total GHG Difference (kg/year)	0	
2027 - 2031			Total GHG Increase (kg/year)	0	
			Total GHG Reduction (kg/year)	0	
			Total GHG Difference (kg/year)	0	

Appendix G - FFY2017-2026 Greenhouse Gas Monitoring & Evaluation Process & Summaries

SE Mass Region Transportation Improvement Program

MassDOT Project ID ▼	MassDOT Project Description ▼	Total Programmed Funds ▼	GHG Analysis Type ▼	GHG CO_2 Impact (kg/yr) ▼	GHG Impact Description ▼	Additional Description ▼	Fiscal Year of Contract Award (2015 and forward) ▼
605848	DARTMOUTH - IMPROVEMENTS ON GRAND ARMY OF THE REPUBLIC HIGHWAY (U.S. ROUTE 6) AND FAUNCE CORNER ROAD (PHASE 1)	$2,736,112 (CMAQ - $2,308,045)	Quantified	87,676	Quantified Decrease in Emissions from Traffic Operational Improvement		2015
605368	NORTH ATTLEBOROUGH - TRAFFIC SIGNAL AND INTERSECTION IMPROVEMENTS AT EAST WASHINGTON STREET (ROUTE 1), SOUTH WASHINGTON STREET AND HOPPIN HILL ROAD (ROUTE 120)	$3,648,735 (CMAQ - ($1,843,146)	Quantified	7,025	Quantified Decrease in Emissions from Traffic Operational Improvement		2015
606910	NEW BEDFORD - CORRIDOR IMPROVEMENTS AND RELATED WORK ON COGGESHALL STREET, FROM PURCHASE STREET TO MITCHELL AVENUE	$3,268,520 (CMAQ - $1,000,000)	Quantified	153,826	Quantified Decrease in Emissions from Traffic Operational Improvement		2016
608124	MIDDLEBOROUGH - INTERIM IMPROVEMENTS AT ROUTES 18/28/44 (ROTARY)	$1,268,874	Quantified	2,885,405	Quantified Decrease in Emissions from Traffic Operational Improvement		2017
608081	WESTPORT - RESURFACING AND RELATED WORK ALONG ROUTE 88 FROM MILE MARKER 0.0 (BEGINNING OF STATE HIGHWAY) NORTHERLY TO MILE MARKER 1.2, JUST NORTH OF DRIFT ROAD	$8,635,254 (CMAQ - $1,809,121)	Quantified	721	Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure		2017
607304	DARTMOUTH- INTERSECTION IMPROVEMENTS & RELATED WORK AT CHASE ROAD & OLD WESTPORT ROAD	$1,026,305	Quantified	343,071	Quantified Decrease in Emissions from Traffic Operational Improvement		2018
607531	NORTON- CORRIDOR IMPROVEMENTS & RELATED WORK ON EAST MAIN STREET (ROUTE 123), FROM PINE STREET TO I-495	$7,285,663 (CMAQ - $5,600,000)	Quantified	1,728,175	Quantified Decrease in Emissions from Traffic Operational Improvement		2019
607392	SEEKONK- INTERSECTION IMPROVEMENTS & RELATED WORK AT FALL RIVER AVENUE (ROUTE 114A) AND COUNTY STREET	$2,500,000	Quantified	1,161	Quantified Decrease in Emissions from Traffic Operational Improvement		2019
607572	TAUNTON- CORRIDOR IMPROVEMENTS & RELATED WORK ON BROADWAY (ROUTE 138), FROM LEONARD STREET NORTHERLY TO PURCHASE STREET (PHASE 1)	$7,765,597 - TAP ($492,430) / STBG ($7,273,167)	Quantified	6,724	Quantified Decrease in Emissions from Complete Streets Project	Eligible Up to $1,000,000 in CMAQ funds	2020
606718	NEW BEDFORD- INTERSECTION IMPROVEMENTS AT HATHAWAY ROAD, MOUNT PLEASANT STREET AND NAUSET STREET	$3,677,384	Quantified	644,032	Quantified Decrease in Emissions from Traffic Operational Improvement		2020
	Expansion of Microtransit Pilot Program GATRA Go	$269,360 (CMAQ - $215,488)	Quantified	596	Quantified Decrease in Emissions from New/Additional Transit Service		2020
608267	RAYNHAM- RESURFACING AND RELATED WORK ON ROUTE 138	$18,094,226 (CMAQ - $3,593,313)	Quantified	2,094	Quantified Decrease in Emissions from Complete Streets Project		2021
605888	TAUNTON- INTERCHANGE IMPROVEMENTS AT ROUTES 24 & 140, INCLUDING REPLACING T-01-045 AND T-01-046	$126,517,047 (CMAQ - $0)	Quantified	701,525	Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure		2022
606024	TAUNTON- RECONSTRUCTION OF ROUTE 44 (DEAN STREET), FROM ARLINGTON STREET TO ROUTE 104 (SOUTH MAIN STREET)	$12,569,992 (CMAQ - $4,613,187)	Quantified	2,415,341	Quantified Decrease in Emissions from Traffic Operational Improvement		2022
607339	ATTLEBORO– INTERSECTION IMPROVEMENTS AT ROUTE 1 (WASHINGTON STREET)/ROUTE 1A (NEWPORT AVENUE) AND ROUTE 123 (HIGHLAND AVENUE)	$7,213,265 (CMAQ - $4,941,086)	Quantified	21,349	Quantified Decrease in Emissions from Traffic Operational Improvement		2022
607822	NORTON- MANSFIELD- RAIL TRAIL EXTENSION (WORLD WAR II VETERANS TRAIL)	$5,011,678	Quantified	174,826	Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure		2022
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	375,382	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	68,009	Quantified Decrease in Emissions from Traffic Operational Improvement		2025
609193	NORTON- INTERSECTION IMPROVEMENTS AT WEST MAIN STREET (ROUTE 123), NORTH WORCESTER STREET AND SOUTH WORCESTER STREET	$3,761,241 (CMAQ - $2,666,416)	Quantified	802,511	Quantified Decrease in Emissions from Traffic Operational Improvement		2026
610647	WAREHAM- CORRIDOR IMPROVEMENTS ON ROUTE 6 AT SWIFTS BEACH ROAD	$10,142,170	Quantified	21,934	Quantified Decrease in Emissions from Traffic Operational Improvement		2026

Appendix H
FFY2027-2031
FEDERAL TARGET REPORTS

Program Target Report

Program Activity: Highway

Federal Fiscal Year 2027				STIP: 2027 - 2031 (D)
		Federal Aid Funds	Matching Funds	FFY 2027 (Proposed) (Fed Aid + Match)
	Balance Obligation Authority	$788,144,450		
	Planned Redistribution Request	$50,000,000		
	Total Non-earmarked Funding Available	$838,144,450	$279,381,483	$1,117,525,933
Planning/Adjustments/Pass-throughs		$72,553,952	$17,208,155	$89,762,107
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		$14,942,487	$3,735,622	$18,678,109
Recreational Trails		$1,174,862	$293,716	$1,468,578
SRTS Education		$1,951,346	$487,837	$2,439,183
Transit Grant Program		$0	$0	$0
Flex to FTA		$0	$0	$0
Railroad Crossings		$2,593,832	$0	$2,593,832
Carbon Reduction		$17,882,558	$4,470,640	$22,353,198
Regional Priorities				
Regional Share (%)	**MPO**	**$284,969,113**	**$71,242,278**	**$356,211,391**
3.5596	Berkshire Region	$10,143,761	$2,535,940	$12,679,701
42.9671	Boston Region	$122,442,964	$30,610,741	$153,053,705
4.5851	Cape Cod	$13,066,119	$3,266,530	$16,332,649
8.6901	Central Mass	$24,764,101	$6,191,025	$30,955,126
2.5397	Franklin Region	$7,237,361	$1,809,340	$9,046,701
0.3100	Martha's Vineyard	$883,404	$220,851	$1,104,255
4.4296	Merrimack Valley	$12,622,992	$3,155,748	$15,778,740
4.4596	Montachusett	$12,708,483	$3,177,121	$15,885,603
0.2200	Nantucket	$626,932	$156,733	$783,665
3.9096	Northern Middlesex	$11,141,152	$2,785,288	$13,926,441
4.5595	Old Colony	$12,993,167	$3,248,292	$16,241,458
10.8100	Pioneer Valley	$30,805,161	$7,701,290	$38,506,451
8.9601	Southeastern Mass	$25,533,517	$6,383,379	$31,916,897
Highway		**$480,621,385**	**$108,877,739**	**$589,499,124**
Reliability		**$326,964,584**	**$73,588,539**	**$400,553,123**
	Interstate Pavement	$40,000,000	$4,444,444	$44,444,444
	Non-Interstate Pavement	$55,000,000	$13,750,000	$68,750,000
	Roadway Improvements	$0	$0	$0

Federal Fiscal Year 2027				STIP: 2027 - 2031 (D)
	Safety Improvements	$25,822,108	$3,858,476	$29,680,584
	Highway Resiliency Improvement Program	$20,344,989	$5,086,247	$25,431,236
	Bridge	$185,797,487	$46,449,372	$232,246,859
	Bridge Inspections	$8,838,012	$2,209,503	$11,047,515
	Bridge Systematic Maintenance	$0	$0	$0
	Bridge On-system NHS	$142,811,270	$35,702,818	$178,514,088
	Bridge On-system Non-NHS	$0	$0	$0
	Bridge Off-system	$34,148,205	$8,537,051	$42,685,256
Modernization		**$120,011,108**	**$26,877,777**	**$146,888,885**
	Accessibility Improvements	$2,000,000	$500,000	$2,500,000
	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	$55,000,000	$13,750,000	$68,750,000
	Safe Routes to School	$12,000,000	$3,000,000	$15,000,000
	Freight	$20,511,108	$5,127,777	$25,638,885
Expansion		**$33,645,693**	**$8,411,423**	**$42,057,116**
	Bicycle and Pedestrian	$33,645,693	$8,411,423	$42,057,116
	Capacity	$0	$0	$0
	Grand Total Formula Funds	**$838,144,450**	**$197,328,172**	**$1,035,472,622**
	Difference from Funds Available	**$0**	**$82,053,311**	**$82,053,311**
Highway (Non-Core)		**$396,501,868**	**$89,993,168**	**$486,495,036**
Reliability		**$394,570,052**	**$89,510,214**	**$484,080,266**
	Bridge	$394,570,052	$89,510,214	$484,080,266
	Bridge Systematic Maintenance NB	$0	$0	$0
	Bridge On-System (BFP)	$358,040,857	$89,510,214	$447,551,071
	Bridge On-system Non-NHS NB	$0	$0	$0
	Bridge Off-system (BFP)	$36,529,195	$0	$36,529,195
	Bridge Off-System State (BFP)	$0	$0	$0
	Bridge On-System (NGB)	$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	**$1,234,646,318**	**$287,321,340**	**$1,521,967,658**

Program Target Report

Program Activity: Highway

Federal Fiscal Year 2028				STIP: 2027 - 2031 (D)
		Federal Aid Funds	Matching Funds	FFY 2028 (Proposed) (Fed Aid + Match)
	Balance Obligation Authority	$801,127,976		
	Planned Redistribution Request	$50,000,000		
	Total Non-earmarked Funding Available	$851,127,976	$283,709,325	$1,134,837,301
Planning/Adjustments/Pass-throughs		$73,446,121	$17,431,197	$90,877,318
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		$15,241,337	$3,810,334	$19,051,671
Recreational Trails		$1,174,862	$293,716	$1,468,578
SRTS Education		$1,951,346	$487,837	$2,439,183
Transit Grant Program		$0	$0	$0
Flex to FTA		$0	$0	$0
Railroad Crossings		$2,593,832	$0	$2,593,832
Carbon Reduction		$18,240,209	$4,560,052	$22,800,261
Regional Priorities				
Regional Share (%)	**MPO**	**$289,383,512**	**$72,345,878**	**$361,729,390**
3.5596	Berkshire Region	$10,300,895	$2,575,224	$12,876,119
42.9671	Boston Region	$124,339,703	$31,084,926	$155,424,629
4.5851	Cape Cod	$13,268,523	$3,317,131	$16,585,654
8.6901	Central Mass	$25,147,717	$6,286,929	$31,434,646
2.5397	Franklin Region	$7,349,473	$1,837,368	$9,186,841
0.3100	Martha's Vineyard	$897,089	$224,272	$1,121,361
4.4296	Merrimack Valley	$12,818,532	$3,204,633	$16,023,165
4.4596	Montachusett	$12,905,347	$3,226,337	$16,131,684
0.2200	Nantucket	$636,644	$159,161	$795,805
3.9096	Northern Middlesex	$11,313,738	$2,828,434	$14,142,172
4.5595	Old Colony	$13,194,441	$3,298,610	$16,493,052
10.8100	Pioneer Valley	$31,282,358	$7,820,589	$39,102,947
8.9601	Southeastern Mass	$25,929,052	$6,482,263	$32,411,315
Highway		**$488,298,343**	**$110,745,038**	**$599,043,381**
Reliability		**$328,558,407**	**$73,935,053**	**$402,493,460**
	Interstate Pavement	$40,000,000	$4,444,444	$44,444,444
	Non-Interstate Pavement	$55,000,000	$13,750,000	$68,750,000
	Roadway Improvements	$0	$0	$0

Program Target Report

Program Activity: Highway

Federal Fiscal Year 2028				STIP: 2027 - 2031 (D)
	Safety Improvements	$26,338,550	$3,935,645	$30,274,195
	Highway Resiliency Improvement Program	$20,751,888	$5,187,972	$25,939,860
	Bridge	$186,467,969	$46,616,992	$233,084,961
	Bridge Inspections	$8,838,012	$2,209,503	$11,047,515
	Bridge Systematic Maintenance	$0	$0	$0
	Bridge On-system NHS	$143,481,752	$35,870,438	$179,352,190
	Bridge On-system Non-NHS	$0	$0	$0
	Bridge Off-system	$34,148,205	$8,537,051	$42,685,256
Modernization		**$125,421,330**	**$28,230,333**	**$153,651,663**
	Accessibility Improvements	$2,000,000	$500,000	$2,500,000
	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	$60,000,000	$15,000,000	$75,000,000
	Safe Routes to School	$12,000,000	$3,000,000	$15,000,000
	Freight	$20,921,330	$5,230,333	$26,151,663
Expansion		**$34,318,606**	**$8,579,652**	**$42,898,258**
	Bicycle and Pedestrian	$34,318,606	$8,579,652	$42,898,258
	Capacity	$0	$0	$0
	Grand Total Formula Funds	**$851,127,976**	**$200,522,113**	**$1,051,650,089**
	Difference from Funds Available	**$0**	**$83,187,212**	**$83,187,212**
Highway (Non-Core)		**$396,540,504**	**$90,002,827**	**$486,543,331**
Reliability		**$394,570,052**	**$89,510,214**	**$484,080,266**
	Bridge	$394,570,052	$89,510,214	$484,080,266
	Bridge Systematic Maintenance NB	$0	$0	$0
	Bridge On-System (BFP)	$358,040,857	$89,510,214	$447,551,071
	Bridge On-system Non-NHS NB	$0	$0	$0
	Bridge Off-system (BFP)	$36,529,195	$0	$36,529,195
	Bridge Off-System State (BFP)	$0	$0	$0
	Bridge On-System (NGB)	$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	**$1,247,668,480**	**$290,524,940**	**$1,538,193,420**

Program Target Report

Program Activity: Highway

Federal Fiscal Year 2029				STIP: 2027 - 2031 (D)
		Federal Aid Funds	Matching Funds	FFY 2029 (Proposed) (Fed Aid + Match)
	Balance Obligation Authority	$814,371,173		
	Planned Redistribution Request	$50,000,000		
	Total Non-earmarked Funding Available	$864,371,173	$288,123,724	$1,152,494,897
Planning/Adjustments/Pass-throughs		$74,356,133	$17,658,700	$92,014,833
GANS Repayment		$0	$0	$0
Award Adjustments, Change Orders, etc.		$22,225,500	$5,274,500	$27,500,000
Metropolitan Planning		$12,259,415	$3,064,854	$15,324,269
State Planning & Research		$15,546,164	$3,886,541	$19,432,705
Recreational Trails		$1,174,862	$293,716	$1,468,578
SRTS Education		$1,951,346	$487,837	$2,439,183
Transit Grant Program		$0	$0	$0
Flex to FTA		$0	$0	$0
Railroad Crossings		$2,593,832	$0	$2,593,832
Carbon Reduction		$18,605,014	$4,651,254	$23,256,268
Regional Priorities				
Regional Share (%)	**MPO**	**$293,886,199**	**$73,471,550**	**$367,357,749**
3.5596	Berkshire Region	$10,461,173	$2,615,293	$13,076,466
42.9671	Boston Region	$126,274,377	$31,568,594	$157,842,971
4.5851	Cape Cod	$13,474,976	$3,368,744	$16,843,720
8.6901	Central Mass	$25,539,005	$6,384,751	$31,923,756
2.5397	Franklin Region	$7,463,828	$1,865,957	$9,329,785
0.3100	Martha's Vineyard	$911,047	$227,762	$1,138,809
4.4296	Merrimack Valley	$13,017,983	$3,254,496	$16,272,479
4.4596	Montachusett	$13,106,149	$3,276,537	$16,382,686
0.2200	Nantucket	$646,550	$161,637	$808,187
3.9096	Northern Middlesex	$11,489,775	$2,872,444	$14,362,219
4.5595	Old Colony	$13,399,741	$3,349,935	$16,749,677
10.8100	Pioneer Valley	$31,769,098	$7,942,275	$39,711,373
8.9601	Southeastern Mass	$26,332,497	$6,583,124	$32,915,622
Highway		**$496,128,841**	**$112,649,682**	**$608,778,523**
Reliability		**$330,284,107**	**$74,313,499**	**$404,597,606**
	Interstate Pavement	$40,000,000	$4,444,444	$44,444,444
	Non-Interstate Pavement	$55,000,000	$13,750,000	$68,750,000
	Roadway Improvements	$0	$0	$0

Program Target Report

Program Activity: Highway

Federal Fiscal Year 2029				STIP: 2027 - 2031 (D)
	Safety Improvements	$26,865,321	$4,014,358	$30,879,679
	Highway Resiliency Improvement Program	$21,166,926	$5,291,732	$26,458,658
	Bridge	$187,251,860	$46,812,965	$234,064,825
	Bridge Inspections	$8,838,012	$2,209,503	$11,047,515
	Bridge Systematic Maintenance	$0	$0	$0
	Bridge On-system NHS	$144,265,643	$36,066,411	$180,332,054
	Bridge On-system Non-NHS	$0	$0	$0
	Bridge Off-system	$34,148,205	$8,537,051	$42,685,256
Modernization		**$130,839,757**	**$29,584,939**	**$160,424,696**
	Accessibility Improvements	$2,000,000	$500,000	$2,500,000
	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	$65,000,000	$16,250,000	$81,250,000
	Safe Routes to School	$12,000,000	$3,000,000	$15,000,000
	Freight	$21,339,757	$5,334,939	$26,674,696
Expansion		**$35,004,977**	**$8,751,244**	**$43,756,221**
	Bicycle and Pedestrian	$35,004,977	$8,751,244	$43,756,221
	Capacity	$0	$0	$0
	Grand Total Formula Funds	**$864,371,173**	**$203,779,932**	**$1,068,151,105**
	Difference from Funds Available	**$0**	**$84,343,792**	**$84,343,792**
Highway (Non-Core)		**$289,661,957**	**$63,283,190**	**$352,945,147**
Reliability		**$287,652,096**	**$62,780,725**	**$350,432,821**
	Bridge	$287,652,096	$62,780,725	$350,432,821
	Bridge Systematic Maintenance NB	$0	$0	$0
	Bridge On-System (BFP)	$251,122,901	$62,780,725	$313,903,626
	Bridge On-system Non-NHS NB	$0	$0	$0
	Bridge Off-system (BFP)	$36,529,195	$0	$36,529,195
	Bridge Off-System State (BFP)	$0	$0	$0
	Bridge On-System (NGB)	$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	**$1,154,033,130**	**$267,063,122**	**$1,421,096,252**

Program Target Report

Program Activity: Highway

Federal Fiscal Year 2030 | STIP: 2027 - 2031 (D)

		Federal Aid Funds	Matching Funds	FFY 2030 (Proposed) (Fed Aid + Match)
	Balance Obligation Authority	$827,879,234		
	Planned Redistribution Request	$50,000,000		
	Total Non-earmarked Funding Available	$877,879,234	$292,626,411	$1,170,505,645
Planning/Adjustments/Pass-throughs		$100,284,345	$17,890,753	$118,175,098
GANS Repayment		$25,000,000	$0	$25,000,000
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		$15,857,087	$3,964,272	$19,821,359
Recreational Trails		$1,174,862	$293,716	$1,468,578
SRTS Education		$1,951,346	$487,837	$2,439,183
Transit Grant Program		$0	$0	$0
Flex to FTA		$0	$0	$0
Railroad Crossings		$2,593,832	$0	$2,593,832
Carbon Reduction		$18,977,114	$4,744,279	$23,721,393
Regional Priorities				
Regional Share (%)	**MPO**	**$289,978,940**	**$72,494,735**	**$362,473,674**
3.5596	Berkshire Region	$10,322,090	$2,580,523	$12,902,613
42.9671	Boston Region	$124,595,541	$31,148,885	$155,744,426
4.5851	Cape Cod	$13,295,824	$3,323,956	$16,619,780
8.6901	Central Mass	$25,199,460	$6,299,865	$31,499,325
2.5397	Franklin Region	$7,364,595	$1,841,149	$9,205,744
0.3100	Martha's Vineyard	$898,935	$224,734	$1,123,668
4.4296	Merrimack Valley	$12,844,907	$3,211,227	$16,056,134
4.4596	Montachusett	$12,931,901	$3,232,975	$16,164,876
0.2200	Nantucket	$637,954	$159,488	$797,442
3.9096	Northern Middlesex	$11,337,017	$2,834,254	$14,171,271
4.5595	Old Colony	$13,221,590	$3,305,397	$16,526,987
10.8100	Pioneer Valley	$31,346,723	$7,836,681	$39,183,404
8.9601	Southeastern Mass	$25,982,403	$6,495,601	$32,478,004
Highway		**$487,615,949**	**$110,467,420**	**$598,083,369**
Reliability		**$320,644,321**	**$71,849,513**	**$392,493,834**
	Interstate Pavement	$40,000,000	$4,444,444	$44,444,444
	Non-Interstate Pavement	$55,000,000	$13,750,000	$68,750,000
	Roadway Improvements	$0	$0	$0

Program Target Report

Program Activity: Highway

Federal Fiscal Year 2030				STIP: 2027 - 2031 (D)
	Safety Improvements	$27,402,628	$4,094,646	$31,497,274
	Highway Resiliency Improvement Program	$21,590,265	$5,397,566	$26,987,831
	Bridge	$176,651,428	$44,162,857	$220,814,285
	Bridge Inspections	$8,838,012	$2,209,503	$11,047,515
	Bridge Systematic Maintenance	$0	$0	$0
	Bridge On-system NHS	$133,665,211	$33,416,303	$167,081,514
	Bridge On-system Non-NHS	$0	$0	$0
	Bridge Off-system	$34,148,205	$8,537,051	$42,685,256
Modernization		**$131,266,552**	**$29,691,638**	**$160,958,190**
	Accessibility Improvements	$2,000,000	$500,000	$2,500,000
	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	$65,000,000	$16,250,000	$81,250,000
	Safe Routes to School	$12,000,000	$3,000,000	$15,000,000
	Freight	$21,766,552	$5,441,638	$27,208,190
Expansion		**$35,705,076**	**$8,926,269**	**$44,631,345**
	Bicycle and Pedestrian	$35,705,076	$8,926,269	$44,631,345
	Capacity	$0	$0	$0
	Grand Total Formula Funds	**$877,879,234**	**$200,852,908**	**$1,078,732,141**
	Difference from Funds Available	**$0**	**$91,773,503**	**$91,773,504**
Highway (Non-Core)		**$289,702,154**	**$63,293,240**	**$352,995,394**
Reliability		**$287,652,096**	**$62,780,725**	**$350,432,821**
	Bridge	$287,652,096	$62,780,725	$350,432,821
	Bridge Systematic Maintenance NB	$0	$0	$0
	Bridge On-System (BFP)	$251,122,901	$62,780,725	$313,903,626
	Bridge On-system Non-NHS NB	$0	$0	$0
	Bridge Off-system (BFP)	$36,529,195	$0	$36,529,195
	Bridge Off-System State (BFP)	$0	$0	$0
	Bridge On-System (NGB)	$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	**$1,167,581,388**	**$264,146,148**	**$1,431,727,535**

Program Target Report

Program Activity: Highway

Federal Fiscal Year 2031 | STIP: 2027 - 2031 (D)

		Federal Aid Funds	Matching Funds	FFY 2031 (Proposed) (Fed Aid + Match)
	Balance Obligation Authority	$841,657,457		
	Planned Redistribution Request	$50,000,000		
	Total Non-earmarked Funding Available	$891,657,457	$297,219,152	$1,188,876,609
Planning/Adjustments/Pass-throughs		$96,231,121	$18,127,447	$114,358,568
GANS Repayment		$20,000,000	$0	$20,000,000
Award Adjustments, Change Orders, etc.		$22,225,500	$5,274,500	$27,500,000
Metropolitan Planning		$12,754,696	$3,188,674	$15,943,370
State Planning & Research		$16,174,229	$4,043,557	$20,217,786
Recreational Trails		$1,174,862	$293,716	$1,468,578
SRTS Education		$1,951,346	$487,837	$2,439,183
Transit Grant Program		$0	$0	$0
Flex to FTA		$0	$0	$0
Railroad Crossings		$2,593,832	$0	$2,593,832
Carbon Reduction		$19,356,656	$4,839,164	$24,195,820
Regional Priorities				
Regional Share (%)	**MPO**	**$296,363,535**	**$74,090,884**	**$370,454,419**
3.5596	Berkshire Region	$10,549,356	$2,637,339	$13,186,696
42.9671	Boston Region	$127,338,817	$31,834,704	$159,173,521
4.5851	Cape Cod	$13,588,564	$3,397,141	$16,985,706
8.6901	Central Mass	$25,754,288	$6,438,572	$32,192,859
2.5397	Franklin Region	$7,526,745	$1,881,686	$9,408,431
0.3100	Martha's Vineyard	$918,727	$229,682	$1,148,409
4.4296	Merrimack Valley	$13,127,719	$3,281,930	$16,409,649
4.4596	Montachusett	$13,216,628	$3,304,157	$16,520,785
0.2200	Nantucket	$652,000	$163,000	$815,000
3.9096	Northern Middlesex	$11,586,629	$2,896,657	$14,483,286
4.5595	Old Colony	$13,512,695	$3,378,174	$16,890,869
10.8100	Pioneer Valley	$32,036,898	$8,009,225	$40,046,123
8.9601	Southeastern Mass	$26,554,469	$6,638,617	$33,193,086
Highway		**$499,062,801**	**$113,274,013**	**$612,336,814**
Reliability		**$325,941,739**	**$73,118,747**	**$399,060,486**
	Interstate Pavement	$40,000,000	$4,444,444	$44,444,444
	Non-Interstate Pavement	$55,000,000	$13,750,000	$68,750,000
	Roadway Improvements	$0	$0	$0

Program Target Report

Program Activity: Highway

Federal Fiscal Year 2031				STIP: 2027 - 2031 (D)
	Safety Improvements	$27,950,680	$4,176,538	$32,127,218
	Highway Resiliency Improvement Program	$22,022,070	$5,505,518	$27,527,588
	Bridge	$180,968,989	$45,242,247	$226,211,236
	Bridge Inspections	$8,838,012	$2,209,503	$11,047,515
	Bridge Systematic Maintenance	$0	$0	$0
	Bridge On-system NHS	$137,982,772	$34,495,693	$172,478,465
	Bridge On-system Non-NHS	$0	$0	$0
	Bridge Off-system	$34,148,205	$8,537,051	$42,685,256
Modernization		**$136,701,883**	**$31,050,471**	**$167,752,354**
	Accessibility Improvements	$2,000,000	$500,000	$2,500,000
	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	$70,000,000	$17,500,000	$87,500,000
	Safe Routes to School	$12,000,000	$3,000,000	$15,000,000
	Freight	$22,201,883	$5,550,471	$27,752,354
Expansion		**$36,419,179**	**$9,104,795**	**$45,523,974**
	Bicycle and Pedestrian	$36,419,179	$9,104,795	$45,523,974
	Capacity	$0	$0	$0
	Grand Total Formula Funds	**$891,657,457**	**$205,492,344**	**$1,097,149,801**
	Difference from Funds Available	**$0**	**$91,726,808**	**$91,726,808**
Highway (Non-Core)		**$289,743,155**	**$63,303,490**	**$353,046,645**
Reliability		**$287,652,096**	**$62,780,725**	**$350,432,821**
	Bridge	$287,652,096	$62,780,725	$350,432,821
	Bridge Systematic Maintenance NB	$0	$0	$0
	Bridge On-System (BFP)	$251,122,901	$62,780,725	$313,903,626
	Bridge On-system Non-NHS NB	$0	$0	$0
	Bridge Off-system (BFP)	$36,529,195	$0	$36,529,195
	Bridge Off-System State (BFP)	$0	$0	$0
	Bridge On-System (NGB)	$0	$0	$0
Modernization		**$2,091,059**	**$522,765**	**$2,613,824**
	Electric Vehicle Infrastructure	$0	$0	$0
	Ferry Boat Program	$2,091,059	$522,765	$2,613,824
	Municipal Grants	$0	$0	$0
	Grand Total + Non-Formula Programs	**$1,181,400,612**	**$268,795,834**	**$1,450,196,446**

Appendix H
FFY2025
OBLIGATED PROJECTS



SRPEDD
Southeastern Regional Planning & Economic Development District

Annual Listing of Federally Funded Obligated Projects for Federal Fiscal Year 2025

December 2025

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)

FFY 2025 ANNUAL LISTING OF OBLIGATED PROJECTS PER 23 CFR 450.334

MassDOT Project ID	MassDOT Project Description▼	Advertis. / Obligation Date	FFY 2025 Programmed Federal Fund	FFY 2025 Obligated Federal Fund	Remaining Advance Construction Fund
MULTIPLE					
610714	BOURNE TO BRAINTREE- GUIDE AND TRAFFIC SIGN REPLACEMENT ON A SECTION OF ROUTE 3	16-Nov-24	$4,176,276.00	$3,898,214.10	
610719	BURLINGTON TO TYNGSBOROUGH- PAVEMENT PRESERVATION ON ROUTE 3	15-Mar-25	$20,310,668.00	$19,703,090.76	
610721	HARDWICK- NEW BRAINTREE- WARE- WEST BROOKFIELD- RESURFACING OF ROUTE 32	02-Nov-24	$3,710,140.00	$3,681,998.85	
613604	DISTRICT 5- VRU SYSTEMIC SAFETY PROJECT NEAR BUS STOPS	22-Feb-25	$1,316,156.00	$1,120,782.60	
613605	DISTRICT 4- DISTRICT 6- VRU SYSTEMIC SAFETY PROJECT NEAR BUS STOPS	22-Feb-25	$1,567,701.00	$1,766,282.73	
613606	DISTRICT 1- DISTRICT 2- DISTRICT 3- VRU SYSTEMIC SAFETY PROJECT NEAR BUS STOPS	22-Feb-25	$1,940,050.00	$2,245,973.71	
	MULTIPLE TOTAL :		**$33,020,991.00**	**$32,416,342.75**	

FFY 2025 ANNUAL LISTING OF OBLIGATED PROJECTS PER 23 CFR 450.334

MassDOT Project ID	MassDOT Project Description▼	Advertis. / Obligation Date	FFY 2025 Programmed Federal Fund	FFY 2025 Obligated Federal Fund	Remaining Advance Construction Fund
SOUTHEASTERN MASS					
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	09-Sep-25	$120,000,000.00	$120,000,000.00	$44,005,236.80
606715	LAKEVILLE- RECONSTRUCTION AND RELATED WORK ON RHODE ISLAND ROAD (ROUTE 79), FROM THE TAUNTON CITY LINE TO CLEAR POND ROAD	30-Aug-25	$930,386.00	$913,813.00	
606715	LAKEVILLE- RECONSTRUCTION AND RELATED WORK ON RHODE ISLAND ROAD (ROUTE 79), FROM THE TAUNTON CITY LINE TO CLEAR POND ROAD	30-Aug-25	$16,589,771.00	$16,627,365.66	$570,237.00
608616	TAUNTON- BRIDGE REPLACEMENT, T-01-024, SCADDING STREET OVER SNAKE RIVER	12-Jul-25	$10,853,643.00	$11,931,318.16	
608759	SWANSEA- TRAFFIC SIGNAL AND SAFETY IMPROVEMENTS AT THREE INTERSECTIONS ON ROUTE 6	19-Apr-25	$15,972,986.00	$15,995,992.98	
609255	MANSFIELD- MULTIMODAL ACCOMMODATION ON SCHOOL STREET, FROM SPRING STREET TO WEST STREET	28-Jun-25	$4,835,458.00	$4,835,458.53	
610715	NEW BEDFORD TO TAUNTON- GUIDE AND TRAFFIC SIGN REPLACEMENT ON A SECTION OF ROUTE 140	26-Apr-25	$802,845.00	$1,113,328.62	
611990	SOMERSET- SWANSEA- PAVEMENT PRESERVATION & RELATED WORK ON I-195	01-Mar-25	$15,956,637.00	$17,330,984.60	
613052	MANSFIELD- CORRIDOR IMPROVEMENTS ON CHAUNCY STREET (ROUTE 106) FROM STATE ROUTE 140 TO COPELAND DRIVE	12-Jul-25	$9,440,095.00	$9,302,398.81	
S13141	NEW BEDFORD- BLUE LANE CONNECTOR (RAISE)	11-Dec-24	$1,749,360.00	$1,749,360.00	
S13319	Mansfield- Airport Bus Service from the Mansfield MBTA Station to Logan Airport (Flex to FTA)	08-Aug-25	$528,000.00	$528,000.00	
	SOUTHEASTERN MASS TOTAL :		**$197,659,181.00**	**$200,328,020.36**	**$44,575,473.80**

FFY 2025 ANNUAL LISTING OF OBLIGATED PROJECTS PER 23 CFR 450.334

MassDOT Project ID	MassDOT Project Description▼	Advertis. / Obligation Date	FFY 2025 Programmed Federal Fund	FFY 2025 Obligated Federal Fund	Remaining Advance Construction Fund
STATEWIDE					
613696	STATEWIDE- WEIGH IN MOTION STATION ENHANCEMENTS AND EXPANSION AT 15 LOCATIONS	13-Sep-25	$900,000.00	$900,000.00	$19,360,012.17
S12632	2024 Bridge Inspection & Data Control	19-Sep-25	$8,495,775.00	$12,108,217.98	
S12885	SHSP STRATEGIES IMPLEMENTATION TO ADDRESS EMPHASIS AREAS (SAFETY PROGRAM - 2025)	13-May-25	$4,500,000.00	$4,500,000.00	
S12899	SHSP STRATEGIES IMPLEMENTATION TO ADDRESS EMPHASIS AREAS (INTERSECTION PROGRAM - 2025)	14-Jan-25	$900,000.00	$540,000.00	
S12916	ABP GANS (FFY 2025)	04-Jun-25	$122,185,000.00	$122,185,000.00	
S12920	State Planning & Research (SPR) 1 Work Program (FFY 2026)	22-Sep-25	$853,487.00	$851,590.00	
S12920	State Planning & Research (SPR) 1 Work Program (FFY 2026)	22-Sep-25	$14,146,513.00	$14,625,279.27	
S12921	State Planning & Research (SPR) 2 Work Program (FFY 2026)	22-Sep-25	$5,000,000.00	$5,532,845.19	
S12930	Metropolitan Planning (FFY 2026 UPWPs) - PL & SPR	23-Sep-25	$11,325,805.00	$12,535,695.29	
S12930	Metropolitan Planning (FFY 2026 UPWPs) - PL & SPR	23-Sep-25	$3,895,609.00	$4,256,903.98	
S12946	Electric Vehicle Infrastructure (FFY 2022 - 2025)	23-Dec-24	$49,965,632.00	$49,926,752.00	
S12952	RECREATIONAL TRAILS PROGRAM (FFY 2025)	12-Aug-25	$1,186,729.00	$1,186,729.00	
S12991	Safe Routes To School (SRTS) Education (FFY 2024-2026)	24-Jul-25	$1,943,170.00	$1,943,170.00	$2,002,394.80
S13297	SPR Work Program - Transportation Pooled Fund (FFY 2025)	19-Aug-25	$1,280,000.00	$1,308,331.00	
	STATEWIDE TOTAL :		**$226,577,720.00**	**$232,400,513.71**	**$21,362,406.97**
			$1,136,194,627.00	**$1,106,069,182.30**	**$507,044,368.42**

GATRA FFY2025 Obligated Projects List

Transit Agency	Project #	FTA Line Item	MassDOT Project Description	Obligation Date	FFY2025 Programmed Federal Funds	Programmed State Funds	Local Funds	Total Cost	Grant #	Obligated Amount
Greater Attleboro Taunton Regional Transit Authority	GATRA011782	11.12.02	Greater Attleboro-Taunton Regional Transit Authority - Buy Replacement 35-FT Buses (1) - BEB	9/1/2022	915,032	209,825		1,124,857	MA-2022-031	915,031
Greater Attleboro Taunton Regional Transit Authority	GATRA011783	11.12.02	Greater Attleboro-Taunton Regional Transit Authority - Buy Replacement 35-FT Buses (1) - BEB	9/10/2024	-	1,029,572	-	1,029,572	n/a	1,049,126
Greater Attleboro Taunton Regional Transit Authority	GATRA011783	11.12.02	Greater Attleboro-Taunton Regional Transit Authority - Buy Replacement 35-FT Buses (1) - BEB	9/10/2024	-	1,029,572	-	1,029,572	n/a	1,049,126
Greater Attleboro Taunton Regional Transit Authority	GATRA012008	11.12.02	Greater Attleboro Taunton Regional Transit Authority - Buy Replacement 35-FT Bus BEB (1)	8/5/2024	507,668	561,395		1,069,063	MA-2024-017	507,668
Greater Attleboro Taunton Regional Transit Authority	RTD0010663	30.09.01	Greater Attleboro-Taunton Regional Transit Authority - Non Fixed Route ADA Paratransit Operating	4/30/2025	1,320,000	330,000		1,700,000	MA-2025-017	1,320,000
Greater Attleboro Taunton Regional Transit Authority	RTD0010664	30.09.01	Greater Attleboro-Taunton Regional Transit Authority - Fixed Route Operating Assistance	4/30/2025	650,000			1,300,000	MA-2025-017	650,000
Greater Attleboro Taunton Regional Transit Authority	RTD0010666	11.7A.00	Greater Attleboro-Taunton Regional Transit Authority - Preventative Maintenance	4/30/2025	4,480,000	1,120,000		5,600,000		4,480,000
Greater Attleboro Taunton Regional Transit Authority	RTD0010667	00	Greater Attleboro-Taunton Regional Transit Authority - Short Range Transit Planning	4/30/2025	160,000	40,000		200,000		160,000
Greater Attleboro Taunton Regional Transit Authority	T00082	11.44.02	GATRA - Rehab Renovate Bus Facilities	4/30/2025	25,539			31,924	MA-2025-017	25,539
Greater Attleboro Taunton Regional Transit Authority	T00083	11.42.20	GATRA - Miscellaneous Support Equipment	4/30/2025	21,600	3,885		25,485	MA-2025-017	21,600
Greater Attleboro Taunton Regional Transit Authority	T00095	11.42.20	GATRA - Associated Capital Items Bus	4/30/2025	82,960	20,740		103,700	MA-2025-017	82,960

SRTA FFY2025 Obligated Projects List

Transit Agency	Project #	FTA Line Item	MassDOT Project Description	Obligation Date	FFY2025 Programmed Federal Funds	Programmed State Funds	Local Funds	Total Cost	Grant #	Obligated Amount
Southeastern Regional Transit Authority	RTD0010816	11.42.20	SRTA - ACQUIRE - MISC OPS/MAINT SUPPORT EQUIPMENT	1/15/2025	$83,055.00	$20,764.00	$0.00	$103,819.00	5002-2024-026	$83,055.00
Southeastern Regional Transit Authority	RTD0010818	11.42.11	SRTA - ACQUIRE - OPS/MAINT SUPPORT VEHICLES (1)	1/15/2025	$24,000.00	$6,000.00	$0.00	$30,000.00	5002-2024-026	$24,000.00
Southeastern Regional Transit Authority	RTD0010821	11.92.02	SRTA - ACQUIRE - TRANSIT ENHANCEMENTS	12/30/2024	$400,000.00	$100,000.00	$0.00	$500,000.00	5002-2025-005	$400,000.00
Southeastern Regional Transit Authority	RTD0010822	11.12.15	SRTA - BUY REPLACEMENT VAN	1/15/2025	$83,200.00	$20,800.00	$0.00	$104,000.00	5002-2024-026	$83,200.00
Southeastern Regional Transit Authority	RTD0010823	11.42.08	SRTA - ACQUIRE - ADP HARDWARE / SOFTWARE (ITS)	3/17/2025	$197,600.00	$49,400.00	$0.00	$247,000.00	5002-2024-026	$197,600.00
Southeastern Regional Transit Authority	RTD0010823	11.42.08	SRTA - ACQUIRE - ADP HARDWARE / SOFTWARE (ITS)	5/19/2025	$200,000.00	$50,000.00	$0.00	$250,000.00	5002-2024-026	$200,000.00
Southeastern Regional Transit Authority	RTD0010824	44.24.00	SRTA - SHORT RANGE TRANSIT PLANNING	3/17/2025	$60,000.00	$0.00	$15,000.00	$75,000.00	5002-2024-026	$60,000.00
Southeastern Regional Transit Authority	RTD0010830	11.44.02	SRTA - REHAB/RENOVATE BUS SUPPORT FACIL/EQUIP	1/15/2025	$590,477.00	$147,619.00	$0.00	$738,096.00	5002-2024-026	$590,477.00
Southeastern Regional Transit Authority	SRTA011715	11.42.20	SRTA - ACQUIRE - MISC OPS/MAINT SUPPORT EQUIPMENT	5/19/2025	$104,000.00	$26,000.00	$0.00	$130,000.00	5002-2024-026	$104,000.00
Southeastern Regional Transit Authority	SRTA011721	11.42.20	SRTA - ACQUIRE - MISC OPS/MAINT SUPPORT EQUIPMENT	1/15/2025	$36,000.00	$9,000.00	$0.00	$45,000.00	5002-2024-026	$36,000.00
Southeastern Regional Transit Authority	SRTA011839	11.12.02	SRTA - BUY REPLACEMENT 35-FT LF-HD HYBRID BUS 5339(b) Competitive: FTA- 2023-002-TPM-LWNO	5/8/2025	$210,864.00	$52,716.00	$0.00	$263,580.00	5002-2025-020	$210,864.00

Appendix I
FFY2027-2031
MassDOT Operation & Maintenance Expenditures

Operating and Maintenance Expenditures as of April 2026

Statewide and District Contracts plus Expenditures within MPO boundaries

Program Group/Sub Group	Est SFY 2026 Spending	Est SFY 2027 Spending	Est SFY 2028 Spending	Est SFY 2029 Spending	Est SFY 2030 Spending
Part 1: Non-Federal Aid					
Section I - Non Federal Aid Maintenance Projects					
01 - Accessibility Improvements					
Accessibility Improvements	$ -	$ -	$ -	$ -	$ -
Sidewalk Construction	$ 1,433,535	$ 1,077,728	$ -	$ -	$ -
Sidewalk Maintenance	$ -	$ -	$ -	$ -	$ -
02 - Bicycles and pedestrians program					
Shared Use Path Construction	$ -	$ -	$ -	$ -	$ -
Shared Use Path Modernization	$ -	$ -	$ -	$ -	$ -
03 - Bridge					
Bridge Deck Replacement	$ -	$ -	$ -	$ -	$ -
Bridge Maintenance	$ 75,264,489	$ 39,702,890	$ 18,759,005	$ 3,102,331	$ -
Bridge Maintenance - Deck Repairs	$ 14,520,991	$ 5,999,040	$ 3,644,683	$ 552,943	$ -
Bridge Maintenance - Joints	$ 1,713,204	$ 1,214,289	$ 1,821,433	$ 455,358	$ -
Bridge Preservation	$ 7,713,958	$ 8,773,627	$ 3,994,370	$ 684,665	$ -
Bridge Rehabilitation	$ -	$ -	$ -	$ -	$ -
Bridge Replacement	$ 636,309	$ 1,385,000	$ 625,000	$ -	$ -
Drawbridge Maintenance	$ 12,539,092	$ 5,195,663	$ 3,225,600	$ 2,150,400	$ -
Painting - Structural	$ 725,862	$ -	$ -	$ -	$ -
Structures Maintenance	$ -	$ -	$ -	$ -	$ -
04 - Capacity					
Hwy Reconstr - Major Widening	$ -	$ -	$ -	$ -	$ -
Roadway Additional Capacity	$ -	$ -	$ -	$ -	$ -
05 - Facilities					
Vertical Construction (Ch 149)	$ 8,081,915	$ 4,185,977	$ 1,555,693	$ 494,820	$ -
07 - Intersection Improvements					
Intersection Reconstruction	$ -	$ -	$ -	$ -	$ -
Traffic Signal Upgrades	$ 7,501,886	$ 3,742,107	$ 1,883,402	$ -	$ -
08 - Interstate Pavement					
Resurfacing Interstate	$ -	$ -	$ -	$ -	$ -
09 - Intelligent Transportation Systems Program					
Intelligent Transportation Sys	$ -	$ -	$ -	$ -	$ -
10 - Non-Interstate DOT Pavement Program					
Pavement Maintenance	$ 7,302,000	$ 5,367,662	$ 4,164,464	$ -	$ -
Pavement Preservation	$ 1,125,996	$ 8,112,362	$ 6,834,508	$ -	$ -
Pavement Rehabilitation	$ 1,759,255	$ 13,088,037	$ 13,674,923	$ 941,504	$ -
Resurfacing	$ 25,530,694	$ 6,956,869	$ -	$ -	$ -
Resurfacing DOT Owned Non-Interstate	$ 5,994,737	$ 281,961	$ -	$ -	$ -
11 - Roadway Improvements					
Catch Basin Cleaning	$ 5,514,110	$ 4,506,954	$ 992,511	$ 116,618	$ -
Contract Highway Maintenance	$ 34,126,449	$ 20,078,186	$ 10,031,688	$ 766,748	$ -
Crack Sealing	$ 2,562,709	$ 1,267,170	$ 661,429	$ -	$ -
Culvert Replacement	$ -	$ -	$ -	$ -	$ -
Drainage	$ 8,629,875	$ 4,485,713	$ 2,243,415	$ 500,652	$ -
Embankment and Ledge Stabilization	$ 454,828	$ 488,828	$ 10,000	$ -	$ -
Guard Rail & Fencing	$ 9,017,698	$ 5,572,172	$ 2,062,863	$ -	$ -
Highway Sweeping	$ 1,803,207	$ 801,648	$ 83,064	$ -	$ -
Landscaping	$ 1,546,619	$ 633,030	$ 416,200	$ -	$ -
Mowing and Spraying	$ 2,781,271	$ 2,620,784	$ 453,890	$ -	$ -
Tree Trimming	$ 5,278,541	$ 4,339,273	$ 2,083,035	$ -	$ -
12 - Roadway Reconstruction					
Hwy Reconstr - Restr and Rehab	$ 455	$ -	$ -	$ -	$ -
Reclamation	$ -	$ -	$ -	$ -	$ -
Roadway - Reconstr - Sidewalks and Curbing	$ -	$ -	$ -	$ -	$ -
Roadway Minor Widening	$ -	$ -	$ -	$ -	$ -
Roadway Modernization	$ -	$ -	$ -	$ -	$ -
Tunnels	$ -	$ -	$ -	$ -	$ -
13 - Safety Improvements					
Impact Attenuators	$ 954,691	$ 1,150,400	$ 571,535	$ 41,089	$ -
Lighting	$ 5,400,364	$ 1,924,000	$ 1,277,265	$ -	$ -
Pavement Marking	$ 8,400,447	$ 3,017,400	$ 1,310,717	$ -	$ -
Safety Improvements	$ -	$ -	$ -	$ -	$ -
Sign Installation/Upgrading	$ 2,310,314	$ 1,266,678	$ 462,838	$ -	$ -
Structural Signing	$ -	$ -	$ -	$ -	$ -
Section I Total:	**$ 260,625,499**	**$ 157,235,448**	**$ 82,843,530**	**$ 9,807,129**	**$**
Section II - Non Federal Aid Highway Operations - State Operating Budget					
Snow and Ice Operations & Materials					
	$ 175,000,000	$ 85,000,000	$ 85,000,000	$ 85,000,000	$ 85,000,000
District Maintenance Payroll					
Mowing, Litter Mgmt, Sight Distance Clearing, Etc.	$ 38,040,000	$ 39,561,600	$ 41,381,600	$ 42,629,600	$ 43,908,800
Section II Total:	**$ 213,040,000**	**$ 124,561,600**	**$ 126,381,600**	**$ 127,629,600**	**$ 128,908,800**
Grand Total NFA:	**$ 473,665,499**	**$ 281,797,048**	**$ 209,225,130**	**$ 137,436,729**	**$ 128,908,800**

Operating and Maintenance Expenditures as of April 2026

Statewide and District Contracts plus Expenditures within MPO boundaries

Program Group/Sub Group	Est SFY 2026 Spending	Est SFY 2027 Spending	Est SFY 2028 Spending	Est SFY 2029 Spending	Est SFY 2030 Spending
Part 2: Federal Aid					
Section I - Non Federal Aid Maintenance Projects					
01 - Accessibility Improvements					
Accessibility Improvements	$ -	$ -	$ -	$ -	$ -
Sidewalk Construction	$ -	$ -	$ -	$ -	$ -
Sidewalk Maintenance	$ -	$ -	$ -	$ -	$ -
02 - Bicycles and pedestrians program					
Shared Use Path Construction	$ -	$ -	$ -	$ -	$ -
Shared Use Path Modernization	$ -	$ -	$ -	$ -	$ -
03 - Bridge					
Bridge Deck Replacement	$ -	$ -	$ -	$ -	$ -
Bridge Maintenance	$ -	$ -	$ -	$ -	$ -
Bridge Maintenance - Deck Repairs	$ -	$ -	$ -	$ -	$ -
Bridge Maintenance - Joints	$ -	$ -	$ -	$ -	$ -
Bridge Preservation	$ 74,702,925	$ 54,228,868	$ 24,452,973	$ 27,146,770	$ 32,134,144
Bridge Rehabilitation	$ -	$ -	$ -	$ -	$ -
Bridge Replacement	$ -	$ -	$ -	$ -	$ -
Drawbridge Maintenance	$ -	$ -	$ -	$ -	$ -
Painting - Structural	$ -	$ -	$ -	$ -	$ -
Structures Maintenance	$ -	$ -	$ -	$ -	$ -
04 - Capacity					
Hwy Reconstr - Major Widening	$ -	$ -	$ -	$ -	$ -
Roadway Additional Capacity	$ -	$ -	$ -	$ -	$ -
05 - Facilities					
Vertical Construction (Ch 149)	$ -	$ -	$ -	$ -	$ -
07 - Intersection Improvements					
Intersection Reconstruction	$ -	$ -	$ -	$ -	$ -
Traffic Signal Upgrades	$ -	$ -	$ -	$ -	$ -
08 - Interstate Pavement					
Resurfacing Interstate	$ -	$ -	$ -	$ -	$ -
09 - Intelligent Transportation Systems Program					
Intelligent Transportation Sys	$ -	$ -	$ -	$ -	$ -
10 - Non-interstate DOT Pavement Program					
Pavement Maintenance	$ -	$ -	$ -	$ -	$ -
Pavement Preservation	$ -	$ -	$ -	$ -	$ -
Pavement Rehabilitation	$ -	$ -	$ -	$ -	$ -
Resurfacing	$ -	$ -	$ -	$ -	$ -
Resurfacing DOT Owned Non-Interstate	$ -	$ -	$ -	$ -	$ -
11 - Roadway Improvements					
Catch Basin Cleaning	$ -	$ -	$ -	$ -	$ -
Contract Highway Maintenance	$ -	$ -	$ -	$ -	$ -
Crack Sealing	$ -	$ -	$ -	$ -	$ -
Culvert Replacement	$ -	$ -	$ -	$ -	$ -
Drainage	$ -	$ -	$ -	$ -	$ -
Embankment and Ledge Stabilization	$ -	$ -	$ -	$ -	$ -
Guard Rail & Fencing	$ -	$ -	$ -	$ -	$ -
Highway Sweeping	$ -	$ -	$ -	$ -	$ -
Landscaping	$ -	$ -	$ -	$ -	$ -
Mowing and Spraying	$ -	$ -	$ -	$ -	$ -
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					
Impact Attenuators	$ -	$ -	$ -	$ -	$ -
Lighting	$ 313,546	$ -	$ -	$ -	$ -
Pavement Marking	$ -	$ -	$ -	$ -	$ -
Safety Improvements	$ -	$ -	$ -	$ -	$ -
Sign Installation/Upgrading	$ -	$ -	$ 1,519,444	$ 1,657,576	$ -
Structural Signing	$ -	$ -	$ -	$ -	$ -
Section I Total:	**$ 75,016,471**	**$ 54,228,868**	**$ 25,972,417**	**$ 28,804,345**	**$ 32,134,144**
Grand Total Federal Aid:	**$ 75,016,471**	**$ 54,228,868**	**$ 25,972,417**	**$ 28,804,345**	**$ 32,134,144**

Operating and Maintenance Expenditures as of April 2026

Statewide and District Contracts

Program Group/Sub Group	Est SFY 2026 Spending	Est SFY 2027 Spending	Est SFY 2028 Spending	Est SFY 2029 Spending	Est SFY 2030 Spending
Part 1: Non-Federal Aid					
Section I - Non Federal Aid Maintenance Projects					
01 - Accessibility Improvements					
Accessibility Improvements	$ -	$ -	$ -	$ -	$ -
Sidewalk Construction	$ 1,433,535	$ 1,077,728	$ -	$ -	$ -
Sidewalk Maintenance	$ -	$ -	$ -	$ -	$ -
02 - Bicycles and pedestrians program					
Shared Use Path Construction	$ -	$ -	$ -	$ -	$ -
Shared Use Path Modernization	$ -	$ -	$ -	$ -	$ -
03 - Bridge					
Bridge Deck Replacement	$ -	$ -	$ -	$ -	$ -
Bridge Maintenance	$ 66,500,296	$ 33,944,349	$ 13,531,505	$ 1,527,165	$ -
Bridge Maintenance - Deck Repairs	$ 14,520,991	$ 5,999,040	$ 3,644,683	$ 552,943	$ -
Bridge Maintenance - Joints	$ 1,713,204	$ 1,214,289	$ 1,821,433	$ 455,358	$ -
Bridge Preservation	$ 2,783,058	$ 2,962,961	$ -	$ -	$ -
Bridge Rehabilitation	$ -	$ -	$ -	$ -	$ -
Bridge Replacement	$ -	$ -	$ -	$ -	$ -
Drawbridge Maintenance	$ 12,539,092	$ 5,195,663	$ 3,225,600	$ 2,150,400	$ -
Painting - Structural	$ -	$ -	$ -	$ -	$ -
Structures Maintenance	$ -	$ -	$ -	$ -	$ -
04 - Capacity					
Hwy Reconstr - Major Widening	$ -	$ -	$ -	$ -	$ -
Roadway Additional Capacity	$ -	$ -	$ -	$ -	$ -
05 - Facilities					
Vertical Construction (Ch 149)	$ 8,063,800	$ 4,185,977	$ 1,555,693	$ 494,820	$ -
07 - Intersection Improvements					
Intersection Reconstruction	$ -	$ -	$ -	$ -	$ -
Traffic Signal Upgrades	$ 7,501,886	$ 3,742,107	$ 1,883,402	$ -	$ -
08 - Interstate Pavement					
Resurfacing Interstate	$ -	$ -	$ -	$ -	$ -
09 - Intelligent Transportation Systems Program					
Intelligent Transportation Sys	$ -	$ -	$ -	$ -	$ -
10 - Non-Interstate DOT Pavement Program					
Pavement Maintenance	$ 7,302,000	$ 5,367,662	$ 4,164,464	$ -	$ -
Pavement Preservation	$ 1,125,996	$ 8,112,362	$ 6,834,508	$ -	$ -
Pavement Rehabilitation	$ 1,759,255	$ 13,088,037	$ 13,674,923	$ 941,504	$ -
Resurfacing	$ 25,530,694	$ 6,956,869	$ -	$ -	$ -
Resurfacing DOT Owned Non-Interstate	$ 5,994,737	$ 281,961	$ -	$ -	$ -
11 - Roadway Improvements					
Catch Basin Cleaning	$ 5,514,110	$ 4,195,973	$ 526,040	$ -	$ -
Contract Highway Maintenance	$ 34,126,449	$ 20,078,186	$ 10,031,688	$ 766,748	$ -
Crack Sealing	$ 2,562,709	$ 1,267,170	$ 661,429	$ -	$ -
Culvert Replacement	$ -	$ -	$ -	$ -	$ -
Drainage	$ 8,629,875	$ 4,485,713	$ 2,243,415	$ 500,652	$ -
Embankment and Ledge Stabilization	$ 454,828	$ 488,828	$ 10,000	$ -	$ -
Guard Rail & Fencing	$ 9,017,698	$ 5,572,172	$ 2,062,863	$ -	$ -
Highway Sweeping	$ 1,803,207	$ 801,648	$ 83,064	$ -	$ -
Landscaping	$ 1,546,619	$ 633,030	$ 416,200	$ -	$ -
Mowing and Spraying	$ 2,379,983	$ 2,256,548	$ 453,890	$ -	$ -
Tree Trimming	$ 5,278,541	$ 4,339,273	$ 2,083,035	$ -	$ -
12 - Roadway Reconstruction					
Hwy Reconstr - Restr and Rehab	$ 455	$ -	$ -	$ -	$ -
Reclamation	$ -	$ -	$ -	$ -	$ -
Roadway - Reconstr - Sidewalks and Curbing	$ -	$ -	$ -	$ -	$ -
Roadway Minor Widening	$ -	$ -	$ -	$ -	$ -
Roadway Modernization	$ -	$ -	$ -	$ -	$ -
Tunnels	$ -	$ -	$ -	$ -	$ -
13 - Safety Improvements					
Impact Attenuators	$ 954,691	$ 1,150,400	$ 571,535	$ 41,089	$ -
Lighting	$ 5,400,364	$ 1,924,000	$ 1,277,265	$ -	$ -
Pavement Marking	$ 8,400,447	$ 3,017,400	$ 1,310,717	$ -	$ -
Safety Improvements	$ -	$ -	$ -	$ -	$ -
Sign Installation/Upgrading	$ 2,310,314	$ 1,266,678	$ 462,838	$ -	$ -
Structural Signing	$ -	$ -	$ -	$ -	$ -
Section I Total:	**$ 245,148,832**	**$ 143,606,024**	**$ 72,530,189**	**$ 7,430,679**	**$**
Section II - Non Federal Aid Highway Operations - State Operating Budget					
Snow and Ice Operations & Materials					
	$ 175,000,000	$ 85,000,000	$ 85,000,000	$ 85,000,000	$ 85,000,000
District Maintenance Payroll					
Mowing, Litter Mgmt, Sight Distance Clearing, Etc.	$ 38,040,000	$ 39,561,600	$ 41,381,600	$ 42,629,600	$ 43,908,800
Section II Total:	**$ 213,040,000**	**$ 124,561,600**	**$ 126,381,600**	**$ 127,629,600**	**$ 128,908,800**
Grand Total NFA:	**$ 458,188,832**	**$ 268,167,624**	**$ 198,911,789**	**$ 135,060,279**	**$ 128,908,800**

Operating and Maintenance Expenditures as of April 2026

Statewide and District Contracts

Program Group/Sub Group	Est SFY 2026 Spending	Est SFY 2027 Spending	Est SFY 2028 Spending	Est SFY 2029 Spending	Est SFY 2030 Spending
Part 2: Federal Aid					
Section I - Non Federal Aid Maintenance Projects					
01 - Accessibility Improvements					
Accessibility Improvements	$ -	$ -	$ -	$ -	$ -
Sidewalk Construction	$ -	$ -	$ -	$ -	$ -
Sidewalk Maintenance	$ -	$ -	$ -	$ -	$ -
02 - Bicycles and pedestrians program					
Shared Use Path Construction	$ -	$ -	$ -	$ -	$ -
Shared Use Path Modernization	$ -	$ -	$ -	$ -	$ -
03 - Bridge					
Bridge Deck Replacement	$ -	$ -	$ -	$ -	$ -
Bridge Maintenance	$ -	$ -	$ -	$ -	$ -
Bridge Maintenance - Deck Repairs	$ -	$ -	$ -	$ -	$ -
Bridge Maintenance - Joints	$ -	$ -	$ -	$ -	$ -
Bridge Preservation	$ 28,413,261	$ 15,769,133	$ 1,212,369	$ 1,779,130	$ 1,334,348
Bridge Rehabilitation	$ -	$ -	$ -	$ -	$ -
Bridge Replacement	$ -	$ -	$ -	$ -	$ -
Drawbridge Maintenance	$ -	$ -	$ -	$ -	$ -
Painting - Structural	$ -	$ -	$ -	$ -	$ -
Structures Maintenance	$ -	$ -	$ -	$ -	$ -
04 - Capacity					
Hwy Reconstr - Major Widening	$ -	$ -	$ -	$ -	$ -
Roadway Additional Capacity	$ -	$ -	$ -	$ -	$ -
05 - Facilities					
Vertical Construction (Ch 149)	$ -	$ -	$ -	$ -	$ -
07 - Intersection Improvements					
Intersection Reconstruction	$ -	$ -	$ -	$ -	$ -
Traffic Signal Upgrades	$ -	$ -	$ -	$ -	$ -
08 - Interstate Pavement					
Resurfacing Interstate	$ -	$ -	$ -	$ -	$ -
09 - Intelligent Transportation Systems Program					
Intelligent Transportation Sys	$ -	$ -	$ -	$ -	$ -
10 - Non-interstate DOT Pavement Program					
Pavement Maintenance	$ -	$ -	$ -	$ -	$ -
Pavement Preservation	$ -	$ -	$ -	$ -	$ -
Pavement Rehabilitation	$ -	$ -	$ -	$ -	$ -
Resurfacing	$ -	$ -	$ -	$ -	$ -
Resurfacing DOT Owned Non-Interstate	$ -	$ -	$ -	$ -	$ -
11 - Roadway Improvements					
Catch Basin Cleaning	$ -	$ -	$ -	$ -	$ -
Contract Highway Maintenance	$ -	$ -	$ -	$ -	$ -
Crack Sealing	$ -	$ -	$ -	$ -	$ -
Culvert Replacement	$ -	$ -	$ -	$ -	$ -
Drainage	$ -	$ -	$ -	$ -	$ -
Embankment and Ledge Stabilization	$ -	$ -	$ -	$ -	$ -
Guard Rail & Fencing	$ -	$ -	$ -	$ -	$ -
Highway Sweeping	$ -	$ -	$ -	$ -	$ -
Landscaping	$ -	$ -	$ -	$ -	$ -
Mowing and Spraying	$ -	$ -	$ -	$ -	$ -
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					
Impact Attenuators	$ -	$ -	$ -	$ -	$ -
Lighting	$ -	$ -	$ -	$ -	$ -
Pavement Marking	$ -	$ -	$ -	$ -	$ -
Safety Improvements	$ -	$ -	$ -	$ -	$ -
Sign Installation/Upgrading	$ -	$ -	$ 1,519,444	$ 1,657,576	$ -
Structural Signing	$ -	$ -	$ -	$ -	$ -
Section I Total:	**$ 28,413,261**	**$ 15,769,133**	**$ 2,731,813**	**$ 3,436,706**	**$ 1,334,348**
Grand Total Federal Aid:	**$ 28,413,261**	**$ 15,769,133**	**$ 2,731,813**	**$ 3,436,706**	**$ 1,334,348**

Operating and Maintenance Expenditures as of April 2026

Southeastern Mass

Program Group/Sub Group	Est SFY 2026 Spending	Est SFY 2027 Spending	Est SFY 2028 Spending	Est SFY 2029 Spending	Est SFY 2030 Spending
Part 1: Non-Federal Aid					
Section I - Non Federal Aid Maintenance Projects					
01 - Accessibility Improvements					
Accessibility Improvements	$ -	$ -	$ -	$ -	$ -
Sidewalk Construction	$ -	$ -	$ -	$ -	$ -
Sidewalk Maintenance	$ -	$ -	$ -	$ -	$ -
02 - Bicycles and pedestrians program					
Shared Use Path Construction	$ -	$ -	$ -	$ -	$ -
Shared Use Path Modernization	$ -	$ -	$ -	$ -	$ -
03 - Bridge					
Bridge Deck Replacement	$ -	$ -	$ -	$ -	$ -
Bridge Maintenance	$ 1,033,793	$ -	$ -	$ -	$ -
Bridge Maintenance - Deck Repairs	$ -	$ -	$ -	$ -	$ -
Bridge Maintenance - Joints	$ -	$ -	$ -	$ -	$ -
Bridge Preservation	$ 2,745,452	$ 4,122,640	$ 1,968,739	$ 515,862	$ -
Bridge Rehabilitation	$ -	$ -	$ -	$ -	$ -
Bridge Replacement	$ -	$ -	$ -	$ -	$ -
Drawbridge Maintenance	$ -	$ -	$ -	$ -	$ -
Painting - Structural	$ -	$ -	$ -	$ -	$ -
Structures Maintenance	$ -	$ -	$ -	$ -	$ -
04 - Capacity					
Hwy Reconstr - Major Widening	$ -	$ -	$ -	$ -	$ -
Roadway Additional Capacity	$ -	$ -	$ -	$ -	$ -
05 - Facilities					
Vertical Construction (Ch 149)	$ -	$ -	$ -	$ -	$ -
07 - Intersection Improvements					
Intersection Reconstruction	$ -	$ -	$ -	$ -	$ -
Traffic Signal Upgrades	$ -	$ -	$ -	$ -	$ -
08 - Interstate Pavement					
Resurfacing Interstate	$ -	$ -	$ -	$ -	$ -
09 - Intelligent Transportation Systems Program					
Intelligent Transportation Sys	$ -	$ -	$ -	$ -	$ -
10 - Non-Interstate DOT Pavement Program					
Pavement Maintenance	$ -	$ -	$ -	$ -	$ -
Pavement Preservation	$ -	$ -	$ -	$ -	$ -
Pavement Rehabilitation	$ -	$ -	$ -	$ -	$ -
Resurfacing	$ -	$ -	$ -	$ -	$ -
Resurfacing DOT Owned Non-Interstate	$ -	$ -	$ -	$ -	$ -
11 - Roadway Improvements					
Catch Basin Cleaning	$ -	$ -	$ -	$ -	$ -
Contract Highway Maintenance	$ -	$ -	$ -	$ -	$ -
Crack Sealing	$ -	$ -	$ -	$ -	$ -
Culvert Replacement	$ -	$ -	$ -	$ -	$ -
Drainage	$ -	$ -	$ -	$ -	$ -
Embankment and Ledge Stabilization	$ -	$ -	$ -	$ -	$ -
Guard Rail & Fencing	$ -	$ -	$ -	$ -	$ -
Highway Sweeping	$ -	$ -	$ -	$ -	$ -
Landscaping	$ -	$ -	$ -	$ -	$ -
Mowing and Spraying	$ -	$ -	$ -	$ -	$ -
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					
Impact Attenuators	$ -	$ -	$ -	$ -	$ -
Lighting	$ -	$ -	$ -	$ -	$ -
Pavement Marking	$ -	$ -	$ -	$ -	$ -
Safety Improvements	$ -	$ -	$ -	$ -	$ -
Sign Installation/Upgrading	$ -	$ -	$ -	$ -	$ -
Structural Signing	$ -	$ -	$ -	$ -	$ -
Section I Total:	**$ 3,779,245**	**$ 4,122,640**	**$ 1,968,739**	**$ 515,862**	**$**
Section II - Non Federal Aid Highway Operations - State Operating Budget Funding					
Snow and Ice Operations & Materials					
	$ -	$ -	$ -	$ -	$ -
District Maintenance Payroll					
Mowing, Litter Mgmt, Sight Distance Clearing, Etc.	$ -	$ -	$ -	$ -	$ -
Section II Total:	**$**	**$**	**$**	**$**	**$**
Grand Total NFA:	**$ 3,779,245**	**$ 4,122,640**	**$ 1,968,739**	**$ 515,862**	**$**

Operating and Maintenance Expenditures as of April 2026

Southeastern Mass

Program Group/Sub Group	Est SFY 2026 Spending	Est SFY 2027 Spending	Est SFY 2028 Spending	Est SFY 2029 Spending	Est SFY 2030 Spending
Part 2: Federal Aid					
Section I - Non Federal Aid Maintenance Projects					
01 - Accessibility Improvements					
Accessibility Improvements	$ -	$ -	$ -	$ -	$ -
Sidewalk Construction	$ -	$ -	$ -	$ -	$ -
Sidewalk Maintenance	$ -	$ -	$ -	$ -	$ -
02 - Bicycles and pedestrians program					
Shared Use Path Construction	$ -	$ -	$ -	$ -	$ -
Shared Use Path Modernization	$ -	$ -	$ -	$ -	$ -
03 - Bridge					
Bridge Deck Replacement	$ -	$ -	$ -	$ -	$ -
Bridge Maintenance	$ -	$ -	$ -	$ -	$ -
Bridge Maintenance - Deck Repairs	$ -	$ -	$ -	$ -	$ -
Bridge Maintenance - Joints	$ -	$ -	$ -	$ -	$ -
Bridge Preservation	$ 9,621,186	$ 1,463,093	$ 196,605	$ 393,210	$ 163,837
Bridge Rehabilitation	$ -	$ -	$ -	$ -	$ -
Bridge Replacement	$ -	$ -	$ -	$ -	$ -
Drawbridge Maintenance	$ -	$ -	$ -	$ -	$ -
Painting - Structural	$ -	$ -	$ -	$ -	$ -
Structures Maintenance	$ -	$ -	$ -	$ -	$ -
04 - Capacity					
Hwy Reconstr - Major Widening	$ -	$ -	$ -	$ -	$ -
Roadway Additional Capacity	$ -	$ -	$ -	$ -	$ -
05 - Facilities					
Vertical Construction (Ch 149)	$ -	$ -	$ -	$ -	$ -
07 - Intersection Improvements					
Intersection Reconstruction	$ -	$ -	$ -	$ -	$ -
Traffic Signal Upgrades	$ -	$ -	$ -	$ -	$ -
08 - Interstate Pavement					
Resurfacing Interstate	$ -	$ -	$ -	$ -	$ -
09 - Intelligent Transportation Systems Program					
Intelligent Transportation Sys	$ -	$ -	$ -	$ -	$ -
10 - Non-interstate DOT Pavement Program					
Pavement Maintenance	$ -	$ -	$ -	$ -	$ -
Pavement Preservation	$ -	$ -	$ -	$ -	$ -
Pavement Rehabilitation	$ -	$ -	$ -	$ -	$ -
Resurfacing	$ -	$ -	$ -	$ -	$ -
Resurfacing DOT Owned Non-Interstate	$ -	$ -	$ -	$ -	$ -
11 - Roadway Improvements					
Catch Basin Cleaning	$ -	$ -	$ -	$ -	$ -
Contract Highway Maintenance	$ -	$ -	$ -	$ -	$ -
Crack Sealing	$ -	$ -	$ -	$ -	$ -
Culvert Replacement	$ -	$ -	$ -	$ -	$ -
Drainage	$ -	$ -	$ -	$ -	$ -
Embankment and Ledge Stabilization	$ -	$ -	$ -	$ -	$ -
Guard Rail & Fencing	$ -	$ -	$ -	$ -	$ -
Highway Sweeping	$ -	$ -	$ -	$ -	$ -
Landscaping	$ -	$ -	$ -	$ -	$ -
Mowing and Spraying	$ -	$ -	$ -	$ -	$ -
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					
Impact Attenuators	$ -	$ -	$ -	$ -	$ -
Lighting	$ -	$ -	$ -	$ -	$ -
Pavement Marking	$ -	$ -	$ -	$ -	$ -
Safety Improvements	$ -	$ -	$ -	$ -	$ -
Sign Installation/Upgrading	$ -	$ -	$ -	$ -	$ -
Structural Signing	$ -	$ -	$ -	$ -	$ -
Section I Total:	**$ 9,621,186**	**$ 1,463,093**	**$ 196,605**	**$ 393,210**	**$ 163,837**
Grand Total NFA:	**$ 9,621,186**	**$ 1,463,093**	**$ 196,605**	**$ 393,210**	**$ 163,837**

Appendix J
Evaluation Criteria Narrative

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

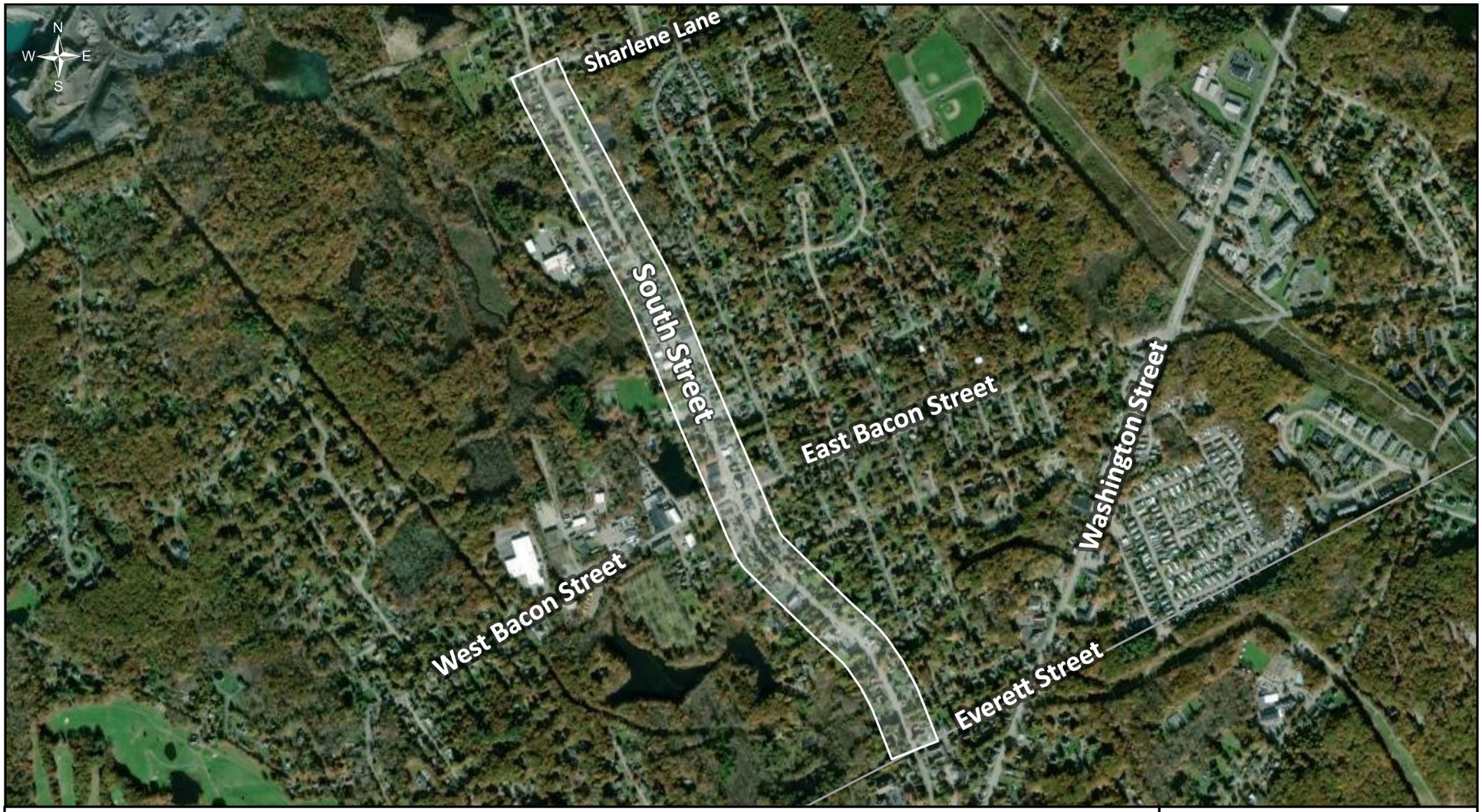
ENVIRONMENTAL & ADAPTABILITY (10 Total Points Possible)

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 FFY2027-2031
Project Descriptions



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

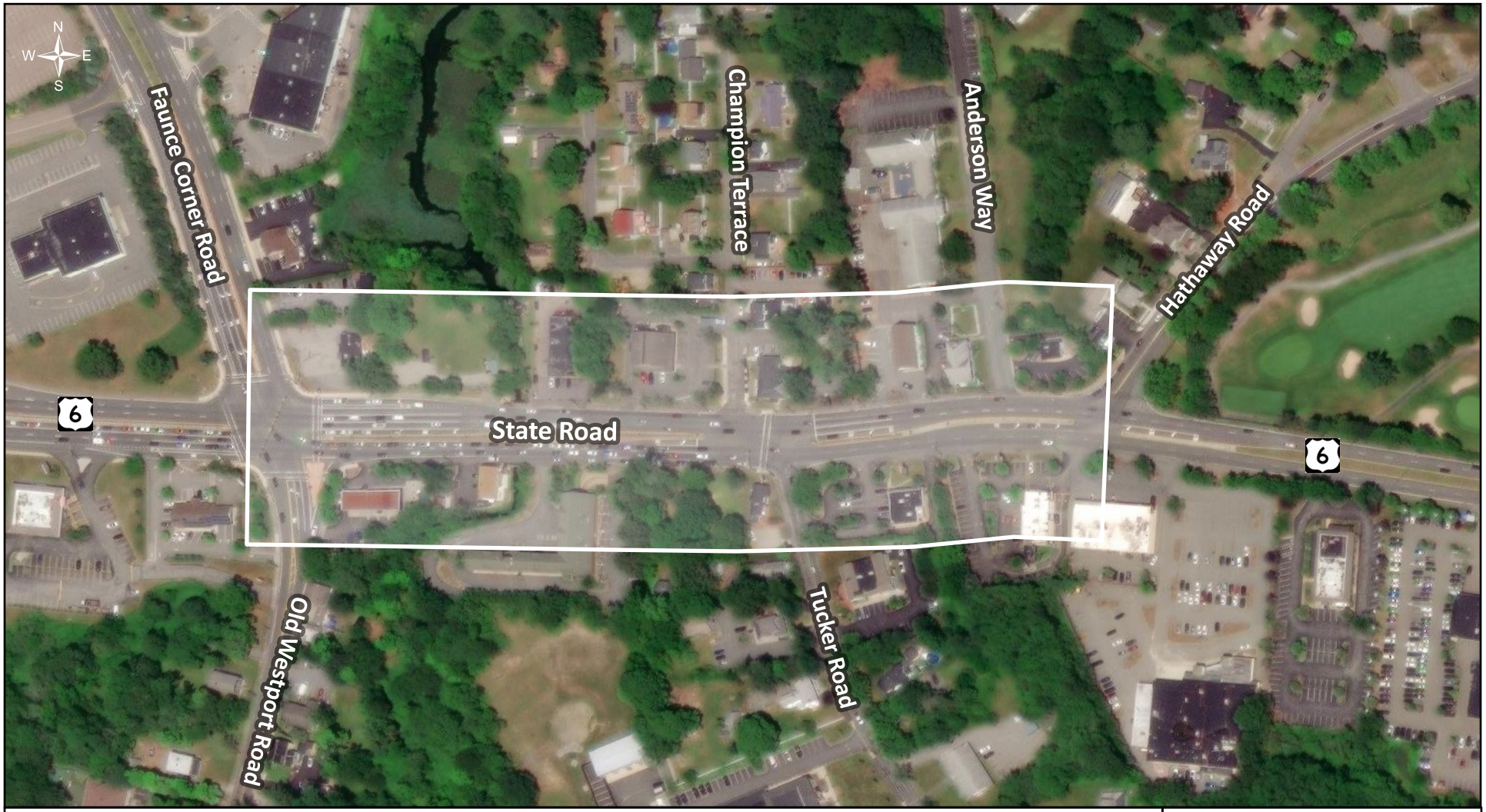
PLAINVILLE

MassDOT Project ID: 608750

TIP Year: 2027

Video Description

MassDOT Project Info



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.

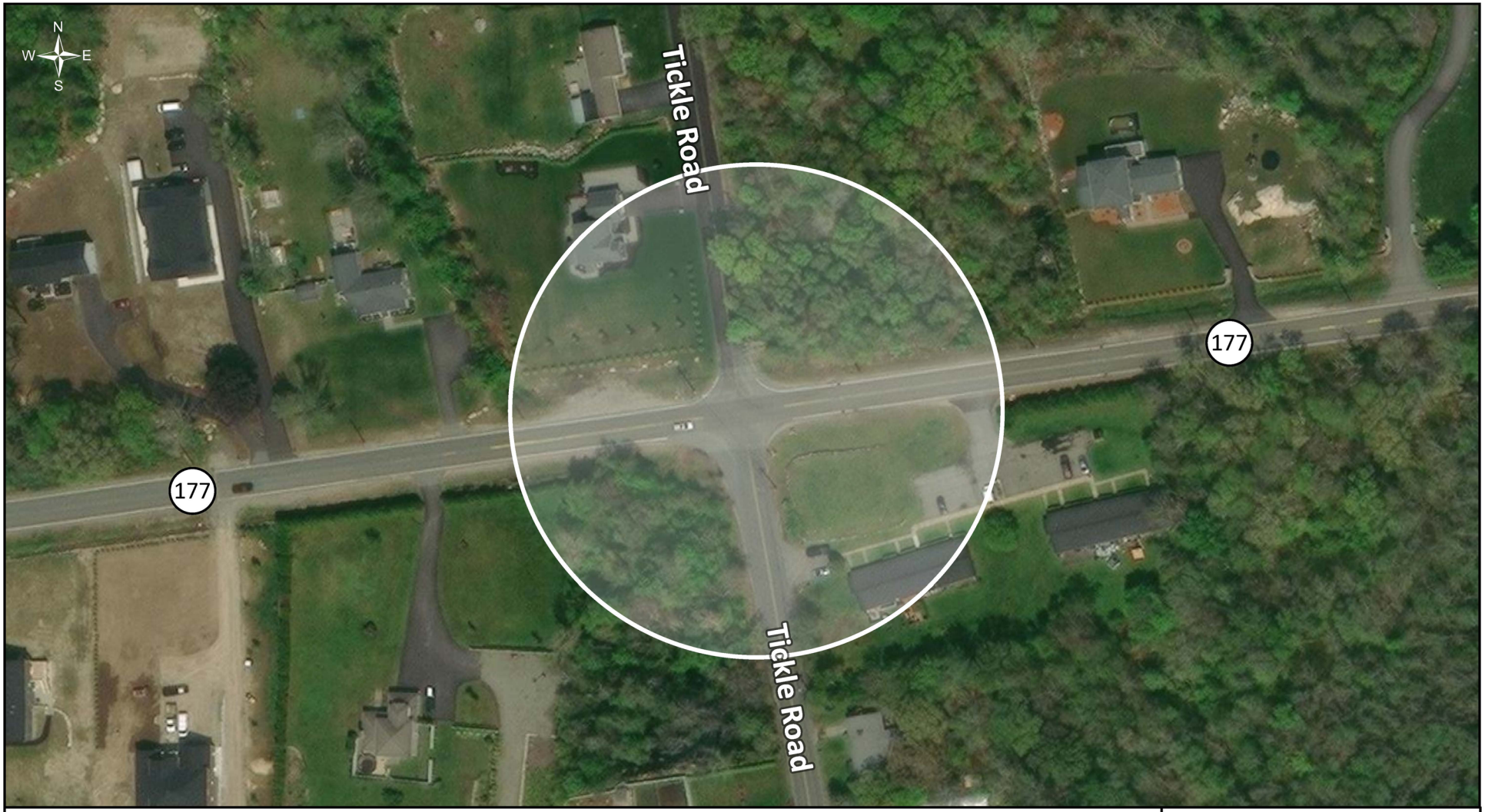
DARTMOUTH

MassDOT Project ID: 607871

TIP Year: 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



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

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



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: 2028/2029/2030

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: 2029

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 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.

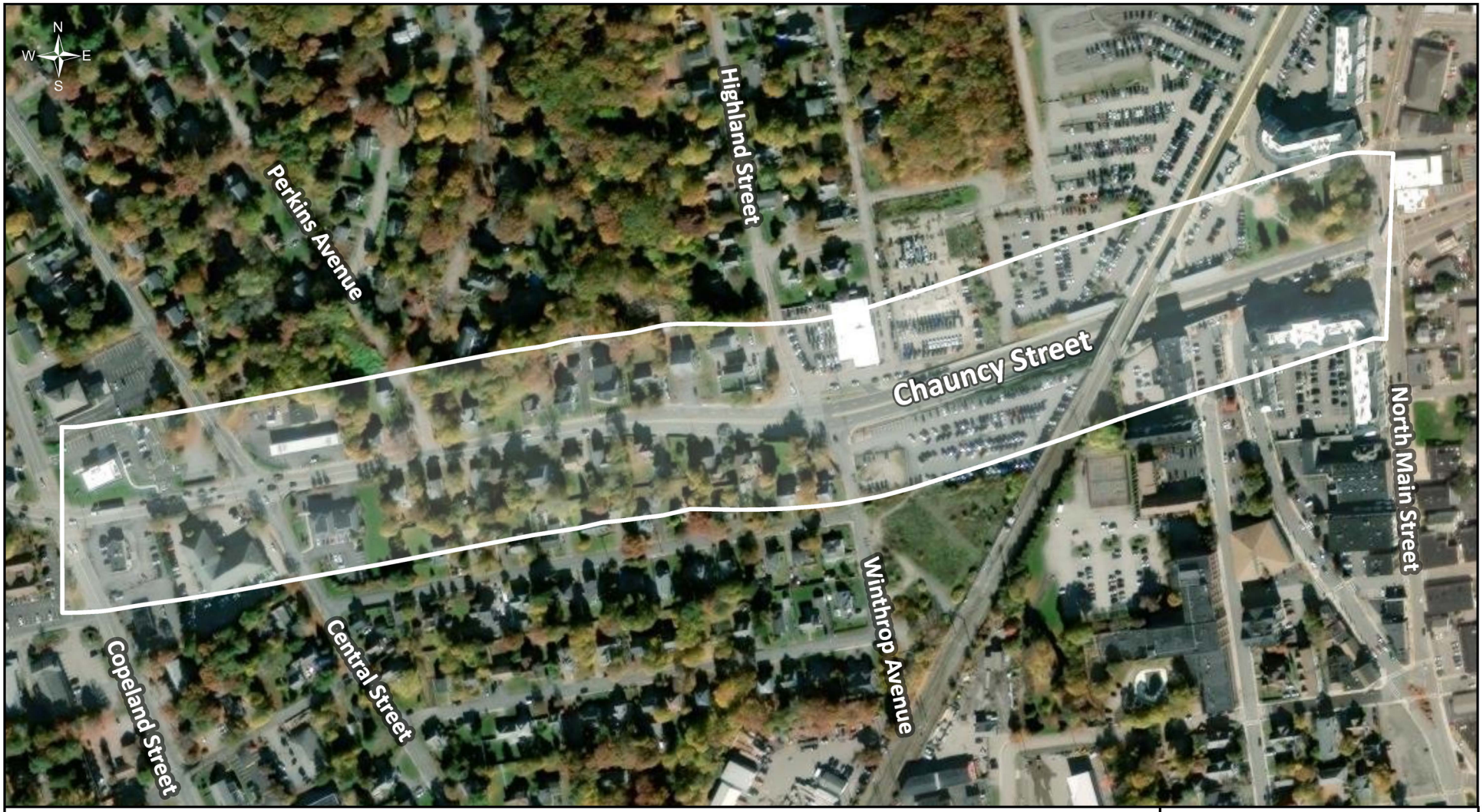
NEW BEDFORD

MassDOT Project ID: 612604

TIP Year: 2030

Video Description

MassDOT Project Info



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: 2030

Video Description

MassDOT Project Info



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

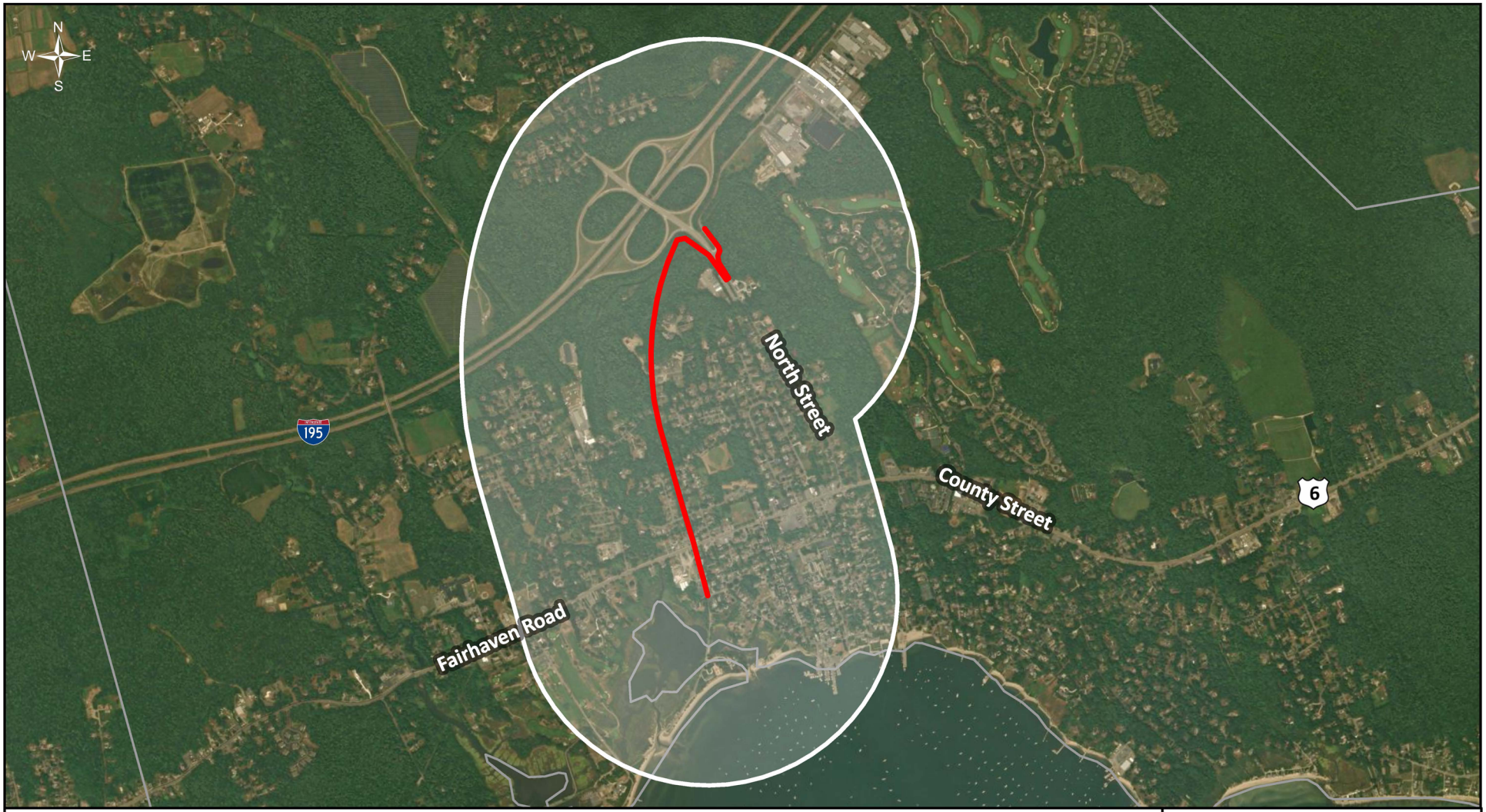
The proposed scope of work will include the following: traffic signal reconstruction, new crosswalks across on all intersection approaches, roadway widening for bicycle accommodation, (on-road bicycle lanes, buffered bicycle lanes, and SUP to be evaluated), sidewalk and curb ramp reconstruction, new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

TAUNTON

MassDOT Project ID: 613257

TIP Year: 2030

MassDOT Project Info



Shared use path construction from Depot Street to North Street (Phase 2A)

This project involves constructing a Shared Use Path project in Mattapoisett on an former rail line. The project will extend the Mattapoisett Rail Trail from it's current terminus on Depot Street and travel along a former rail line to North Street, furthering the South Coast Bikeway Regional Trail network. The project will include two major road crossings which will require safety improvements.

Mattapoisett

MassDOT Project ID: 614043

TIP Year: 2031

Video Description

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.

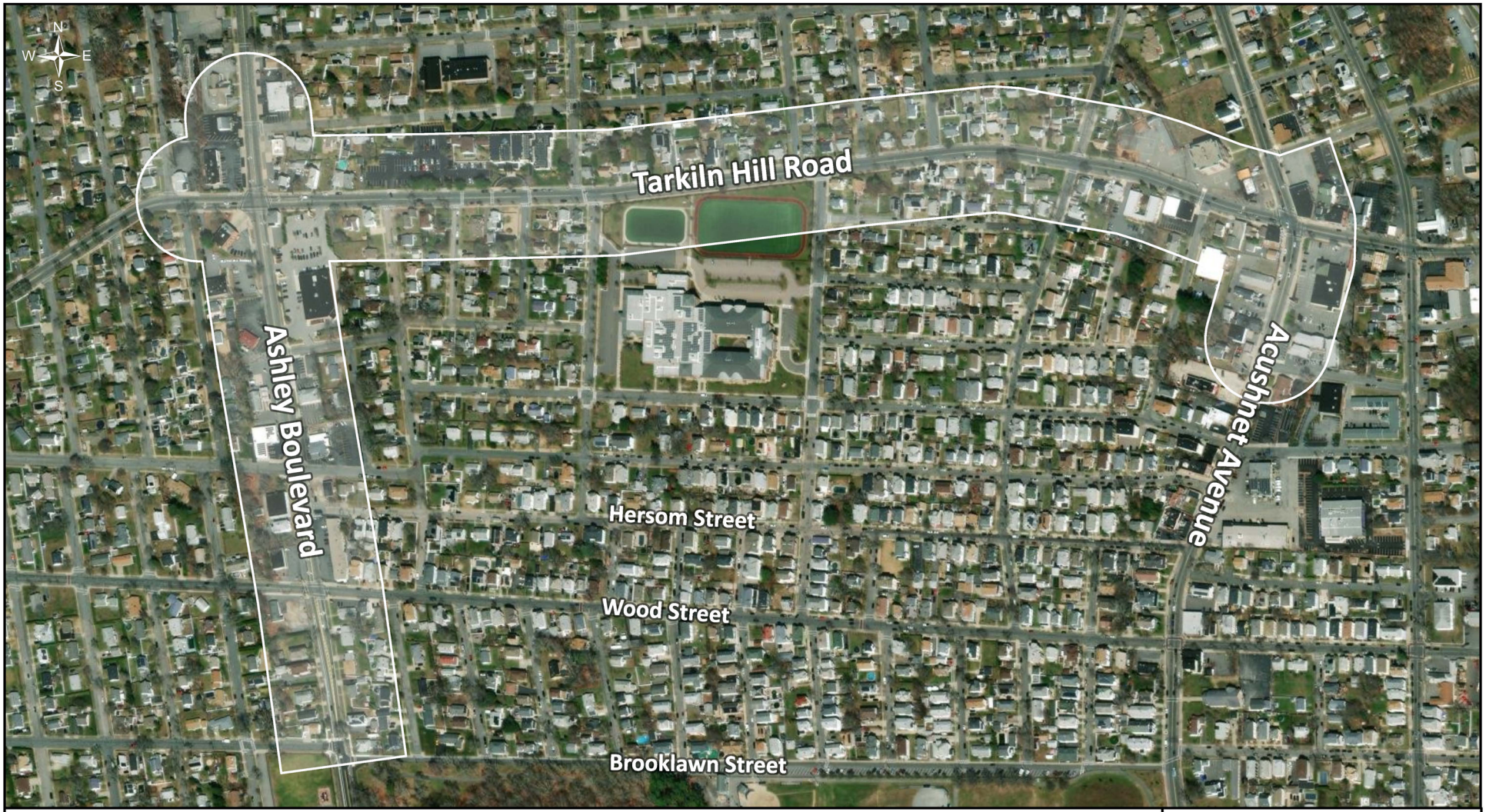
DARTMOUTH

MassDOT Project ID: 608586

TIP Year: 2031

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: 2031

Video Description

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: 2031

Video Description

MassDOT Project Info



Intersection improvements at Winter Street and School Street

The proposed scope of work will consider new traffic signal construction. In addition, the scope will include new pedestrian curb ramps and crosswalks, reconstruction of existing sidewalks, minor roadway widening to provide buffered bicycle accommodation, new pavement markings and regulator/warning signage, stormwater improvements and utility pole relocations. Floral street will be evaluated for a change to one-way operation away from the intersection.

Taunton

MassDOT Project ID: 613647

TIP Year: 2031

Video Description

MassDOT Project Info