

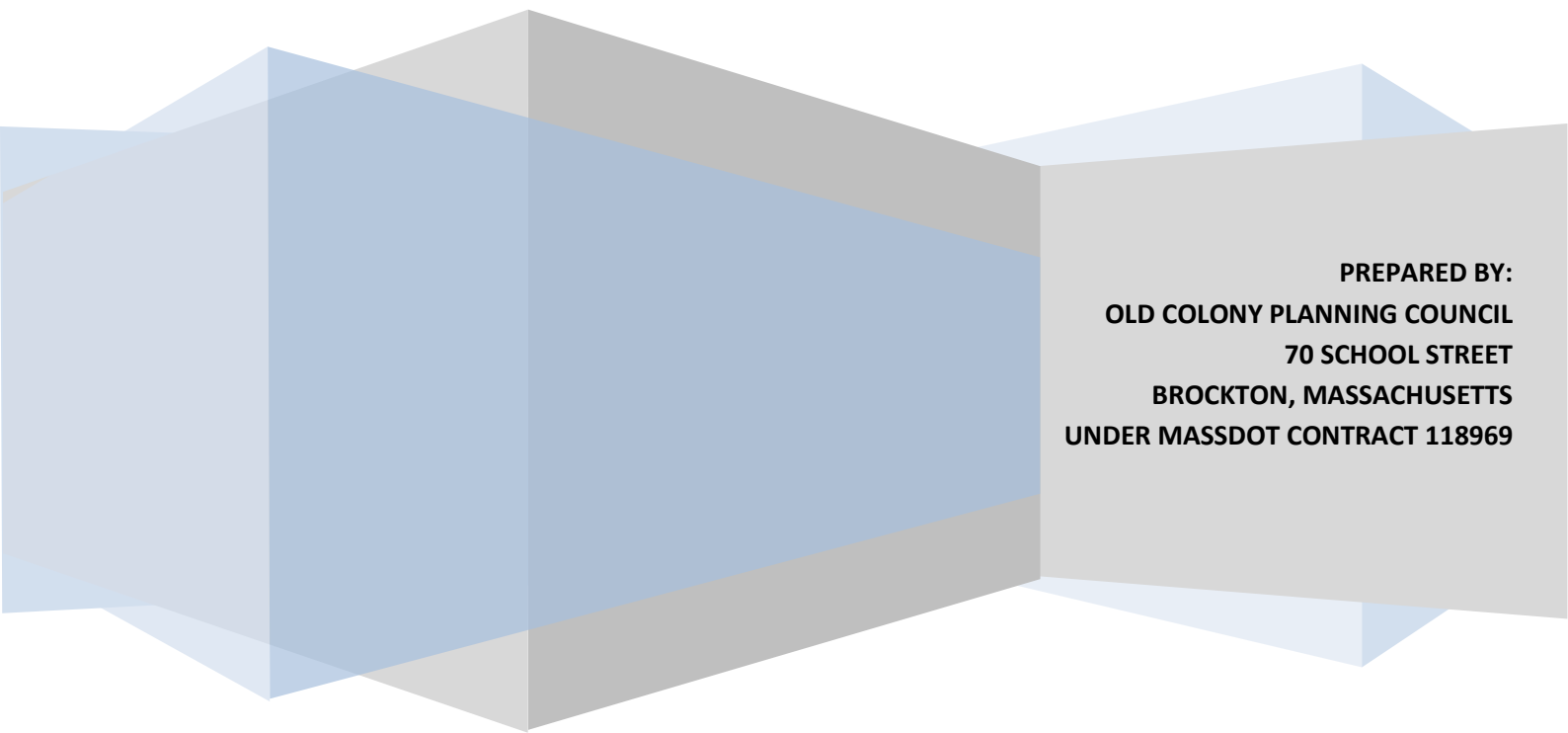
OLD COLONY METROPOLITAN PLANNING ORGANIZATION (MPO)

FFY 2026-2030 OLD COLONY TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

ENDORSED BY THE OLD COLONY MPO ON MAY 20, 2025

PREPARED IN COOPERATION WITH:

- **BROCKTON AREA TRANSIT AUTHORITY (BAT)**
- **FEDERAL HIGHWAY ADMINISTRATION (FHWA)**
- **FEDERAL TRANSIT ADMINISTRATION (FTA)**
- **MASSACHUSETTS DEPARTMENT OF TRANSPORTATION (MASSDOT)**
- **OLD COLONY PLANNING COUNCIL (OCPC)**



**PREPARED BY:
OLD COLONY PLANNING COUNCIL
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UNDER MASSDOT CONTRACT 118969**

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The Old Colony Transportation Improvement Program (TIP) was prepared by the following:

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- The Honorable Robert Sullivan, Mayor, City of Brockton
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- Tyler Bouchard, Board of Selectmen, Kingston (Representing communities with populations less than 15,000 persons)
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DISCLAIMER

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

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

7.00 (the Regulation) was promulgated and became law on October 3, 2008. Under this Regulation, the CMR is applicable to any Public works Project that is performed within the limits of, or that impact traffic on, any Public Road. The Municipal Limitation referenced in this Regulation is applicable only to projects where the Municipality is the Awarding Authority. For all projects contained in the TIP, the Commonwealth is the Awarding Authority. Therefore, all projects must be considered and implemented in accordance with 701 CMR 7.00, and the Road Flagger and Police Detail Guidelines. By placing a project on the TIP, the Municipality

acknowledges that 701 CMR 7.00 is applicable to its project and design and construction will be fully compliant with this Regulation. This information and additional information relative to guidance and implementation of the Regulation can be found at the following link on the MassDOT Highway Division website: <https://www.mass.gov/road-flaggers-and-police-detail>

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Title VI Specialist
MassDOT, Office of Diversity and Civil Rights
10 Park Plaza
Boston, MA 02116
857-368-8580
TTY: 857-368-0603
MASSDOT.CivilRights@state.ma.us

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Boston, MA 02109
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Arabic

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Updated December 2019
Old Colony Planning Council

1. INTRODUCTION

The Old Colony Metropolitan Planning Organization (Old Colony MPO) is the regional governing body established by federal law to oversee regional transportation planning and recommend the distribution of transportation funds locally. This includes the responsibilities for conducting a “3C” planning process (continuous, cooperative, and comprehensive) for transportation planning in the 17 communities of the region for all modes of travel, including roadways and highways, public transportation, bicycles, pedestrians, connections to air, ferry, and railroads. The Old Colony MPO is responsible for endorsing several Federal certification documents that include the Long-Range Transportation Plan (LRTP), the Transportation Improvement Program (TIP), and the Unified Planning Work Program (UPWP).

The transportation planning area covered by the MPO includes the 17 communities of the Old Colony Region: Abington, Avon, Bridgewater, Brockton, Duxbury, East Bridgewater, Easton, Halifax, Hanover, Hanson, Kingston, Pembroke, Plymouth, Plympton, Stoughton, West Bridgewater, and Whitman, and the Brockton Area Transit Authority (BAT).

The Old Colony MPO consists of eleven (11) members. The following eight (8) members are voting members: MassDOT; MassDOT Highway Division; Brockton Area Transit Authority (BAT); Old Colony Planning Council (OCPC); City of Brockton; Town of Plymouth; A Community with a population greater than 14,000; and a community with a population less than 15,000. The following three (3) members: Old Colony Joint Transportation Committee (JTC) Chairperson, Federal Highway Administration (FHWA), and Federal Transit Administration (FTA) are ex-officio, non-voting members of the Old Colony MPO.

The Old Colony MPO has established a committee of professionals known as the Old Colony Joint Transportation Committee (JTC) to serve as the transportation advisory group to the MPO. The JTC Members consist of representatives of the seventeen communities of the Old Colony Region: Abington, Avon, Bridgewater, Brockton, Duxbury, East Bridgewater, Easton, Halifax, Hanover, Hanson, Kingston, Pembroke, Plymouth, Plympton, Stoughton, West Bridgewater, and, Whitman, Brockton Area Transit Authority, Greater Attleboro Trenton Regional Transit Authority (GATRA), and MassDOT.

1.1 Development of the Transportation Improvement Program

The Old Colony MPO prepares the Transportation Improvement Program (TIP), which is a staging of transportation projects proposed for implementation during federal fiscal years 2026, 2027, 2028, 2029, and 2030. Projects listed in the TIP include those in the Long-Range Element and Short-Range Element of the Old Colony Long Range Transportation Plan (LRTP). The TIP describes the project, provides its projected costs and associated funding sources.

The Old Colony MPO collaborates cooperatively with the communities of the Old Colony Region, Brockton Area Transit (BAT), Massachusetts Department of Transportation (MassDOT) Office of Transportation Planning, Massachusetts Department of Transportation Rail & Transit Division, and Massachusetts Department of Transportation Highway District 5. Projects are selected from the previous TIP, from proposals made by local officials, by members of the Old Colony Joint Transportation Committee (JTC), the Massachusetts Department of Transportation, Brockton Area Transit Authority, and/or the MPO staff itself based on the Long-Range Transportation Plan. Information and data concerning current projects are obtained from MassDOT, Brockton Area Transit Authority, and/or the community responsible for the design of the project. An annual solicitation for projects commences typically in December or January.

During TIP development, current and proposed projects are evaluated using Transportation Evaluation Criteria (TEC) and recommended to the Old Colony MPO for consideration and determination of a Preferred Set of Projects. Projects are scored on a scale of 100 maximum possible points on Transportation Evaluation Criteria in six categories: System Preservation (30 Possible Points); Safety (30 Possible Points); Mobility (10 Possible Points); Economic Impact (10 Possible Points); Environment and Community Health (10 Possible Points); and Policy and Support (10 Possible Points). As the criterion in System Preservation and Safety indicate potential to satisfying Safety (PM1), Congestion Management (PM2), Efficiency (PM3), and Transit Asset Management (TAM) performance targets these categories are weighted higher than the others. The MPO staff uses the Transportation Evaluation Criteria results, as well as readiness information, available funding, and other pertinent information to develop a Draft TIP. The Old Colony MPO releases the Draft TIP for a 21-Day Public Review and Comment Period. Following the 21-Day Public Review and Comment Period, the Old Colony MPO considers the comments received and then endorses the TIP if there are no significant changes.

This document and the its development process is consistent with the Statewide and Metropolitan Planning Process as outlined in [Title 23 of the United States Code of Federal Regulations](#).

1.2 Bipartisan Infrastructure Law (BIL), National Planning Factors, and Performance Based Planning

The Bipartisan Infrastructure Law (BIL) requires MPOs to implement a continuing, cooperative, and comprehensive performance-based multimodal transportation planning process. To meet this requirement, the Old Colony MPO develops the Long Range Transportation Plan and Transportation Improvement Program that facilitate the safe and efficient management, operation, and development of surface transportation systems that will serve the mobility needs of people and freight (including accessible pedestrian walkways, bicycle transportation facilities, and intermodal facilities that support intercity transportation, including intercity bus facilities and commuter van pool providers) and that fosters economic growth and development within and between States and urbanized areas.

The BIL continues to emphasize performance-based planning as an integral part of the metropolitan planning process: states are to develop performance goals, guided by the national goals, and then MPOs will work with state departments of transportation to develop MPO performance measures and targets, or adopt the statewide performance measures and targets. The TIP integrates MassDOT's and the MPO's performance measures and link transportation-investment decisions to progress toward achieving performance targets. The MPOs, MassDOT, and providers of public transportation jointly agree and have developed specific written provisions for cooperatively developing and sharing information related to transportation performance data, the selection of performance targets, the reporting of performance targets, the reporting of performance to be used in tracking progress towards attainment of critical outcomes for the MPO regions and the collection of data for the MassDOT Asset Management Plan.

One desired outcome of performance-based planning is constant quality improvement in project selection and delivery with respect to meeting national goals. If a particular project did not help the plan meet its stated goals, or was more effective than originally thought, that information can inform future decision-making. Done properly, performance-based planning not only improves project selection and prioritization, it also can make a compelling case for the Old Colony MPO's LRTP and why the communities and providers of public transit are invested in its outcome.

The Old Colony MPO develops the TIP with consideration of additional planning activities within the metropolitan area and utilizes a process that provides for the design and delivery of transportation

services within the metropolitan planning area. During the development of the LRTP, region specific targets were developed through meetings of a sub-committee and then presented and reviewed by the Old Colony JTC and Old Colony MPO.

The TIP is designed such that once implemented, it makes progress toward achieving the performance targets. Performance-based planning attempts to make the transportation investment decision-making process both informed and accountable. Projects and services implemented through the TIP will help to achieve the performance targets for Safety (PM1), Bridge and Pavement Condition (PM2), System Performance Measures (PM3), Transit Asset Management (TAM) State of Good Repair (SGR), and Public Transit Agency Safety Plan (PTASP).

Safety Performance Measures and Targets (PM1)

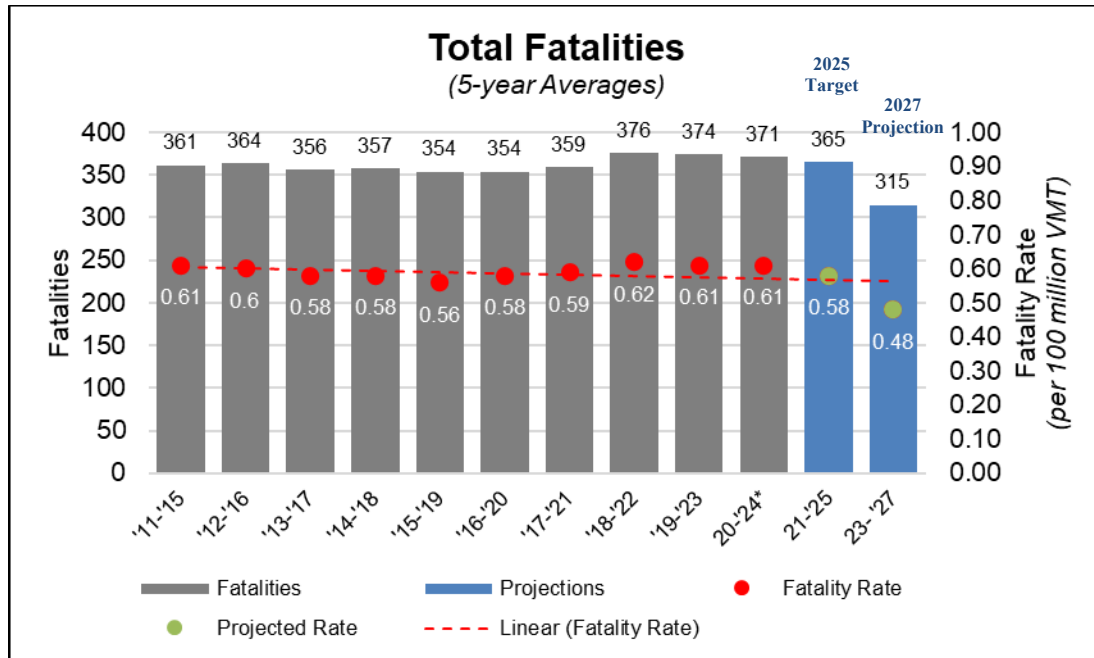
The Old Colony MPO has chosen to adopt the statewide safety performance measure targets set by MassDOT for Calendar Year (CY) 2025. In setting these targets, MassDOT has followed FHWA guidelines by using statewide crash data and Highway Performance Monitoring System (HPMS) data for vehicle miles traveled (VMT) in order to calculate 5 year, rolling average trend lines for all FHWA-defined safety measures.

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

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

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

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

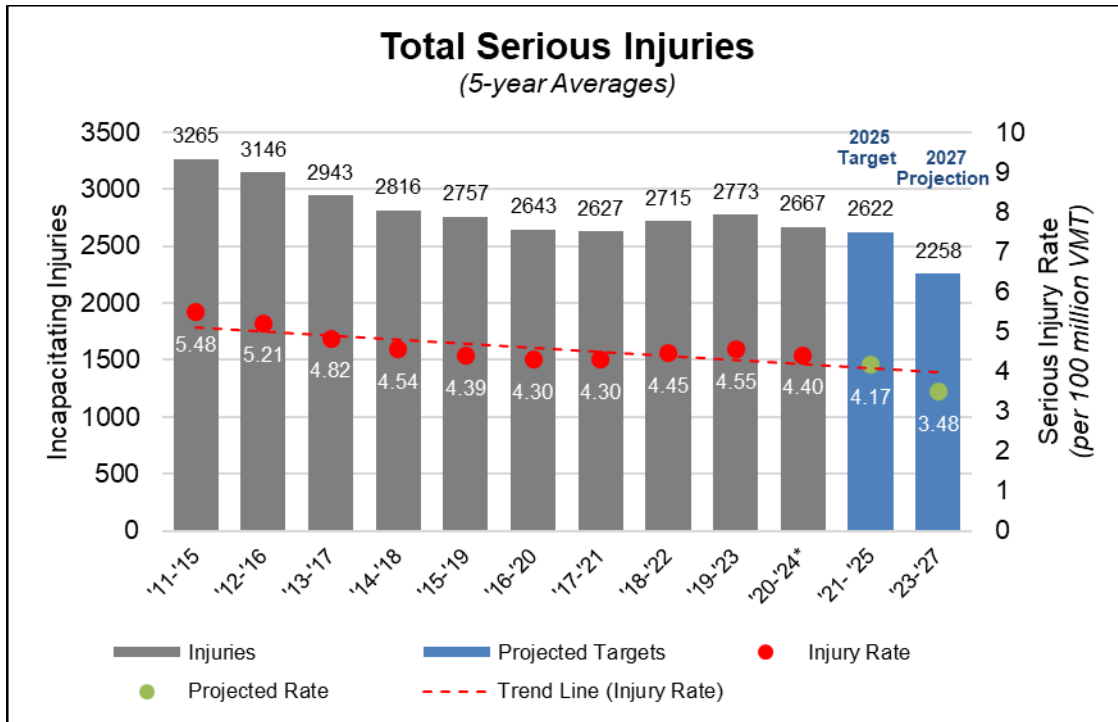


Note: All data as of July 30, 2024

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

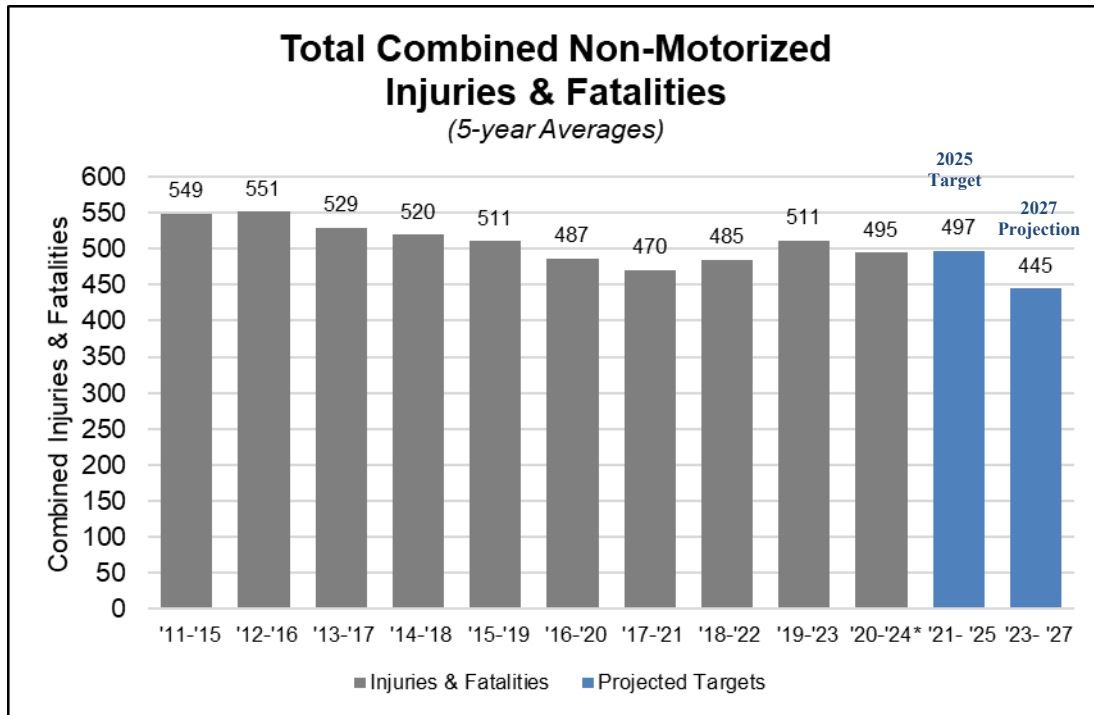
Due to higher rates of speeding caused by decreased VMT amid pandemic shutdowns in 2020 and the lingering impacts in 2021 and 2022, serious injuries increased relative to previous years. However, Massachusetts began to see this trend reverse in 2023. To estimate 2024 serious injuries, MassDOT compared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

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



Note: All data as of July 30, 2024

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



*Note: *All data as of July 30, 2024*

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.

System Preservation Performance (PM2)

The Old Colony MPO has chosen to adopt the 2-year (2024), and 4-year (2026) statewide bridge and pavement performance measure targets set by MassDOT. MassDOT was required to adopt a statewide target by December 16th, 2022. In setting these targets, MassDOT has followed FHWA guidelines by measuring bridges and pavement condition using the 9-point National Bridge Inventory Standards (NBIS); the International Roughness Index (IRI); the presence of pavement rutting; and the presence of pavement cracking. 2-year and 4-year targets were set for six individual performance measures: percent of bridges in good condition; percent of bridges in poor condition; percent of Interstate pavement in good condition; percent of Interstate pavement in poor condition; percent of non-Interstate pavement in good condition; and percent of non-Interstate pavement in poor condition. All of the above performance measures are tracked in greater detail in MassDOT's 2022 Transportation Asset Management Plan (TAMP).

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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 numbers were revisited during the development of the Mid Performance Period Progress Report of October 2024.

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: State of Good Repair Performance Targets and Measures

Performance Measure	Baseline	2-year Condition / Performance	2-year target	4-Year Target	4-Year Adjustment
Bridges in good condition	16%	15.7%	16%	16%	
Bridges in poor condition	12.2%	12.5%	12%	12%	
Interstate Pavement in good condition	71.8%	67.2%	70%	70%	
Interstate Pavement in poor condition	0.0%	0.1%	2%	2%	
Non-Interstate Pavement in good condition		28.6%	30%	30%	
Non-Interstate Pavement in poor condition		6.9%	5%	5%	

Source: October 2024 State Biennial Performance Report for Performance Period 2022-2025

System Performance Measures (Congestion, Reliability, and Emissions) (PM3)

The Old Colony MPO 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, with MPOs either adopting the statewide target or establishing their own by June 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 Old Colony MPO is an agency whose planning area includes communities in the Boston Urbanized Area (UZA), and as a signatory to the 2018 Boston UZA Memorandum of Understanding (Boston UZA MOU)—has also adopted 2-year (2024) and 4-year (2026) Boston UZA-wide congestion performance measure targets. These performance measures are the percentage of non-single occupancy vehicle (SOV) travel and the Peak Hour Excessive Delay (PHED). Targets were developed in coordination with state Departments of Transportation and neighboring MPOs with planning responsibility for portions of the Boston UZA.

The percentage of non-SOV travel is approximated using the U.S. Census Bureau's American Community Survey (ACS) Journey-to-Work data. This metric is based on the percentage of people commuting to work using a mode other than a single occupancy vehicle. In the Boston UZA, the proportion of non-SOV travel has been steadily increasing and is projected to continue increasing at a rate of 1.4% annually.

PHED is measured by totaling the number of hours spent in excessive delay (defined as travel time at 20 miles per hour or at 60% of the posted speed limit, whichever is greater) in peak hours (between 6:00am and 10:00am, and between 3:00pm and 7:00pm) divided by the total UZA population. For this reporting period, targets are proposed considering the uncertainty of the trend post-pandemic and follow a trendline approach similar to TTR measures. In the Boston UZA, the 2024 target is set at a realistic 24, while the 2026 target of 22 is proposed to establish an improving target and one that is below pre-pandemic numbers.

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

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Table 2: Travel Time Reliability Performance Targets and Measures

Measure	Current (2021)	2-year (2023)	4-year (2025)	Md Performance Value (5 Year ACS)	Adjusted 4-Year Target
Interstate LOTTR	84.2%	74.0%	76.0%	76.0%	
Non-Interstate LOTTR	87.2%	85.0%	87.0%	87.0%	
TTTR	1.61	1.80	1.75	1.75	
PHED (Boston UZA)	18.0	24.0	22.0	22.0	
PHED (Springfield UZA)	6.2	6.5	6.0	6.0	
PHED (Worcester UZA)	6.8	7.0	5.0	5.0	
% non-SOV (Boston UZA)	36.9%	38.8%	39.8%	41.36%	42.6%
% non-SOV (Springfield UZA)	21.5%	22.2%	22.2%	22.49%	22.7%
% non-SOV (Worcester UZA)	23.4%	25.4%	26.1%	28.95%	26.6%
Emissions Reductions: PM2.5					
Emissions Reductions: NOx	0.490	0.000	0.000	0.000	
Emissions Reductions: VOC	0.534	0.000	0.000	0.000	
Emissions Reductions: PM10					
Emissions Reductions: CO	6.637	0.354	0.354	0.354	

Source: October 2024 State Biennial Performance Report for Performance Period 2022-2025

Transit System Asset (TAM) Condition Performance Measures and Targets

Table 3 lists a set of federally required infrastructure condition performance measures for transit systems along with [BAT's Performance Targets](#). These transit asset management (TAM) measures, which focus on a specific subset of all transit assets, were established in the FTA's TAM Rule. Brockton Area Transit presented this information along with supporting documentation to the Old Colony MPO in February 2024. The Old Colony MPO has adopted BAT's FY 2024 Brockton Area Transit Authority Transit Asset Management (TAM) State of Good Repair Targets in their entirety and as their own and for the Old Colony Region, in accordance with the certified 3C Transportation Planning Process. The Old Colony MPO will continue to assist BAT in striving towards achieving these targets through our project prioritization process and with our evaluation criteria, which considers asset condition an important factor in the selection process. Within the 2026-2030 Transit TIP, projects include the purchase of support vehicles and

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new buses (35' & 40'). By purchasing the new support vehicles and buses, BAT will maintain their rolling stock in excellent condition and meet the performance targets within the TAM Plan.

Table 3
Brockton Area Transit Authority Performance Measures and Targets

Performance Targets by Asset Category						
Category	Class	Metric	Performance Target for FY 2024	Total Number of Vehicles	# of Vehicles that exceed ULB - FY 2024	% of Fleet that exceed ULB - FY 2024
Rolling Stock	Buses	X% of fleet that exceeds default ULB of 14	14.00%	53	7	13.21%
	Cutaway Buses	X% of fleet that exceeds default ULB of 10	26.00%	4	1	25.00%
	Vans	X% of fleet that exceeds default ULB of 8	27.00%	57	15	26.32%
Equipment	Non-Revenue Service Vehicle	X% of non-revenue service vehicles that exceeds default ULB of 8	40.00%	5	1	20.00%
	Non-Revenue Service Truck	X% of non-revenue service vehicles that exceeds default ULB of 8	40.00%	5	2	40.00%
Facilities	Admin/Maintenance Facility	X% of facilities rated under 3.0 on Term scale	0.00%	3	0	0.00%

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.” For example, FTA’s default ULB value for a bus is 14 years. FTA’s Transit Economic Requirements Model (TERM) scale, which pertains to the facilities measure, is a rating system that describes asset condition. The scale values are 1 (poor), 2 (marginal), 3 (adequate), 4 (good), and 5 (excellent). Because each measure is intended to represent the share of transit assets that are not in a state of good repair, the goal is to minimize the value for all four measures. FTA grantees, including transit agencies and agency sponsors, such as MassDOT, are required to develop targets for these TAM measures

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each fiscal year. MPOs, in turn, are required to set targets for their regions. BAT submitted agency-level targets for state fiscal year (SFY) 2023 (July 2023 through June 2024) to the Old Colony MPO. Their targets reflect the most recent data available on the number, age, and condition of their assets, and their expectations and capital investment plans for improving these assets during SFY 2023.

Public Transit Agency Safety Plan (PTASP) Performance Measures and Targets

The [Public Transportation Agency Safety Plan](#) (PTASP) details the safety processes and procedures for the Brockton Area Transit Authority (BAT). This plan utilizes existing agency safety practices and best practices to be implemented to meet the new regulation set in 49 CFR Part 673 of the federal guidelines and was provided to Old Colony Planning on September 15, 2020.

The PTASP includes formal documentation to guide the agency in initiative-taking safety management policy, safety risk management, safety assurance, and safety promotion. The goal is to provide management and labor a comprehensive, collaborative approach to managing safety. The plan includes the process and schedule for an annual review to evaluate the safety performance measures and update processes to continuously improve the organization's safety practices.

BAT has developed and approved performance targets based on the safety performance measures established under the National Public Transportation Safety Plan. The targets in Table 4 are based on the review of the previous five years of BAT's safety performance data.

Table 4
Brockton Area Transit Authority Safety Performance Measures and Targets

Safety Performance Targets							
Mode of Transit Service	Fatalities (Total)	Fatalities (Rate)	Injuries (Total)	Injuries (Rate)	Safety Events (Total)	Safety Events (Rate)	System Reliability (Miles between Major Failure)
Fixed Route	0	0	12	9.5	5	3.9	20,000
Demand Response	0	0	1	3.5	1	3.5	30,000

On February 18, 2024, the Old Colony MPO adopted BAT's Safety Performance Measures and Targets in their entirety and as their own and for the Old Colony Region, in accordance with the certified 3C Transportation Planning Process. The Old Colony MPO will continue to assist BAT in striving towards achieving these targets through our project prioritization process and with our evaluation criteria, which considers safety an important factor in the selection process. Similar to BAT's TAM Plan, new bus and support vehicle purchases included in the FFY 2026-2030 Transit TIP is also anticipated to help reach the safety targets listed in the PTASP. The new buses and support vehicles will replace the older vehicles and they are expected to be more reliable and safer on the roadways. In addition, the purchasing of support equipment and associated capital maintenance item will assist in the repair of the older vehicles.

1.3 Transportation Funding Programs

The major sources of TIP funding are the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and MassDOT. The United States Congress authorizes federal funding for these

transportation projects through federal legislation. For highways and mass transportation, the most recent authorization was the Bipartisan Infrastructure Law (BIL) (2022). Federal funding received from BIL is allocated to different funding programs. State funds are also a key component for transportation purposes.

Highway Funding Programs

National Highway Freight Program (NHFP)

Description: This program was established in December 2015 through the FAST Act and is continued in the BIL to improve the efficient movement of freight on the National Highway Freight Network (NHFN). Two percent of this program is set aside for State Planning and Research. Bipartisan Infrastructure Law (BIL) allows States to use ≤30% (vs. 10% under previous law) of NHFP funding on freight intermodal or rail projects, subject to certain restrictions. BIL also adds eligibility for modernization/rehabilitation of a lock and dam or a marine highway corridor, connector, or crossing (including an inland waterway corridor, connector, or crossing) that are functionally connected to the National Highway Freight Network and are likely to reduce on-road mobile source emissions. More miles can also be designated as critical rural freight corridors and freight urban corridors. MassDOT has a process for flexing some of its NHFP funds to RTD for eligible non-highway investments. This is a core formula program.

Match Requirement: 10% for projects on the Interstate and 20% for all other projects

FHWA Website: <https://www.fhwa.dot.gov/bipartisan-infrastructure-law/nhfp.cfm>

National Highway Performance Program (NHPP)

Description: NHPP provides support for the condition and performance of the National Highway System (NHS), including Interstate and non-Interstate routes and bridges. These investments ensure that federal-aid funds in highway construction are on eligible facilities and support progress toward achievement of national performance goals for improving infrastructure condition, safety, mobility, or freight movement on the NHS, and that they are consistent with metropolitan and statewide planning requirements. Two percent of this program is set aside for State Planning and Research. This is a core formula program.

Match Requirement: 10% for projects on the Interstate and 20% for all other projects

FHWA Website: <https://www.fhwa.dot.gov/bipartisan-infrastructure-law/nhpp.cfm>

Surface Transportation Block Program (STBG)

Description: STBG provides flexible funding for projects to preserve and improve conditions on and the performance of any federal-aid highway, bridge, or tunnel, as well as for projects on any public road (except local roads and rural minor collectors), pedestrian and bicycle infrastructure, and transit capital projects. Fifty-five percent of a state's STBG funds are to be distributed to areas based on population (sub-allocated), with the remainder to be used in any area of the state. A portion of STBG funds is to be set aside for bridges not on Federal-aid highways (off-system bridges). This is a core formula program.

Match Requirement: 10% for projects on the Interstate and 20% for all other projects

FHWA Website: <https://www.fhwa.dot.gov/bipartisan-infrastructure-law/stbg.cfm>

Bridge-Off System

Source: Set-aside from STBG (STBG-BR-Off)

Description: The funding for Bridge-Off System comes from a set-aside from STBG. The amount equals to 20 percent of the State's FY2009 Highway Bridge Program apportionment. Funding is

available for bridges and low water crossings on public roads other than on Federal-aid highways. This is a core formula program.

Match Requirement: 20% state match required

Recreational Trails Program, (RTP)

Source: Recreational Trails Program, RTP (set-aside from Transportation Alternatives

Description: The Recreational Trails Program (RTP) provides funds to develop and maintain recreational trails and trail-related facilities for both nonmotorized and motorized recreational trail uses. These include hiking, bicycling, in-line skating, equestrian use, cross-country skiing, snowmobiling, offroad motorcycling, all-terrain vehicle riding, four-wheel driving, or using other off-road motorized vehicles. This is a core formula program.

Match Requirement: 20% state match required

FHWA Website: https://www.fhwa.dot.gov/environment/recreational_trails

Transportation Alternatives Program (TAP)

Source: Transportation Alternatives (a portion of the national total set-aside from STBG)

Description: This program supports smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, Safe Routes to School (SRTS) projects, community improvements, and environmental mitigation. MassDOT prioritizes the use of these funds for SRTS investments. Fifty-nine percent of the fund is suballocated to areas of the state based on population, with the remainder to be used in any area of the state. Additionally, an amount of funds equal to the state's FY2009 RTP apportionment is set aside for the Recreational Trails Program. This is a core formula program.

Match Requirement: 20% match required.

FHWA Website: <https://www.fhwa.dot.gov/bipartisan-infrastructure-law/ta.cfm>

Highway Safety Improvement Program (HSIP)

Source: Highway Safety Improvement Program (HSIP)

Description: HSIP funds safety improvements 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. BIL adds eligibility ($\leq 10\%$ of HSIP funds) for specified safety projects (including non-infrastructure safety projects related to education, research, enforcement, emergency services, and safe routes to school) and modifies the HSIP definition of highway safety improvement projects by adding or clarifying some project types. BIL also requires states to complete vulnerable road user (VRU) safety assessments and adds a new special rule for states with annual VRU fatalities comprising $\geq 15\%$ of total annual crash fatalities. Two percent of this program is set aside for State Planning and Research. This is a core formula program.

Match Requirement: 10% match required

FHWA Website: <https://www.fhwa.dot.gov/bipartisan-infrastructure-law/hsip.cfm>

Railway/Highway Crossings – Hazard Elimination

Source: Railway-Highway Crossings Program, RHCP (a set-aside from HSIP)

Description: This program provides funds for safety improvements to reduce the number of fatalities, injuries, and crashes at public railway-highway grade crossings. Safety improvements include the separation or protection of grades at crossings, the reconstruction of existing railroad grade crossing structures, the relocation of highways to eliminate grade crossings, and projects at

grade crossings to eliminate hazards posed by blocked grade crossings due to idling trains. This is a core formula program.

Match Requirement: No match required

FHWA Website: <https://www.fhwa.dot.gov/bipartisan-infrastructure-law/rhcp.cfm>

Railway/Highway Crossings – Protective Devices

Source: Railway-Highway Crossings Program, RHCP (a set-aside from HSIP)

Description: This program provides funds for safety improvements to reduce the number of fatalities, injuries, and crashes at public railway-highway grade crossings. Safety improvements include the separation or protection of grades at crossings, the reconstruction of existing railroad grade crossing structures, the relocation of highways to eliminate grade crossings, and projects at grade crossings to eliminate hazards posed by blocked grade crossings due to idling trains. This is a core formula program. **Match Requirement:** No match required

FHWA Website: <https://www.fhwa.dot.gov/bipartisan-infrastructure-law/rhcp.cfm>

Congestion Mitigation and Air Quality Program (CMAQ)

Source: Congestion Mitigation and Air Quality (CMAQ) Improvement Program

Description: CMAQ provides a flexible funding source for transportation investments 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). The Bipartisan Infrastructure Law (BIL) adds project eligibilities for shared micro mobility, purchase of diesel replacements; purchase of medium/heavy-duty zero emission vehicles and related charging equipment; and modernization/rehabilitation of a lock and dam or a marine highway corridor, connector, or crossing, if certain criteria are met ($\leq 10\%$ of CMAQ funds). Two percent of this program is set aside for State Planning and Research. This is a core formula program.

Match Requirement: 10% for projects on the Interstate and 20% for all other projects. In circumstances where CMAQ funding is being used for bikeway wayfinding signage projects, FHWA provides 100% federal aid match to those projects. As such, these project(s) are tagged as "CMAQ100" in the Massachusetts STIP.

FHWA Website: <https://www.fhwa.dot.gov/bipartisan-infrastructure-law/cmaq.cfm>

Statewide Planning

Source: State Planning and Research (2% set-aside from the state's NHPP, STBG, HSIP and CMAQ apportionments)

Description: Statewide Planning funding supports the MassDOT State Planning and Research (SPR) Work Program, which includes planning work, research studies, and trainings. In addition to funding the SPR Work Program, Massachusetts funds rural regional Transportation Planning Organizations' (TPOs) planning activities with Statewide Planning. The amount allocated to TPOs for their planning activities is adjusted year-to-year based on the change in funding experienced by the MPOs for their Metropolitan Planning funds. This is a core formula program.

Match Requirement: 20% match required

FHWA Website: https://www.fhwa.dot.gov/bipartisan-infrastructure-law/metro_planning.cfm

Metropolitan Planning

Source: Metropolitan Planning Program (MPP)

Description: This program establishes a cooperative, continuous, and comprehensive framework for making transportation investment decisions in metropolitan areas. MassDOT is required to suballocate funds to metropolitan planning organizations (MPOs). Metropolitan Planning funds and Section 5303 funds are combined and administered as a Combined Planning Grant. The funds are allocated to MPOs based on a formula developed by the Massachusetts Association of Regional Planning Agencies (MARPA). This formula allocates 40% of the funds equally among the MPOs, 30% of the funds based on each MPO's relative share of Massachusetts' population, and 30% based on each MPO's relative share of urbanized population. Each MPO uses their allocated amount for Unified Planning Work Program (UPWP) contracts. This is a core formula program.

Match Requirement: 20% match required

FHWA Website: https://www.fhwa.dot.gov/bipartisan-infrastructure-law/metro_planning.cfm

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

Source: Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Formula Program

Description: Established in 2021 as part of the Bipartisan Infrastructure Law (BIL), the PROTECT program provides funding for resiliency improvements; community resilience and evacuation routes; and at-risk coastal infrastructure. Highway, transit, and certain port projects are also eligible. The state may use up to 40% of PROTECT funds on new capacity projects and up to 10% on development phase activities.

Match Requirement: 20% state match with up to additional 10 percentage points reduction if the state prioritized projects on a Resilience Improvement Plan and incorporated the plan with metropolitan transportation plan or the statewide long-range transportation plan.

FHWA Website: https://www.fhwa.dot.gov/bipartisan-infrastructure-law/protect_fact_sheet.cfm

Carbon Reduction

Source: Carbon Reduction Program (CRP)

Description: This program provides funding for projects that reduce transportation emissions or the development of carbon reduction strategies. States, in consultation with MPOs, are required to develop and update every 4 years a carbon reduction strategy and submit it to FHWA for approval. Sixty-five percent of a state's CRP funds are to be distributed to areas based on population (suballocated), with the remainder to be used in any area of the state. This is a core formula program that was first included in the Bipartisan Infrastructure Law. The Carbon Reduction Strategy is included as an Appendix.

Match Requirement: 10% for projects on the Interstate and 20% for all other projects

FHWA Website: https://www.fhwa.dot.gov/bipartisan-infrastructure-law/crp_fact_sheet.cfm

Bridge Formula Program

Source: Bridge Formula Program (BFP)

Description: Formerly known as the Highway Infrastructure Program (HIP), these funds are federal highway apportionments distributed to the Commonwealth from FFY 2022 to 2026. The purpose of this program is to replace, rehabilitate, preserve, protect, and construct bridges on public roads. Fifteen percent of BFP funds are reserved for off-system bridges. This is a non-core

formula program and not subject to obligation limitation. Projects on the STIP using these funds may have a program line ending in NB, indicating New Bridge Program (now known as BFP).

Match Requirement: 10% for projects on the Interstate; 20% for on-system National Highway System (NHS) projects, or for off-system bridges not owned by a local agency; no match required for locally owned off-system bridges

FHWA Website: <https://www.fhwa.dot.gov/bipartisan-infrastructure-law/bfp.cfm>

NHPP – Exempt

Source: National Highway Performance Program (NHPP)

Description: NHPP – Exempt is used to note the portion of the NHPP funds that is not subject to obligation limitation. NHPP provides support for the condition and performance of the National Highway System (NHS), including Interstate and non-Interstate routes and bridges. These investments ensure that federal-aid funds in highway construction are on eligible facilities and support progress toward achievement of national performance goals for improving infrastructure condition, safety, mobility, or freight movement on the NHS, and that they are consistent with metropolitan and statewide planning requirements. Two percent of this program is set aside for State Planning and Research. This is a noncore formula program and not subject to obligation limitation.

Match Requirement: 10% for projects on the Interstate and 20% for all other projects

FHWA Website: <https://www.fhwa.dot.gov/bipartisan-infrastructure-law/nhpp.cfm>

Electric Vehicle Infrastructure (NEVI)

Source: National Electric Vehicle Infrastructure Formula Program (NEVI Formula)

Description: The National Electric Vehicle Program provides funding to strategically deploy electric vehicle (EV) charging infrastructure and to establish an interconnected network to facilitate data collection, access, and reliability. Funded projects must be located along designated alternative fuel corridors and the state must submit a plan to FHWA describing the planned use of funds. Ten percent of funding is set aside for discretionary grants to state and local governments that require additional assistance to strategically deploy EV charging infrastructure. This is a non-core formula program and not subject to obligation limitation.

Match Requirement: 20% state match required

FHWA Website: https://www.fhwa.dot.gov/bipartisan-infrastructure-law/nevi_formula_program.cfm

Ferry Boat Program

Source: Ferry Boat Program (FBP)

Description: This program provides funding for the construction of ferry boats and ferry terminal facilities. The Bipartisan Infrastructure Law (BIL) expanded eligibilities to include procurement of transit vehicles used exclusively as an integral part of an intermodal ferry trip; ferry maintenance facilities; and operating costs for an eligible entity. This is a non-core formula program and not subject to obligation limitation.

Match Requirement: 15% for projects to replace/retrofit diesel fuel ferry vessels that provide substantial emissions reduction (this authority terminates on September 30, 2025), 20% for other projects FHWA

Website: https://www.fhwa.dot.gov/bipartisan-infrastructure-law/fbp_fact_sheet.cfm

Transportation Bond Bill Funding

The Massachusetts Legislature passes transportation bond bills to provide state resources for investments in transportation. 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 established in transportation bond bills and subject to overall “bond cap” limits on the Commonwealth’s debt obligations.

Next Generation Bridge Program (NGBP)

Massachusetts’ Next Generation Bridge Program focuses on funding bridge preservation and the bundling of smaller MassDOT bridge projects. These projects will be advertised for construction during the 5-year STIP period and are initially funded with non-federal aid funding (i.e. state funds), and will be repaid in the future with debt repayments using federal aid. This is reflected in the Highway Funding Program as Grant Anticipation Notes (GANS).

Transit Funding Programs

5303 – Metropolitan Planning

Source: Section 5303 Metropolitan Planning Description: Section 5303 funds are used by MPO staff for transit planning as part of the Unified Planning Work Program (UPWP) developed each year. Funds are apportioned to the state, which then sub-allocates them to MPOs. Since 2019, MassDOT has been transferring 5303 funds from FHWA to FTA to be used as part of a Consolidated Planning Grant (CPG), which funds each region’s UPWP.

Match Requirement: 20% match required

FTA Website: <https://www.transit.dot.gov/funding/grants/metropolitan-statewide-planning-andnonmetropolitan-transportation-planning-5303-5304>

5304 – Statewide Planning

Source: Section 5304 Statewide Planning

Description: Funds from Section 5304 supplements state planning and research funds that the state receives from FHWA. It is used for statewide planning efforts and funds planning studies. MassDOT transfers Section 5304 funding from FTA to FHWA for use in the annual State Planning & Research (SPR) Work Program.

Match Requirement: 20% match required

FTA Website: <https://www.transit.dot.gov/funding/grants/metropolitan-statewide-planning-andnonmetropolitan-transportation-planning-5303-5304>

5307 Urbanized Area Formula Grant

Source: Urbanized Area Formula Grants – 5307

Description: Section 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. In instances when an MPO or the State decides to transfer Carbon Reduction highway

apportionment to an RTA serving an urbanized area for electrification investments consistent with the Carbon Reduction Strategy, these investments are tracked as 5307CR in the STIP. Please note that 5307CR is not additional apportionment.

Match Requirement: 15% for the cost of vehicles related to compliance with Americans with Disabilities Act and the Clean Air Act; 10% for the cost of vehicle-related equipment attributable to compliance with the Americans with Disabilities Act and the Clean Air Act; 50% for the net project cost of operating assistance; 20% for all other projects

FTA Website: <https://www.transit.dot.gov/funding/grants/urbanized-area-formula-grants-5307>

5309 - Fixed-Guideway Capital Investment Grants

Source: Capital Investment Grants - 5309

Description: Section 5309 provides grants for new and expanded rail, bus rapid transit, and ferry systems that reflect local priorities to improve transportation options in key corridors. This program includes a category known as core capacity projects, which expand capacity by at least 10% in existing fixed-guideway transit corridors that are already at or above capacity today, or are expected to be at or above capacity within five years.

Match Requirement: 40% for projects on design and construction of new fixed-guideways or extensions to fixed guideways; 20% for other projects

FTA Website: <https://www.transit.dot.gov/funding/grants/fact-sheet-capital-investment-grants-program>

5310 - Enhanced Mobility of Seniors & Individuals with Disabilities

Source: Enhanced Mobility of Seniors & Individuals with Disabilities - Section 5310

Description: Section 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—urban, small urban, and rural. MassDOT allocates Section 5310 funds on a competitive basis to eligible recipients via its Community Transit Grant Program in combination with State Mobility Assistance Program (MAP) funds.

Match Requirement: 50% for operating assistance; no match required for program administrative costs; 20% for other projects

FTA Website: <https://www.transit.dot.gov/funding/grants/enhanced-mobility-seniors-individualsdisabilities-section-5310>

5311 - Formula Grant for Rural Areas

Source: Formula Grants for Rural Areas - 5311

Description: Section 5311 program funds are used to enhance access for people in nonurbanized areas to health care, shopping, education, employment, public services, and recreation. It is also used to assist in the maintenance, development, improvement, and use of public transportation systems in nonurbanized areas. In instances when an MPO or the State decides to transfer Carbon Reduction highway apportionment to an RTA serving rural areas for electrification investments consistent with the Carbon Reduction Strategy, these investments are tracked as 5311CR in the STIP. Please note that 5311CR is not additional apportionment.

Match Requirement: 20% for capital projects and Americans with Disabilities Act (ADA) non-fixed route paratransit service; 50% for operating assistance

FTA Website: <https://www.transit.dot.gov/rural-formula-grants-5311Section 5339>

5337 - State of Good Repair Grants

Source: State of Good Repair Grants - 5337

Description: Section 5337 is a formula-based State of Good Repair Program dedicated to repairing and upgrading the nation's rail transit systems along with high- intensity motor bus systems that use highoccupancy vehicle lanes, including bus rapid transit (BRT).

Match Requirement: 20% match required

FTA Website: <https://www.transit.dot.gov/funding/grants/state-good-repair-grants-5337>

5339 - Bus & Bus Facilities

Source: Grants for Buses and Bus Facilities Formula Program - 5339(a)

Description: Section 5339 program funds are used to rehabilitate, replace, and purchase buses and related equipment as well as construction of bus related facilities.

Match Requirement: 20% match required

FTA Website: <https://www.transit.dot.gov/funding/grants/busprogram>

Regional Transit Authority Capital Assistance – RTACAP

RTACAP involves state funding primarily used for RTA capital projects, including matching funds for federally-funded projects. Mobility Assistance Program - MAP / GOBOND MAP funds are state capital dollars provided to transit agencies, Councils on Aging, and private nonprofits 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 (see above).

State Contract Assistance – SCA

SCA funds are state operating assistance for transit, provided through the Commonwealth Transportation Fund (CTF) and the Massachusetts Transportation Trust Fund (MTTF). These funds are used for operating expenditures through contracts between the RTAs and MassDOT's Rail and Transit Division.

Transportation Development Credits - TDC

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

Education and Transportation Fund (Fair Share) – ETF

A 4 percent surtax on income above \$1 million annually (approved by MA voters in November 2022) known as the Fair Share amendment is constitutionally dedicated to "quality public education and 55 2025-2029 State Transportation Improvement Program affordable public colleges and universities, and for the repair and maintenance of roads, bridges, and public transportation." Fair Share spending is generally intended to supplement transportation investments already planned for in the CIP/STIP.

Community Transit Grant Program (CTGP)

Community Transit Grant Program (CTGP) awards funds to help meet the transportation and mobility needs of seniors and people with disabilities. The annual competitive program distributes Federal Transit Administration Section 5310: Enhanced Mobility of Seniors & Individuals with Disabilities funds and State Mobility Assistance Program (MAP) funds.

1.4 Public Participation, Coordination, and Consultation

Transportation planning is one component of the Continuing, Cooperative, and Comprehensive performance-based multimodal transportation planning process that includes land use/ growth management, housing, open space and recreation, economic development, historic preservation, and water quality. It is important that these potentially conflicting elements be consistent with one another to facilitate the efficient movement of people and goods in the region. The first step in obtaining consistency is the coordination and consultation with appropriate agencies and groups on existing projects. Each of the functional planning areas uses common land use, population and employment statistics, and forecasts.

An underlying principle of the metropolitan planning process is public participation, coordination, and consultation with agencies and groups. The FFY 2026-2030 Transportation Improvement Program was developed in accordance with the [Public Participation Plan \(PPP\)](#) for the Old Colony Region. The PPP defines a process for providing individuals, affected public agencies, representatives of public transportation employees, public ports, freight shippers, providers of freight transportation services, private providers of transportation (including intercity bus operators, employer-based commuting programs, such as carpool program, vanpool program, transit benefit program, parking cash-out program, shuttle program, or telework program), representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process. The hybrid public participation process continued and utilized a virtual and digital mode. Meetings of the Joint Transportation Committee and the Metropolitan Planning Organization have continued via virtual meetings, dissemination of information via email, website, and newsletters has continued, and staff has remained reachable for questions and comments via telephone and email. Staff has also had some in person project specific meeting. Legal advertisements notifying the public of the availability of the Draft TIP and the ability to comment have continued.

Brockton Area Transit Authority, the FTA Section 5307(c) applicant, has consulted with the Old Colony Metropolitan Planning Organization and concurs that the public involvement process adopted by the MPO for development of the TIP satisfies the public hearing requirements that pertain to the development of the Program of Projects (POP) for the regular Section 5307, Urbanized Area Formula Program, grant applications including the provisions for public notice and the time established for public review and comment. The public discussion of the Transportation Improvement Program at Old Colony JTC, Old Colony MPO, and transportation meetings satisfies the Program of Projects (POP) public hearing requirements of the Federal Transit Administration.

As such, Brockton Area Transit utilizes the Old Colony MPO's public participation process as its public participation process. The public discussion of the Transportation Improvement Program at Old Colony JTC, Old Colony MPO, and transportation meetings satisfies the Program of Projects (POP) public hearing requirements of the Federal Transit Administration.

Public participation in the TIP development process is welcomed and encouraged. The TIP is posted on the Old Colony Planning Council Website. The public can participate in the development of the TIP by attending meetings of the JTC, MPO, and OCPC, contacting the staff for information or individual meetings, reviewing, and commenting on draft TIPs..

The Old Colony MPO consults with agencies and officials responsible for other planning activities within the metropolitan planning area that are affected by transportation (including State and local planned growth, economic development, tourism, natural disaster risk reduction, environmental protection, airport operations, or freight movements) or coordinate its planning process (to the maximum extent practicable) with such planning activities.

Staff utilized a diverse methodology for coordination, consultation, and engaging the public to the maximum extent possible in the development of the TIP. The methodology is as follows:

- Old Colony Metropolitan Planning Organization - The MPO provided continual oversight of the TIP development and project programming and has the responsibility of ultimately endorsing the TIP. Monthly meetings took place on the third Tuesday of the month.
- Old Colony Joint Transportation Committee - Functioning as the advisory committee to the Old Colony MPO and Old Colony Planning Council, this committee assists with the identification of transportation deficiencies and provides regular input and review of TIP products. The Committee consists of superintendents and or directors of highway department of public works, town planners, engineers, etc.
- Old Colony Planning Council (OCPC) - The Old Colony Planning Council discusses the TIP development and provides both planning and policy guidance at regularly scheduled OCPC Board of Directors meetings.
- Transit Providers - MPO staff seeks input regarding transit needs and projects from the Brockton Area Transit Regional Transit Authority, Greater Attleboro-Taunton Regional Transit Authority (GATRA), MBTA, and the South Shore Community Action Council (SSCAC).
- Coordination and consultation activities - Coordination and consultation, and/or information dissemination activities take place with multiple agencies and groups. As such, these coordination and consultation activities may take place with: Brockton Area Transit, Cape Verdean Association of Brockton, Chief Elected Officials, Departments of Public Works and Highway Departments, Massachusetts Department of Transportation, Greater Attleboro Taunton Transit Authority, Massachusetts Department of Transportation District 5, MBTA, Metro South Chamber of Commerce, NAACP, Plymouth and Brockton (P&B), Plymouth Area Chamber of Commerce, Plymouth County Development Council, South Shore Chamber of Commerce, and South Shore Community Action Council.
- Transportation Advisory Network (TAN) - The TAN Outreach Contact List consists of over 200 members. Members include chief elected officials, legislators, planning boards, Massachusetts Department of Transportation, Federal Highway Administration, Federal Transit Administration, transit providers, minority groups, city and town clerks, media outlets, and transportation officials. The objective is to provide continuing outreach to a wide network. Council staff provides announcements of product availability, upcoming events, and meetings associated with the TIP to the TAN. The TAN Outreach Contact List is shared with MassDOT-Office of Transportation Planning, and MassDOT-Office of Diversity and Civil Rights.
- Media Outlets - Staff utilizes media outlets to solicit public comment, advertise meetings, and advertise TIP availability. Examples of media outlets are 95.9 WATD, the Brockton Enterprise, the Ojournal, and the Patriot Ledger.

- Copies of the Draft TIP are posted on the OCPC website and are provided upon request via email and direct mail. As such, reasonable access, and opportunities to review the Draft TIP are provided.
- 21-Day Public Review Period - During the public review period for the Draft TIP, copies are available, and their availability are advertised using multiple media outlets and the TAN. During the period, public meetings were held, and the staff was available to discuss the Draft TIP with the public upon request.

Public involvement is an integral part of transportation planning and project development decision-making. Effective public involvement in the planning process and the project-development process can alert State and local agencies to any concerns so that they do not result in surprises during the project-development stage. Continuous interaction between community members and transportation professionals is critical to successfully identify and resolve any concerns of the general public.

The Old Colony MPO's established public-involvement procedures provide for consideration of public concerns. These procedures provide an opportunity for communication resulting in appropriate action that reflects this public involvement. Detailed information on these procedures is included in the Old Colony [Public Participation Plan](#).

2. HIGHWAY AND BRIDGE PROJECT LISTING BY COMMUNITY

2.1 Prioritization and Transportation Evaluation Criteria

Several factors are considered when developing the prioritization and programming of TIP projects. They include:

- Financial feasibility of project
- Local and regional support for the project
- Need for project to be implemented (safety, congestion, etc.)
- Project has been derived from the Management Systems (Congestion, Safety, and Pavement)
- Project has Project Review Committee (PRC) approval and/or a MassDOT ID
- Project must have reasonable progress in design, permitting, and right-of-way, etc., to ensure that the project can be implemented in the active year
- Project implementation will assist with making progress towards achievement of adopted performance measures and targets
- Results of Annual TIP Readiness Day
- Results of Transportation Evaluation Criteria

Transportation Evaluation Criteria (TEC)

With transparency and reasonableness in mind, in 2004, the Old Colony MPO began utilizing TIP project transportation evaluation criteria to inform the process of evaluating and selecting projects for programming in the TIP. The transportation evaluation criteria are a means of assisting decision makers in the programming projects that will help the region attain the visions established by the Old Colony MPO, which includes, to maintain a state of good repair, focus investments on existing activity centers, improve mobility for people and freight, reduce the level of greenhouse gas emissions, minimize environmental burdens from transportation facilities on low-income and minority populations, and

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provide safe transportation for all modes. Projects with components and outcomes that help attain the goals of the Old Colony MPO receive higher scores.

Evaluation of Projects

The Transportation Evaluation Criteria utilized for the FFY 2026-2030 Transportation Improvement Program are included in Appendix H. The scoring results of the Transportation Evaluation Criteria are included with the applicable projects listed in the Universe of Projects. System reliability projects such as preservation projects on limited access highways or transit state of good repair projects are not evaluated, as they are required projects identified through asset management systems.

Once a project has been approved by MassDOT's Project Review Committee, potential TIP projects are evaluated and are scored on a 100 points scale in the following categories:

- System Presentation and State of Good Repair
- Safety
- Mobility
- Economic Impact
- Environmental Effects
- Community Support and Consistency with Policy

Table 5 outlines how PRC approved projects are scored in six categories.

Table 5: Outline of Old Colony TIP Transportation Evaluation Criteria Scoring Categories and Potential Points

Category	Evaluation Criterion	Total Potential Points
System Preservation / State of Good Repair	Primary Asset Condition Enhancements to Secondary Assets Use of Modern Technology to Improve Efficiency Incorporates Transit Elements into Design	30
Safety	Motorist crash history and anticipated improvement Non-Motorist crash history and anticipated improvement Proven Safety Measures	30
Mobility	Existing Motorist Congestion Effect on Mobility and Accommodation for Non-Motorists Effect on System Connectivity and Access	10
Economic Impact	Access to or within a regionally designated economic development area Access to or within a business district Connectivity between housing, employment, and commerce Effect on freight network	10
Environmental Effect	Effect on Wetlands, Wildlife or Other Natural Resources Protects or Enhances Water Quality by Improving Stormwater Management Effect on air quality and GHG emissions Improves Coastal Resiliency Enhances local open space	10

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	Incorporates Healthy Transportation Options	
Community Support and Consistency with Policy	Project has Community Support, Identified in Local Plans, and an Active Design Project Identified in Regional Plan and/or Consistent with Regional Policy Consistent with PM1, PM2, PM3, and/or TAM Project Supports Federal and State Policy	10
Total Possible Score		100

The Old Colony MPO considers whether a project's implementation will assist in making progress towards achievement of adopted performance measures and targets and utilizes evaluation criteria ratings and project readiness information to prepare a First-Tier List of Projects. This is a list of the projects with the highest ratings that could be made ready for advertising within the TIP's time horizon (next four federal fiscal years). The staff relies on the MassDOT Highway Division to provide information about what year a project would be ready for advertising. In developing the recommendation for the draft TIP, the staff strongly considers the First-Tier List of Projects. The Old Colony MPO staff also factors in projects that are listed in the Long-Range Transportation Plan to implement the LRTP, considers geographic distribution of projects and accounts for cost to comply with fiscal constraint.

2.2 Universe of Projects and Geographic Distribution of Projects

Please see Appendix N of this document for a complete list of projects in the Universe of Projects, with year of programming and Transportation Project Evaluation Criteria (TEC) score included.

Geographic Distribution of Projects

The Old Colony MPO monitors the geographic distribution of TIP projects over time. Table 11 provides the distribution of TIP projects from 2011 through 2030. To assist with providing context to the distribution, included in the table is 2020 Population and 2019 Median Household Income.

From an examination of the distribution of TIP projects from 2010 through 2030, the following observations may be made:

- There are higher concentrations of projects within the more populated urban areas (i.e., Brockton at 24.2 percent of all projects). Such concentrations tend to follow areas with elevated levels of congestion, bicycle and pedestrian activity, and crash clusters.
- The towns of Stoughton (9.1%), Easton (7.6%), Pembroke (7.6%), and also had higher concentration of projects. A potential explanation for such a trend is that these populous communities feature proximity to limited access highways, commuter rail, and academic institutions of higher learning. Such features, while beneficial in many respects, also lead to higher pedestrian, bicyclist and vehicle trips, and the need for additional multimodal and infrastructure.

**Table 6
TIP Investment by Community, 2011-2030**

Community	2020 Population	2020 Title VI Minority Population	Percent Title VI Minority	Median Household Income, 2019	Number of TIP Projects, 2011 through 2030	Percentage of Total Projects	TIP Project Expenditures , 2010 through 2030 (\$)	Per Capita Expenditure (\$)
Abington	17,062	2,910	17.1%	\$99,381	4	6.1%	\$17,125,850	\$1,003.74
Avon	4,777	1,685	35.3%	\$85,200	4	6.1%	\$20,744,819	\$4,342.65
Bridgewater	28,633	4,997	17.5%	\$95,675	2	3.0%	\$19,337,493	\$675.36
Brockton	105,643	74,569	70.6%	\$58,469	16	24.2%	\$84,765,332	\$802.38
Duxbury	16,090	1,081	6.7%	\$128,173	4	6.1%	\$221,925,307	\$13,792.75
East Bridgewater	14,440	1,560	10.8%	\$90,528	4	6.1%	\$13,611,872	\$942.65
Easton	25,058	4,025	16.1%	\$112,268	5	7.6%	\$23,755,301	\$948.01
Halifax	7,749	519	6.7%	\$92,774	0	0.0%	\$0	\$0.00
Hanover	14,833	1,140	7.7%	\$127,981	2	3.0%	\$18,462,821	\$1,244.71
Hanson	10,639	844	7.9%	\$96,693	0	0.0%	\$0	\$0.00
Kingston	13,708	1,069	7.8%	\$96,104	4	6.1%	\$63,461,353	\$4,629.51
Pembroke	18,361	1,285	7.0%	\$103,905	5	7.6%	\$24,613,677	\$1,340.54
Plymouth	61,217	6,673	10.9%	\$90,279	4	6.1%	\$21,564,989	\$352.27
Plympton	2,930	162	5.5%	\$94,167	1	1.5%	\$1,753,213	\$598.37
Stoughton	29,281	11,088	37.9%	\$83,519	6	9.1%	\$34,680,344	\$1,184.40
West Bridgewater	7,707	968	12.6%	\$97,404	3	4.5%	\$57,998,546	\$7,525.44
Whitman	15,121	1,969	13.0%	\$86,570	2	3.0%	\$20,826,396	\$1,377.32
Totals	393,249	116,544	29.6%		66	100.0%	\$644,627,314	\$5,531.19

3. TIP - FEDERAL REQUIREMENTS AND PROJECT LISTS

3.1 Endorsements of the FFY 2026-2030 Old Colony TIP, Self-Compliance Statements of the Comprehensive, Continuing, Cooperative Transportation Planning Process, and Self Compliance Statements of the 310 CMR 60.05: Global Warming Solutions Act Requirements for the Transportation Sector and the Massachusetts Department of Transportation

The Unified Planning Work Program, Long Range Transportation Plan, and Transportation Improvement Program, together with any amendments, were developed in accordance with FHWA and FTA regulations governing the implementation of the Bipartisan Infrastructure Law (BIL), EPA regulations governing the implementation of the Clean Air Act Amendments of 1990, and fully incorporates the applicable requirements of the 1964 Civil Rights Act and the Americans with Disabilities Act of 1990. From certification reviews conducted in 2006, 2011, 2016, 2019, and 2023 the FHWA and FTA have determined that the transportation planning process of the MPO substantially meets the requirements of the Metropolitan Planning Rule 23 CFR Part 450 Subpart C and 49 CFR Part 613. In addition, FHWA and FTA have jointly certified the transportation planning process.

Endorsement of FFY 2026-2030 Old Colony TIP is provided in Appendix A.

Self-Compliance Statements of the Metropolitan Transportation Planning Process is provided in Appendix B.

Self-Compliance Statements of the 310 CMR 60.05: Global Warming Solutions Act Requirements for the Transportation Sector and the Massachusetts Department of Transportation is provided in Appendix C.

3.2 Procedures for Amendments and Administrative Modifications

The TIP is a “living” document and is likely to be modified during the year. The definitions and procedures outlined in this section are followed when project-based revisions to the TIP are necessary (Detailed TIP Project Revision and Definition Procedures are included in Appendix P).

TIP Amendment

A revision to the Transportation Improvement Program 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 MPO to address any public commentary prior to endorsement. The Old Colony MPO, at their discretion, may vote to abbreviate the public comment period under what they consider extraordinary circumstances beyond the MPO’s control. TIP Amendments are prompted by the major change(s) in a project.

TIP Adjustment

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

TIP 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.

3.3 Financial Summary, Targets, and Fiscal Constraint Analysis

The Massachusetts Department of Transportation Office of Transportation Planning, in consultation with the Regional Planning Agencies and utilizing the Massachusetts Association of Regional Planning Agencies (MARPA) Formula, provides each region with yearly-targeted federal funding levels with state match for highway and bridge projects, and separate yearly targets for projects that qualify for Congestion Mitigation Air Quality funds, Highway Safety Improvement Program (HSIP) funds, and Transportation Alternative Program funds. These Funding Targets are in Appendix G. The anticipated funds, programmed funds, unprogrammed funds and fiscal constraint analysis is summarized below in Table 12. The Summary of Regional Funding Categories in Table 13 provides specifics on fund amount by funding category.

The Transportation Improvement Program is financially constrained according to the definition in the 23 CFR Part 450.324. Project costs programmed in the TIP are expressed in Year of Expenditure (YOE) dollars. The cost inflation factor utilized is increased 4% annually (e.g., 2027 at 4%; 2028 at 8%; 2029 at 12%, and 2030 at 16%). The projects programmed do not exceed the funding estimates of federal and state funds available in each of these fiscal years. Additionally, the transit projects programmed in the TIP are financially constrained to available resources and they have been reviewed and approved for programming by MassDOT Rail & Transit, and the MassDOT Office of Transportation Planning.

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Table 7
Funding Totals of Programmed Highway and Bridge Projects, and Fiscal Constraint Analysis

Fiscal Year	Total of Anticipated Funds (Bridge Funds, Regional Targets, and Statewide Funds)	Total of Programmed Funds	Total of Unprogrammed Funds (Fiscal Constraint Analysis)
2026	\$13,294,825	\$10,461,587	\$2,833,238
2027	\$29,321,852	\$24,803,370	\$4,518,482
2028	\$58,043,404	\$58,043,404	\$0
2029	\$106,863,950	\$106,863,950	\$0
2030	\$95,426,355	\$95,426,355	\$0
Totals	\$302,950,386	\$295,598,666	\$7,351,720

Table 8
Funding Totals of Programmed Transit Projects, and Fiscal Constraint Analysis

Fiscal Year	Total of Anticipated Transit Funds (Federal, State, Local)	Total of Programmed Funds	Total of Unprogrammed Funds (Fiscal Constraint Analysis)
2026	\$15,455,410	\$15,455,410	\$0
2027	\$12,873,120	\$12,873,120	\$0
2028	\$9,550,000	\$9,550,000	\$0
2029	\$18,470,000	\$18,470,000	\$0
2030	\$21,910,000	\$21,910,000	\$0
Totals	\$78,258,530	\$78,258,530	\$0

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The financial plans in Tables 7 and 8 demonstrate fiscal constraint, and reflect the emphasis on the maintenance and operation, and state of good repair for the highway, bridge, and transit system. In addition, a fiscal constraint analysis is included on each of the highway program programming tables. Only highway, bridge, and transit projects for which funds can be reasonably expected have been included in the financially constrained TIP.

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3.4 Summary of Regional Funding Categories (FFY 2026-2030)

Table 9
Summary of Funding Categories (FFY 2026-2030)

Funding Category	2026	2027	2028	2029	2030	Total
NHPP					\$18,000,000	\$18,000,000
SRTS						\$0
STATEWIDE CMAQ						\$0
STATEWIDE HSIP		\$7,644,110			\$8,443,814	\$16,087,924
STATEWIDE STBG				\$14,003,480	\$15,470,805	\$29,474,285
Bridge On-System NHS NB						\$0
Bridge Off-System		\$10,000,000	\$30,000,000	\$61,083,282	\$36,529,195	\$137,612,477
STBG	\$10,461,587	\$7,739,652	\$16,840,714	\$15,256,612	\$10,093,765	\$60,392,330
CMAQ						\$0
HSIP		\$3,938,090	\$11,202,690	\$15,061,959	\$6,888,776	\$37,091,515
TAP						\$0
Subtotal FHWA/ State	\$10,461,587	\$29,321,852	\$58,043,404	\$105,405,333	\$95,426,355	\$298,658,531
5307 - Operating/ PW/ ADA		\$2,500,000	\$3,900,000	\$4,240,000	\$1,000,000	\$11,640,000
5307 - Capital	\$4,508,000	\$2,730,000	\$1,040,000	\$4,000,000	\$8,640,000	\$20,918,000
Carryover						\$0
5310						\$0
5339	\$5,696,328	\$1,080,000				\$6,776,328
Other Federal Transit		\$2,118,496				\$2,118,496
State - RTACAP	\$5,251,082	\$944,624	\$710,000	\$110,000	\$110,000	\$7,125,706
State Contract Assistance		\$2,500,000	\$3,900,000	\$4,000,000	\$4,000,000	\$14,400,000
Local						\$0
DOF				\$2,600,000	\$4,000,000	\$6,600,000
TDC						\$0
Subtotal FTA/ State/ Local	\$15,455,410	\$11,873,120	\$9,550,000	\$14,950,000	\$17,750,000	\$69,578,530
Grand Total	\$25,916,997	\$41,194,972	\$67,593,404	\$120,355,333	\$113,176,355	\$368,237,061

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3.5 TIP PROJECTS BY YEAR

FFY 2026 – Highway

Year	STIP / CIP Program	MassDOT ProjectID	MPO	Municipality	MassDOT Description	District	Funding	Total Programmed Funds	Federal Funds	Non-Federal Funds	Other Information	AC (Y/N)	AC YR in STIP	AC Total Years	QA Exempt
2026	Intersection Improvements	609052	Old Colony	Brockton	BROCKTON- INTERSECTION IMPROVEMENTS AT CENTRE STREET (ROUTE 123) AND PLYMOUTH STREET	5	STBG	3,728,293	2,982,634	745,659	Total cost \$3,728,293; NOT AC; YOE 2026, TEC Score: 75; Funding Source: STPG and HSIP	N	0	0	N
2026	Intersection Improvements	609440	Old Colony	Abington	ABINGTON- INTERSECTION IMPROVEMENTS AT HANCOCK STREET AND CHESTNUT STREET	5	STBG	6,733,294	5,386,635	1,346,659	Total cost \$6,733,294; NOT AC; YOE 2026, TEC Score: 61; Funding Source: STPG / HSIP / CMAQ	N	0	0	N

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FFY 2027 – Highway

Year	STIP / CIP Program	MassDOT ProjectID	MPO	Municipality	MassDOT Description	District	Funding	Total Programmed Funds	Federal Funds	Non-Federal Funds	Other Information	AC (Y/N)	AC YR in STIP	AC Total Years	OA Exempt
2027	Intersection Improvements	607818	Old Colony	Brockton	BROCKTON- INTERSECTION IMPROVEMENTS AT LYMAN STREET/GROVE STREET/SUMMER STREET & REPLACEMENT OF GROVE STREET BRIDGE, B-25-005, OVER SALISBURY PLAIN RIVER	5	STBG	7,739,652	6,191,722	1,547,930	Total cost \$7,441,973; NOT AC; YOE 2027, TEC Score: 74; Funding Source: STPG	N	0	0	N
2027	Roadway Reconstruction	612525	Old Colony	Abington	ABINGTON- INTERSECTION IMPROVEMENTS, RANDOLPH STREET AND RICHARD A FITTS DRIVE (ROUTE 139) AT CHESTNUT STREET AND OLD RANDOLPH STREET	5	HSIP	3,938,090	3,544,281	393,809	Total cost \$3,786,625; NOT AC; YOE 2027, TEC Score: 58; Funding Source: STPG; 25%	N	0	0	N
2027	Bridge	612006	Old Colony	Duxbury	DUXBURY- BRIDGE REPLACEMENT, D-14-003 (438), POWDER POINT AVENUE OVER DUXBURY BAY	5	BROFF	10,000,000	10,000,000	0	Total cost \$172,404,575; AC 2037, 2028, 2029, 2030; YOE 2027, TEC Score: n/a; Funding Source: BROFF; Pre-25%	Y	1	5	Y
2027	Intersection Improvements	611979	Old Colony	Avon	AVON- INTERSECTION IMPROVEMENTS AT ROUTE 28, SPRING STREET AND HARRISON BOULEVARD	5	HSIP	7,644,110	6,879,699	764,411	Total cost \$7,350,106; NOT AC; YOE 2027, TEC Score: 57; Funding Source: HSIP; 25%	N	0	0	N

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FFY 2028 – Highway

Year	STIP / CIP Program	MassDOT ProjectID	MPO	Municipality	MassDOT Description	District	Funding	Total Programmed Funds	Federal Funds	Non-Federal Funds	Other Information	AC (Y/N)	AC YR in STIP	AC Total Years	OA Exempt
2028	Intersection Improvements	606002	Old Colony	Multiple	KINGSTON- DUXBURY- INTERSECTION IMPROVEMENTS AT ROUTE 3 RAMP (NB/SB) AND ROUTE 3A (TREMONT STREET)	5	STBG	8,778,109	7,022,487	1,755,622	Total cost \$8,828,682; AC 2028, 2029; YOE 2028, TEC Score: 53; Funding Source: STPG; 25% Design	Y	1	2	N
2028	Intersection Improvements	612262	Old Colony	Brockton	BROCKTON- INTERSECTION IMPROVEMENTS AT ROUTE 123 (BELMONT STREET), PEARL STREET AND STONEHILL STREET	5	STBG	8,062,605	6,450,084	1,612,521	Total cost \$7,465,375; NOT AC; YOE 2028, TEC Score: 61; Funding Source: STPG; Pre-25%	N	0	0	N
2028	Bridge	612006	Old Colony	Duxbury	DUXBURY- BRIDGE REPLACEMENT, D-14-003 (438), POWDER POINT AVENUE OVER DUXBURY BAY	5	BROFF	30,000,000	30,000,000	0	Total cost \$172,404,575; AC 2037, 2028, 2029, 2030; YOE 2027, TEC Score: n/a; Funding Source: BROFF; Pre-25%	Y	2	5	Y
2028	Intersection Improvements	611981	Old Colony	Stoughton	STOUGHTON- INTERSECTION IMPROVEMENTS AT CANTON STREET (ROUTE 27), SCHOOL STREET, SUMMER STREET AND CUSHING STREET	5	HSIP	5,384,703	4,846,233	538,470	Total cost \$4,985,836; NOT AC; YOE 2028, TEC Score: 74; Funding Source: HSIP; Pre-25%	N	0	0	N
2028	Intersection Improvements	612770	Old Colony	Abington	ABINGTON- INTERSECTION IMPROVEMENTS AT ROUTE 18 (BEDFORD STREET) AND ROUTE 123(BROCKTON AVENUE)	5	HSIP	5,817,987	5,236,188	581,799	Total cost \$5,387,025; NOT AC; YOE 2029, TEC Score: 55; Funding Source: HSIP; Pre-25%	N	0	0	N

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FFY 2029 – Highway

Year	STIP / CIP Program	STIP SubProgram	MassDOT ProjectID	MPO	Municipality	MassDOT Description	District	Funding	Total Programmed Funds	Federal Funds	Non-Federal Funds	Other Information	AC (Y/N)	AC YR in STIP	AC Total Years	OA Exempt
2029	Intersection Improvements	Intersection Improvements	606002	Old Colony	Multiple	KINGSTON- DUXBURY- INTERSECTION IMPROVEMENTS AT ROUTE 3 RAMP (NB/SB) AND ROUTE 3A (TREMONT STREET)	5	STBG	756,868	605,494	151,374	Total cost \$8,828,682; AC 2028, 2029; YOE 2028, TEC Score: 53; Funding Source: STPG; 25% Design	Y	2	2	N
2029	Intersection Improvements	Intersection Improvements	611976	Old Colony	East Bridgewater	EAST BRIDGEWATER- INTERSECTION IMPROVEMENTS AT HIGHLAND STREET AND NORTH BEDFORD STREET (ROUTE 18)	5	STBG	3,920,000	3,136,000	784,000	Total cost \$3,500,000; NOT AC; YOE 2029, TEC Score: 71; Funding Source: STPG; Pre-25%	N	0	0	N
2029	Intersection Improvements	Intersection Improvements	613277	Old Colony	Stoughton	STOUGHTON- INTERSECTION IMPROVEMENTS AT ROUTE 27 (PARK STREET) AND TURNPIKE STREET	5	STBG	3,655,818	2,924,654	731,164	Total cost \$3,264,123; NOT AC; YOE 2029, TEC Score: 65; Funding Source: STPG; Pre-25%	N	0	0	N
2029	Roadway Reconstruction	Roadway Reconstruction	612769	Old Colony	Hanover	HANOVER- CORRIDOR IMPROVEMENTS ON ROUTE 139 (HANOVER STREET) AT MAIN STREET, CENTER STREET AND SILVER STREET	5	STBG	8,382,543	6,706,034	1,676,509	Total cost \$12,524,332; NOT AC; YOE 2028, TEC Score: 57; Funding Source: STPG; Pre-25%	N	0	0	N
2029	Bridge	Bridge Off-system Local NB	612006	Old Colony	Duxbury	DUXBURY- BRIDGE REPLACEMENT, D-14-003 (438), POWDER POINT AVENUE OVER DUXBURY BAY	5	BROFF	37,996,520	37,996,520	0	Total cost \$172,404,575; AC 2037, 2028, 2029, 2030; YOE 2027, TEC Score: n/a; Funding Source: BROFF; Pre-25%	Y	3	5	Y
2029	Bridge	Bridge Off-system Local NB	613292	Old Colony	Bridgewater	BRIDGEWATER- BRIDGE REHABILITATION, B-23-001 (44H), VERNON STREET OVER TAUNTON RIVER	5	BROFF	23,086,762	23,086,762	0	Total cost \$20,613,180; NOT AC; YOE 2029, TEC Score: n/a; Funding Source: BROFF; Pre-25%	N	0	0	Y
2029	Bridge	Bridge Off-system	612006	Old Colony	Duxbury	DUXBURY- BRIDGE REPLACEMENT, D-14-003 (438), POWDER POINT AVENUE OVER DUXBURY BAY	5	STBG-BR-Off	14,003,480	11,202,784	2,800,696	Total cost \$172,404,575; AC 2037, 2028, 2029, 2030; YOE 2027, TEC Score: n/a; Funding Source: BROFF; Pre-25%	Y	3	5	N
2029	Roadway Reconstruction	Roadway Reconstruction	609520	Old Colony	Multiple	BROCKTON- ABINGTON- PEDESTRIAN AND BICYCLE IMPROVEMENTS ON ROUTE 123	5	NHPP	15,061,959	12,049,567	3,012,392	Total cost \$29,519,606; AC 2029, 2040; YOE 2029, TEC Score: 53; Funding Source: NHPP; Pre-25%	Y	1	2	N

FFY 2026-2030 OLD COLONY TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

FFY 2030 – Highway

Year	STIP Section Number and Description	STIP SubProgram	MassDOT ProjectID	MPO	Municipality	MassDOT Description	District	Funding	Total Programmed Funds	Federal Funds	Non-Federal Funds	Other Information	AC (Y/N)	AC YR in STIP	AC Total Years	OA Exempt
2030	Section 1A / Regionally Prioritized Projects	Intersection Improvements	613599	Old Colony	Hanover	HANOVER- INTERSECTION IMPROVEMENTS AT COLUMBIA ROAD (ROUTE 53/139) AND BROADWAY	5	HSIP	6,888,776	6,199,898	688,878	Total cost \$5,938,600; NOT AC; YOE 2030, TEC Score: 59; Funding Source: STPG; Pre-25%	N	0	0	N
2030	Section 1A / Regionally Prioritized Projects	Roadway Reconstruction	613643	Old Colony	Whitman	WHITMAN- CORRIDOR IMPROVEMENTS ON SOUTH AVENUE (ROUTE 27)	5	STBG	10,093,765	8,075,012	2,018,753	Total cost \$14,835,581; AC 2030, 2031; YOE 2030, TEC Score: 59; Funding Source: STPG; Pre-25%	Y	1	2	N
2030	Section 1B / Earmark or Discretionary Grant Funded Projects	Bridge Off-system Local NB	612006	Old Colony	Duxbury	DUXBURY- BRIDGE REPLACEMENT, D-14-003 (438), POWDER POINT AVENUE OVER DUXBURY BAY	5	BROFF	36,529,195	36,529,195	0	Total cost \$172,404,575; AC 2037, 2028, 2029, 2030; YOE 2027, TEC Score: n/a; Funding Source: BROFF; Pre-25%	Y	4	5	Y
2030	Section 2A / Federal Aid Funded State Prioritized Reliability Projects	Bridge Off-system	612006	Old Colony	Duxbury	DUXBURY- BRIDGE REPLACEMENT, D-14-003 (438), POWDER POINT AVENUE OVER DUXBURY BAY	5	STBG-BR-Off	15,470,805	12,376,644	3,094,161	Total cost \$172,404,575; AC 2037, 2028, 2029, 2030; YOE 2027, TEC Score: n/a; Funding Source: BROFF; Pre-25%	Y	4	5	N
2030	Section 2B / Federal Aid Funded State Prioritized Modernization Projects	Intersection Improvements	613269	Old Colony	Duxbury	DUXBURY- INTERSECTION IMPROVEMENTS AT ROUTE 53 AND FRANKLIN STREET	5	HSIP	8,443,814	7,599,433	844,381	Total cost \$7,279,150; NOT AC; YOE 2030, TEC Score: 53; Funding Source: HSIP; Pre-25%	N	0	0	N
2030	Section 2B / Federal Aid Funded State Prioritized Modernization Projects	Roadway Reconstruction	609520	Old Colony	Multiple	BROCKTON- ABINGTON- PEDESTRIAN AND BICYCLE IMPROVEMENTS ON ROUTE 123	5	NHPP	18,000,000	14,400,000	3,600,000	Total cost \$29,519,606; AC 2029, 2040; YOE 2029, TEC Score: 53; Funding Source: NHPP; Pre-25%	Y	2	2	N

FFY 2026-2030 OLD COLONY TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

FFY 2026 – Brockton Area Transit

STIP: 2026 - 2030 (D)											
Year	MassDOT Project ID	Program	MassDOT Project Description	Funding Source	Total Project Cost	Total Programmed Funds	Federal Funds	State Funds	Other Funds	FTA Line Item	Other Information
Federal Fiscal Year 2026						\$15,455,410	\$10,204,328	\$5,251,082			
Brockton Area Transit						\$15,455,410	\$10,204,328	\$5,251,082			
2026	BAT011965	RTA Facility & Vehicle Maintenance	BAT VEH OVERHAUL (8)	5307	\$2,900,000	\$1,450,000	\$1,450,000			11.17.00	111700 Veh Overhaul (up to 20% Veh Maint)
2026	BAT011965	RTA Facility & Vehicle Maintenance	BAT VEH OVERHAUL (8)	RTACAP	\$2,900,000	\$1,450,000		\$1,450,000		11.17.00	111700 Veh Overhaul (up to 20% Veh Maint)
2026	BAT011967	RTA Facility & Vehicle Maintenance	AQUIRE SHOP EQUIPMENT	5307	\$75,000	\$60,000	\$60,000			11.42.06	Acquire miscellaneous maintenance equipment
2026	BAT011967	RTA Facility & Vehicle Maintenance	AQUIRE SHOP EQUIPMENT	RTACAP	\$75,000	\$15,000		\$15,000		11.42.06	Acquire miscellaneous maintenance equipment
2026	RTD0011350	RTA Facility & Vehicle Maintenance	BAT - ACQUIRE MISC SUPPORT EQUIPMENT	5307	\$175,000	\$160,000	\$160,000			11.42.20	114220 Acquire Msc. Support Equipment
2026	RTD0011350	RTA Facility & Vehicle Maintenance	BAT - ACQUIRE MISC SUPPORT EQUIPMENT	RTACAP	\$175,000	\$40,000		\$40,000		11.42.20	114220 Acquire Msc. Support Equipment
2026	RTD0011351	RTA Vehicle Replacement	BAT - ACQUIRE SUPPORT VEHICLE (1)	5307	\$60,000	\$48,000	\$48,000			11.42.11	114211 Acquire Support Vehicle (1)
2026	RTD0011351	RTA Vehicle Replacement	BAT - ACQUIRE SUPPORT VEHICLE (1)	RTACAP	\$60,000	\$12,000		\$12,000		11.42.11	114211 Acquire Support Vehicle (1)
2026	RTD0011352	RTA Facility & Vehicle Maintenance	BAT - BUY ASSOC CAP MAINT ITEMS	5307	\$50,000	\$40,000	\$40,000			11.12.40	
2026	RTD0011352	RTA Facility & Vehicle Maintenance	BAT - BUY ASSOC CAP MAINT ITEMS	RTACAP	\$50,000	\$10,000		\$10,000		11.12.40	
2026	RTD0011353	RTA Facility & Vehicle Maintenance	BAT - REHAB RENOVATE MAINTENANCE FACILITY	5307	\$4,300,000	\$2,150,000	\$2,150,000			11.44.02	Rehab/Renovate Maintenance Fac. (50/50) - Solar Canopy
2026	RTD0011353	RTA Facility & Vehicle Maintenance	BAT - REHAB RENOVATE MAINTENANCE FACILITY	RTACAP	\$4,300,000	\$2,150,000		\$2,150,000		11.44.02	Rehab/Renovate Maintenance Fac. (50/50) - Solar Canopy
2026	RTD0011354	RTA Facility & Vehicle Maintenance	BAT - TERMINAL, INTERMODAL	5307	\$550,000	\$600,000	\$600,000			11.34.03	R/R Intermodal campus - Green Infrastructure
2026	RTD0011354	RTA Facility & Vehicle Maintenance	BAT - TERMINAL, INTERMODAL	RTACAP	\$550,000	\$150,000		\$150,000		11.34.03	R/R Intermodal campus - Green Infrastructure
2026	RTD0011366	RTA Fleet Upgrades	BAT - BUY REPLACEMENT 40-FT BUS ELECTRIC (5)	5339D	\$6,620,300	\$4,576,328	\$4,576,328			11.12.02	Replacement of Conventional Diesel Buses with Electric Buses
2026	RTD0011366	RTA Fleet Upgrades	BAT - BUY REPLACEMENT 40-FT BUS ELECTRIC (5)	RTACAP	\$6,620,300	\$1,144,082		\$1,144,082		11.12.02	Replacement of Conventional Diesel Buses with Electric Buses
2026	RTD0011367	RTA Fleet Upgrades	BAT - PURCHASE MISC ELEC/POWER EQUIP	5339D	\$1,400,000	\$1,120,000	\$1,120,000			11.52.20	Electric Bus Infrastructure (5 chargers and assoc. costs)
2026	RTD0011367	RTA Fleet Upgrades	BAT - PURCHASE MISC ELEC/POWER EQUIP	RTACAP	\$1,400,000	\$280,000		\$280,000		11.52.20	Electric Bus Infrastructure (5 chargers and assoc. costs)

FFY 2026-2030 OLD COLONY TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

FFY 2027 – Brockton Area Transit

STIP: 2026 - 2030 (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						\$11,873,120	\$8,428,496	\$3,444,624			
Brockton Area Transit						\$11,873,120	\$8,428,496	\$3,444,624			
2027	RTD0011355	RTA Facility & Vehicle Maintenance	BAT - BUY ASSOC CAP MAINT ITEMS	5307	\$50,000	\$40,000	\$40,000			11.12.40	Capital Parts
2027	RTD0011355	RTA Facility & Vehicle Maintenance	BAT - BUY ASSOC CAP MAINT ITEMS	RTACAP	\$50,000	\$10,000		\$10,000		11.12.40	Capital Parts
2027	RTD0011356	RTA Facility & Vehicle Maintenance	BAT - REHAB RENOVATE MAINTENANCE FACILITY	5307	\$50,000	\$40,000	\$40,000			11.44.02	114402 Rehab/Renovate Maintenance Facility
2027	RTD0011356	RTA Facility & Vehicle Maintenance	BAT - REHAB RENOVATE MAINTENANCE FACILITY	RTACAP	\$50,000	\$10,000		\$10,000		11.44.02	114402 Rehab/Renovate Maintenance Facility
2027	RTD0011357	RTA Facility & Vehicle Maintenance	BAT - TERMINAL, INTERMODAL	5307	\$300,000	\$240,000	\$240,000			11.34.03	113403 Rehab/Renovate Intermodal Facility (Roof Replacement)
2027	RTD0011357	RTA Facility & Vehicle Maintenance	BAT - TERMINAL, INTERMODAL	RTACAP	\$300,000	\$60,000		\$60,000		11.34.03	113403 Rehab/Renovate Intermodal Facility (Roof Replacement)
2027	RTD0011358	RTA Facility & Vehicle Maintenance	BAT - ACQUIRE MSC SUPPORT EQUIPMENT	5307	\$100,000	\$80,000	\$80,000			11.42.20	114220 Acquire Msc. Support Equipment
2027	RTD0011358	RTA Facility & Vehicle Maintenance	BAT - ACQUIRE MSC SUPPORT EQUIPMENT	RTACAP	\$100,000	\$20,000		\$20,000		11.42.20	114220 Acquire Msc. Support Equipment
2027	RTD0011359	RTA Facility & Vehicle Maintenance	BAT - REHAB RENOVATE - BUS PARK & RIDE LOT, PARKING FACILITY	5307	\$50,000	\$120,000	\$120,000			11.34.04	113404 Rehab/Renovate Parking Facility
2027	RTD0011359	RTA Facility & Vehicle Maintenance	BAT - REHAB RENOVATE - BUS PARK & RIDE LOT, PARKING FACILITY	RTACAP	\$50,000	\$30,000		\$30,000		11.34.04	113404 Rehab/Renovate Parking Facility
2027	RTD0011360	RTA Facility & Vehicle Maintenance	BAT - PURCHASE MISC COMMUNICATIONS EQUIP SYSTEMS	5307	\$75,000	\$60,000	\$60,000			11.62.20	116220 Acquire Communication Systems / Phones
2027	RTD0011360	RTA Facility & Vehicle Maintenance	BAT - PURCHASE MISC COMMUNICATIONS EQUIP SYSTEMS	RTACAP	\$75,000	\$15,000		\$15,000		11.62.20	116220 Acquire Communication Systems / Phones
2027	T00001	Operating	BAT- OPERATING ASSISTANCE	5307	\$5,000,000	\$2,500,000	\$2,500,000			30.09.03	
2027	T00001	Operating	BAT- OPERATING ASSISTANCE	SCA	\$5,000,000	\$2,500,000		\$2,500,000		30.09.03	
2027	T00119	RTA Facility & System Modernization	BAT - ACQUIRE STATIONARY FARE COLLECTION EQUIP	5307	\$4,300,000	\$2,150,000	\$2,150,000			11.32.06	113206 Acquire Stationary Fare Collection Equipment
2027	T00120	RTA Facility & System Modernization	BAT - Acquire Msc. Elec/Power Equip	5339D	\$1,350,000	\$1,080,000	\$1,080,000			11.52.20	115220 Purchase Msc. Elec/Power Equipment
2027	T00120	RTA Facility & System Modernization	BAT - Acquire Msc. Elec/Power Equip	RTACAP	\$1,350,000	\$270,000		\$270,000		11.52.20	115220 Purchase Msc. Elec/Power Equipment
2027	T00121	RTA Vehicle Replacement	BAT - BUY REPLACEMENT 35-FT BUS ELECTRIC (2)	OF	\$2,648,120	\$2,118,496	\$2,118,496			11.12.01	111240 Replace 35' buses (2) electric 80/20
2027	T00121	RTA Vehicle Replacement	BAT - BUY REPLACEMENT 35-FT BUS ELECTRIC (2)	RTACAP	\$2,648,120	\$529,624		\$529,624		11.12.01	111240 Replace 35' buses (2) electric 80/20

FFY 2026-2030 OLD COLONY TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

FFY 2028 – Brockton Area Transit

STIP: 2026 - 2030 (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						\$9,550,000	\$4,940,000	\$4,610,000			
Brockton Area Transit						\$9,550,000	\$4,940,000	\$4,610,000			
2028	BAT011965	RTA Facility & Vehicle Maintenance	BAT VEH OVERHAUL (8)	5307	\$2,900,000	\$600,000	\$600,000			11.17.00	111700 Veh Overhaul (up to 20% Veh Maint)
2028	BAT011965	RTA Facility & Vehicle Maintenance	BAT VEH OVERHAUL (8)	RTACAP	\$2,900,000	\$600,000		\$600,000		11.17.00	111700 Veh Overhaul (up to 20% Veh Maint)
2028	T00122	RTA Facility & Vehicle Maintenance	BAT - BUY ASSOC CAP MAINT ITEMS	5307	\$50,000	\$40,000	\$40,000			11.12.40	11.12.40 Capital Parts
2028	T00122	RTA Facility & Vehicle Maintenance	BAT - BUY ASSOC CAP MAINT ITEMS	RTACAP	\$50,000	\$10,000		\$10,000		11.12.40	11.12.40 Capital Parts
2028	T00123	RTA Facility & Vehicle Maintenance	BAT - REHAB RENOVATE MAINTENANCE FACILITY	5307	\$100,000	\$40,000	\$40,000			11.44.02	11.34.04 114402 Rehab/Renovate Maintenance Facility
2028	T00123	RTA Facility & Vehicle Maintenance	BAT - REHAB RENOVATE MAINTENANCE FACILITY	RTACAP	\$100,000	\$10,000		\$10,000		11.44.02	11.34.04 114402 Rehab/Renovate Maintenance Facility
2028	T00124	RTA Facility & Vehicle Maintenance	BAT - TERMINAL, INTERMODAL	5307	\$600,000	\$240,000	\$240,000			11.34.03	11.34.03 Rehab/Renovate Intermodal Facility
2028	T00124	RTA Facility & Vehicle Maintenance	BAT - TERMINAL, INTERMODAL	RTACAP	\$600,000	\$60,000		\$60,000		11.34.03	11.34.03 Rehab/Renovate Intermodal Facility
2028	T00125	RTA Facility & Vehicle Maintenance	BAT - ACQUIRE MISC SUPPORT EQUIPMENT	5307	\$200,000	\$80,000	\$80,000			11.42.20	11.42.20 Acquire Misc. Support Equipment
2028	T00125	RTA Facility & Vehicle Maintenance	BAT - ACQUIRE MISC SUPPORT EQUIPMENT	RTACAP	\$200,000	\$20,000		\$20,000		11.42.20	11.42.20 Acquire Misc. Support Equipment
2028	T00126	RTA Facility & Vehicle Maintenance	BAT - TERMINAL, INTERMODAL PARKING FACILITY(TRANSIT)	5307	\$100,000	\$40,000	\$40,000			11.34.03	11.34.03 Rehab/Renovate Parking Facility
2028	T00126	RTA Facility & Vehicle Maintenance	BAT - TERMINAL, INTERMODAL PARKING FACILITY(TRANSIT)	RTACAP	\$100,000	\$10,000		\$10,000		11.34.03	11.34.03 Rehab/Renovate Parking Facility
2028	T00127	Operating	BAT- OPERATING ASSISTANCE	5307	\$7,800,000	\$3,900,000	\$3,900,000			30.09.03	System Operating Assistance (5307 / SCA)
2028	T00127	Operating	BAT- OPERATING ASSISTANCE	SCA	\$7,800,000	\$3,900,000		\$3,900,000		30.09.03	System Operating Assistance (5307 / SCA)

FFY 2026-2030 OLD COLONY TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

FFY 2029 – Brockton Area Transit

STIP: 2026 - 2030 (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
Federal Fiscal Year 2029						\$14,950,000	\$10,840,000	\$4,110,000		
Brockton Area Transit						\$14,950,000	\$10,840,000	\$4,110,000		
2029	BAT011755	RTA Facility & System Modernization	Electric Bus Infrastructure - 6 Chargers & Associated Costs	5307	\$2,400,000	\$1,200,000	\$1,200,000			11.52.20
2029	BAT011756	RTA Fleet Upgrades	BAT- Replace 8 (4 35' and 4 40') with electric	5307	\$10,400,000	\$2,600,000	\$2,600,000			11.12.01
2029	BAT011756	RTA Fleet Upgrades	BAT- Replace 8 (4 35' and 4 40') with electric	DOF	\$10,400,000	\$2,600,000	\$2,600,000			11.12.01
2029	T00122	RTA Facility & Vehicle Maintenance	BAT - BUY ASSOC CAP MAINT ITEMS	5307	\$50,000	\$40,000	\$40,000			11.12.40
2029	T00122	RTA Facility & Vehicle Maintenance	BAT - BUY ASSOC CAP MAINT ITEMS	RTACAP	\$50,000	\$10,000		\$10,000		11.12.40
2029	T00123	RTA Facility & Vehicle Maintenance	BAT - REHAB RENOVATE MAINTENANCE FACILITY	5307	\$100,000	\$40,000	\$40,000			11.34.04 114402 Rehab/Renovate Maintenance Facility
2029	T00123	RTA Facility & Vehicle Maintenance	BAT - REHAB RENOVATE MAINTENANCE FACILITY	RTACAP	\$100,000	\$10,000		\$10,000		11.34.04 114402 Rehab/Renovate Maintenance Facility
2029	T00124	RTA Facility & Vehicle Maintenance	BAT - TERMINAL, INTERMODAL	5307	\$600,000	\$240,000	\$240,000			11.34.03 Rehab/Renovate Intermodal Facility
2029	T00124	RTA Facility & Vehicle Maintenance	BAT - TERMINAL, INTERMODAL	RTACAP	\$600,000	\$60,000		\$60,000		11.34.03 Rehab/Renovate Intermodal Facility
2029	T00125	RTA Facility & Vehicle Maintenance	BAT - ACQUIRE MISC SUPPORT EQUIPMENT	5307	\$200,000	\$80,000	\$80,000			11.42.20 Acquire Misc. Support Equipment
2029	T00125	RTA Facility & Vehicle Maintenance	BAT - ACQUIRE MISC SUPPORT EQUIPMENT	RTACAP	\$200,000	\$20,000		\$20,000		11.42.20 Acquire Misc. Support Equipment
2029	T00126	RTA Facility & Vehicle Maintenance	BAT - TERMINAL, INTERMODAL PARKING FACILITY(TRANSIT)	5307	\$100,000	\$40,000	\$40,000			11.34.03 Rehab/Renovate Parking Facility
2029	T00126	RTA Facility & Vehicle Maintenance	BAT - TERMINAL, INTERMODAL PARKING FACILITY(TRANSIT)	RTACAP	\$100,000	\$10,000		\$10,000		11.34.03 Rehab/Renovate Parking Facility
2029	T00127	Operating	BAT- OPERATING ASSISTANCE	5307	\$7,800,000	\$4,000,000	\$4,000,000			30.09.03 System Operating Assistance (5307 / SCA)
2029	T00127	Operating	BAT- OPERATING ASSISTANCE	SCA	\$7,800,000	\$4,000,000		\$4,000,000		30.09.03 System Operating Assistance (5307 / SCA)

FFY 2026-2030 OLD COLONY TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

FFY 2030 – Brockton Area Transit

STIP: 2026 - 2030 (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
Federal Fiscal Year 2030						\$17,750,000	\$13,640,000	\$4,110,000		
Brockton Area Transit						\$17,750,000	\$13,640,000	\$4,110,000		
2030	BAT011755	RTA Facility & System Modernization	Electric Bus Infrastructure - 6 Chargers & Associated Costs	5307	\$2,400,000	\$1,200,000	\$1,200,000			11.52.20
2030	BAT011756	RTA Fleet Upgrades	BAT- Replace 8 (4 35' and 4 40') with electric	5307	\$10,400,000	\$4,000,000	\$4,000,000			11.12.01
2030	BAT011756	RTA Fleet Upgrades	BAT- Replace 8 (4 35' and 4 40') with electric	DOF	\$10,400,000	\$4,000,000	\$4,000,000			11.12.01
2030	T00122	RTA Facility & Vehicle Maintenance	BAT - BUY ASSOC CAP MAINT ITEMS	5307	\$50,000	\$40,000	\$40,000			11.12.40 Capital Parts
2030	T00122	RTA Facility & Vehicle Maintenance	BAT - BUY ASSOC CAP MAINT ITEMS	RTACAP	\$50,000	\$10,000		\$10,000		11.12.40 Capital Parts
2030	T00123	RTA Facility & Vehicle Maintenance	BAT - REHAB RENOVATE MAINTENANCE FACILITY	5307	\$100,000	\$40,000	\$40,000			11.34.04 Rehab/Renovate Maintenance Facility
2030	T00123	RTA Facility & Vehicle Maintenance	BAT - REHAB RENOVATE MAINTENANCE FACILITY	RTACAP	\$100,000	\$10,000		\$10,000		11.34.04 Rehab/Renovate Maintenance Facility
2030	T00124	RTA Facility & Vehicle Maintenance	BAT - TERMINAL, INTERMODAL	5307	\$600,000	\$240,000	\$240,000			11.34.03 Rehab/Renovate Intermodal Facility
2030	T00124	RTA Facility & Vehicle Maintenance	BAT - TERMINAL, INTERMODAL	RTACAP	\$600,000	\$60,000		\$60,000		11.34.03 Rehab/Renovate Intermodal Facility
2030	T00125	RTA Facility & Vehicle Maintenance	BAT - ACQUIRE MISC SUPPORT EQUIPMENT	5307	\$200,000	\$80,000	\$80,000			11.42.20 Acquire Misc. Support Equipment
2030	T00125	RTA Facility & Vehicle Maintenance	BAT - ACQUIRE MISC SUPPORT EQUIPMENT	RTACAP	\$200,000	\$20,000		\$20,000		11.42.20 Acquire Misc. Support Equipment
2030	T00126	RTA Facility & Vehicle Maintenance	BAT - TERMINAL, INTERMODAL PARKING FACILITY (TRANSIT)	5307	\$100,000	\$40,000	\$40,000			11.34.03 Rehab/Renovate Parking Facility
2030	T00126	RTA Facility & Vehicle Maintenance	BAT - TERMINAL, INTERMODAL PARKING FACILITY (TRANSIT)	RTACAP	\$100,000	\$10,000		\$10,000		11.34.03 Rehab/Renovate Parking Facility
2030	T00127	Operating	BAT- OPERATING ASSISTANCE	5307	\$7,800,000	\$4,000,000	\$4,000,000			30.09.03 System Operating Assistance (5307 / SCA)
2030	T00127	Operating	BAT- OPERATING ASSISTANCE	SCA	\$7,800,000	\$4,000,000		\$4,000,000		30.09.03 System Operating Assistance (5307 / SCA)

3.6 Air Quality Conformity Documentation

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

Introduction

The 1990 Clean Air Act Amendments (CAAA) require metropolitan planning organizations within nonattainment and maintenance areas to perform air quality conformity determinations prior to the approval of Long Range Transportation Plans (LRTPs) and Transportation Improvement Programs (TIPs), and at such other times as required by regulation. Clean Air Act (CAA) section 176(c) (42 U.S.C. 7506(c)) requires that federally funded or approved highway and transit activities are consistent with (“conform to”) the purpose of the State Implementation Plan (SIP). Conformity to the purpose of the SIP means that means Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) funding and approvals are given to highway and transit activities that will not cause or contribute to new air quality violations, worsen existing violations, or delay timely attainment of the relevant NAAQS or any interim milestones (42 U.S.C. 7506(c)(1)). The U.S. Environmental Protection Agency (EPA) 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 EPA has designated as not meeting certain air quality standards. A maintenance area is a nonattainment area that now meets the standards and has been re-designated as maintaining the standard. A conformity determination is a demonstration that plans, programs, and projects are consistent with the State Implementation Plan (SIP) for attaining air quality standards. The CAAA requirement to perform a conformity determination ensures that federal approval and funding go to transportation activities that are consistent with air quality goals.

Legislative and Regulatory Background

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

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

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

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

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

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

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

However, on February 16, 2018, the United States Court of Appeals for the District of Columbia Circuit in *South Coast Air Quality Mgmt. District v. EPA* ("South Coast II," 882 F.3d 1138) held that transportation conformity determinations must be made in areas that were either nonattainment or maintenance for the 1997 ozone NAAQS and attainment for the 2008 ozone NAAQS when the 1997 ozone NAAQS was revoked. Conformity determinations are required in these areas after February 16, 2019. On November 29, 2018, EPA issued *Transportation Conformity Guidance for the South Coast II Court Decision* (EPA-420-B-18-050, November 2018) that addresses how transportation conformity determinations can be made in these areas. According to the guidance, both Eastern and Western Massachusetts, along with several other areas across the country, are now defined as "orphan nonattainment areas" - areas that were designated as nonattainment for the 1997 ozone NAAQS at the time of its revocation (80 FR 12264, March 6, 2015) and were designated attainment for the 2008 ozone NAAQS in EPA's original designations rule for this NAAQS (77 FR 30160, May 21, 2012).

Current Conformity Determination

After February 16, 2019, 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 Vision 2050 Long Range Transportation Plans. This conformity determination was finalized in July 2019 following each MPO’s previous endorsement of their long-range transportation plan, and approved by the Massachusetts Divisions of FHWA and FTA on October 15, 2019. This conformity determination continues to be valid for the Old Colony FFY 2026-2030 Transportation Improvement Program, and Massachusetts’ FFY 2026-2030 STIP, as each is developed from the conforming Vision 2050 Long Range 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 LRTPs 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 Old Colony FFY 2026-2030 Transportation Improvement Program and Vision 2050 Long Range Transportation Plans can be demonstrated by showing that remaining requirements in Table 1 in 40 CFR 93.109 have been met. These requirements, which are laid out in Section 2.4 of EPA’s guidance and addressed below, include:

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

Latest Planning Assumptions:

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

Consultation:

The consultation requirements in 40 CFR 93.112 were addressed both for interagency consultation and public consultation. Interagency consultation was conducted with FHWA, FTA, US EPA Region 1, MassDEP, and the Massachusetts MPOs on March 6, 2019, to discuss the latest conformity-related court rulings and

resulting federal guidance. Regular and recurring interagency consultations have been held since on an (at least) annual schedule, with the most recent conformity consultation held on April 27, 2022. This ongoing consultation is conducted in accordance with the following:

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

Public consultation was conducted consistent with planning rule requirements in 23 CFR 450.

Title 23 CFR Section 450.324 and 310 CMR 60.03(6)(h) requires that the development of the TIP, LRTP, and related certification documents provide an adequate opportunity for public review and comment. Section 450.316(b) also establishes the outline for MPO public participation programs. The Old Colony MPO's Public Participation Plan was formally adopted in 2021. The Public Participation Plan ensures that the public will have access to the TIP and LRTP and all supporting documentation, provides for public notification of the availability of the TIP and LRTP and the public's right to review the document and comment thereon, and provides a 21-day public review and comment period prior to the adoption of the TIP and LRTP and related certification documents. For more information, the Old Colony Public Participation Plan is available here: https://oldcolonyplanning.org/wp-content/uploads/2022/12/Old_Colony_MPO_2020-2040_Long_Range_Transportation_Plan.pdf?ver

The public comment period for this conformity determination commenced on April 19, 2022. During the 21-day public comment period, any comments received were incorporated into this Plan. This allowed ample opportunity for public comment and MPO review of the draft document. The public comment period closed on May 16, 2022 and subsequently, the Old Colony MPO endorsed this air quality conformity determination on May 17, 2022. These procedures comply with the associated federal requirements.

Timely Implementation of Transportation Control Measures:

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

Fiscal Constraint:

Transportation conformity requirements in 40 CFR 93.108 state that TIPs and transportation plans and must be fiscally constrained consistent with U.S. DOT's metropolitan planning regulations at 23 CFR part 450. The Old Colony 2026-2030 Transportation Improvement Program and Vision 2050 Long Range Transportation Plan are fiscally constrained, as demonstrated in this document.

In summary and based upon the entire process described above, the Old Colony MPO has prepared this conformity determination for the 1997 Ozone NAAQS in accordance with EPA's and Massachusetts' latest conformity regulations and guidance. This conformity determination process demonstrates that the FFY 2026-2030 Transportation Improvement Program and the Vision 2050 Long Range Transportation Plan meet the Clean Air Act and Transportation Conformity Rule requirements for the 1997 Ozone NAAQS and have been prepared following all the guidelines and requirements of these rules during this time period.

Therefore, the implementation of the Old Colony MPO's FFY 2026-2030 Transportation Improvement Program and the Vision 2050 Long Range Transportation Plan are consistent with the air quality goals of, and in conformity with, the Massachusetts State Implementation Plan.

APPENDICES

- A. FFY 2026-2030 OLD COLONY TIP ENDORSEMENT
- B. §450.336 - SELF CERTIFICATION COMPLIANCE STATEMENT - 3C PROCESS
- C. SELF-CERTIFICATION COMPLIANCE STATEMENT - 310 CMR 60.05: GLOBAL WARMING SOLUTIONS ACT REQUIREMENTS FOR THE TRANSPORTATION SECTOR AND MASSDOT
- D. GLOSSARY OF TERMS AND ACRONYMS
- E. PAVEMENT MANAGEMENT SYSTEM ANALYSIS
- F. OPERATIONS AND MAINTENANCE EXPENDITURES (STATEWIDE AND REGIONAL)
- G. FEDERAL REGIONAL FUNDING TARGETS AND STATEWIDE SUMMARIES
- H. TRANSPORTATION EVALUATION CRITERIA REPORTS
- I. ANNUAL LISTING OF OBLIGATED PROJECTS
- J. COMPLETED HIGHWAY AND TRANSIT PROJECTS (2015 TO PRESENT); GREENHOUSE GAS (GHG) EMISSIONS ANALYSIS
- K. FFY 2026-2030 GREENHOUSE GAS (GHG) EMISSIONS ANALYSIS
- L. FFY 2026-2030 GATRA TRANSIT ELEMENT
- M. MBTA FEDERAL CAPITAL PROGRAM – FFY 2025 AND FFY 2026-2030 PROJECTS LISTING
- N. UNIVERSE OF PROJECTS
- O. TWENTY-ONE (21) DAY PUBLIC REVIEW - NOTICE OF AVAILABILITY AND PUBLIC COMMENTS
- P. TIP PROJECT REVISION AND DEFINITION PROCEDURES, AND APPROVED ADJUSTMENTS, ADMINISTRATIVE MODIFICATIONS, AND AMENDMENTS
- Q. MASSDOT STATEWIDE PROGRAM

APPENDIX A - FFY 2026-2030 OLD COLONY TIP ENDORSEMENT

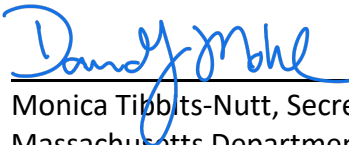
OLD COLONY METROPOLITAN PLANNING ORGANIZATION (MPO)

FFY 2026-2030 OLD COLONY TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

ENDORSEMENT OF

FFY 2026-2030 OLD COLONY TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

This is to certify that the Signatories of the Old Colony Metropolitan Planning Organization, at their Old Colony MPO meeting on May 20, 2025 I hereby approve and endorse the FFY 2026-2030 Old Colony Transportation Improvement Program (TIP) in its entirety for the Old Colony Region, in accordance with the certified 3C Transportation Planning Process.

 for

Monica Tibbitts-Nutt, Secretary and CEO
Massachusetts Department of Transportation (MassDOT);
Chair, Old Colony Metropolitan Planning Organization (OCMPO)

May 20, 2025


Date

**APPENDIX B - §450.336 - SELF CERTIFICATION COMPLIANCE
STATEMENT - 3C PROCESS**

Certification of the Old Colony MPO Transportation Planning Process

The Old Colony 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 11101(e) of the Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58) 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.

 4/15/25
Monica Tibbitts-Nutt, Secretary and Chief Executive Officer
Massachusetts Department of Transportation
Chair, Old Colony MPO

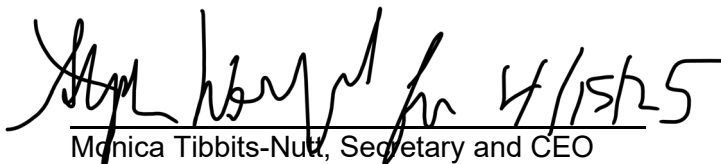
Date

**APPENDIX C - SELF-CERTIFICATION COMPLIANCE STATEMENT - 310
CMR 60.05: GLOBAL WARMING SOLUTIONS ACT REQUIREMENTS FOR
THE TRANSPORTATION SECTOR AND MASSDOT**

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 Vision 2050 Old Colony Long Range Transportation Plan is in compliance with all applicable requirements in the State Regulation 310 CMR 60.05: Global Warming Solutions Act Requirements for Transportation. The regulation requires the MPO to:

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



Monica Tibbits-Nutt, Secretary and CEO
Massachusetts Department of Transportation (MassDOT);
Chair, Old Colony Metropolitan Planning Organization (OCMPO)

Date

APPENDIX D - GLOSSARY OF TERMS AND ACRONYMS

GLOSSARY OF TERMS AND ACRONYMS

List of Acronyms

3C:	Comprehensive, Cooperative, and Continuing Planning Process
ADA:	Americans with Disabilities Act
BAT:	Brockton Area Transit Authority
BIL:	Bipartisan Infrastructure Law
CAAA:	Clean Air Act Amendments of 1990
CIP:	Capital Investment Plan
CMAQ:	Congestion Mitigation and Air Quality Improvement Program
CMP:	Congestion Management Process
CTGP:	Community Transit Grant Program
DEP:	Department of Environmental Protection
EIR:	Environmental Impact Report
ENF:	Environmental Notification Form
EPA:	Environmental Protection Agency
EV:	Electric Vehicle
FAST ACT:	Fixing America's Surface Transportation Act
FHWA:	Federal Highway Administration
FTA:	Federal Transit Administration
GATRA:	Greater Attleboro-Taunton Regional Transit Authority
GHG:	Greenhouse Gases
GWSA:	Global Warming Solutions Act
HPMS:	Highway Performance Monitoring System
HSIP:	Highway Safety Improvement Program
IRI:	International Roughness Index
JTC:	Joint Transportation Committee
LAP:	Language Access Plan
LEP:	Limited English Proficient
LOS:	Level of Service
LRTP:	Long Range Transportation Plan
MCAD:	Massachusetts Commission Against Discrimination
MAP:	Mobility Assistance Program
MARPA:	Massachusetts Association of Regional Planning Agencies
MassDOT:	Massachusetts Department of Transportation
MBTA:	Massachusetts Bay Transportation Authority
MOU:	Memorandum of Understanding
MPO:	Metropolitan Planning Organization
NAAQS:	National Ambient Air Quality Standards
NBIS:	National Bridge Inventory Standards
NFA:	Non-Federal Aid

NFP:	National Freight Program
NHPP:	National Highway Performance Program
NHS:	National Highway System
NOx:	Nitrogen Oxides
O&M:	Operations and Maintenance
P&B:	Plymouth and Brockton Bus Company
PM1:	Safety Performance Measures
PM2:	System Preservation Performance Measures
PM3:	System Performance Measures (Congestion, Reliability, and Emissions)
PMS:	Pavement Management System
POP:	Programming of Projects
PPP:	Public Participation Plan
PRC:	Project Review Committee
PSI:	Pavement Serviceability Index
PTASP:	Public Transit Agency Safety Plan
SGR:	State of Good Repair
SIP:	State Implementation Plan
SMS:	Safety Management System
SOV:	Single Occupant Vehicle
SSCAC:	South Shore Community Action Council
STBG:	Surface Transportation Block Grant Program
TAM	Transit Asset Management
TAMP	Transportation Asset Management Plan
TAN:	Transportation Advisory Network
TAP:	Transportation Alternatives Program
TCM:	Transportation Control Measure
TEC:	Transportation Evaluation Criteria
TERM:	Transit Economic Requirements Model
TIP:	Transportation Improvement Program
TITLE VI:	Title VI of the Civil Rights Act of 1964, 42 U.S.C. 2000d
TMA:	Transportation Management Area
ULB:	Useful Life Benchmark
VMT:	Vehicle Miles Traveled
VOCs:	Volatile Organic Compounds

APPENDIX E - PAVEMENT MANAGEMENT SYSTEM ANALYSIS

The Regional Highway System

The Highway section of this plan includes a review of the existing physical conditions, current operational conditions and deficiencies, as well as potential opportunities for improvements in the Old Colony Regional Highway System.

THE REGIONAL HIGHWAY NETWORK

The regional highway network continues to serve as the primary system within the overall transportation network for the movement of both people and goods within and through the Old Colony Region. Despite the region's continued dependence upon motor vehicles, the integration and coordination of all transportation modes of travel within the region remain at the forefront of the planning process. This includes enhancing land use and development connections to the transportation system (such as transit-oriented-development, TOD), which increase mode choice and efficiency and economy in the system. It also includes implementation of the Massachusetts Complete Streets initiative, which includes planning roads for all road users including transit, bicycling, and walking, as well as the integration of park and rides and transit parking and connections.

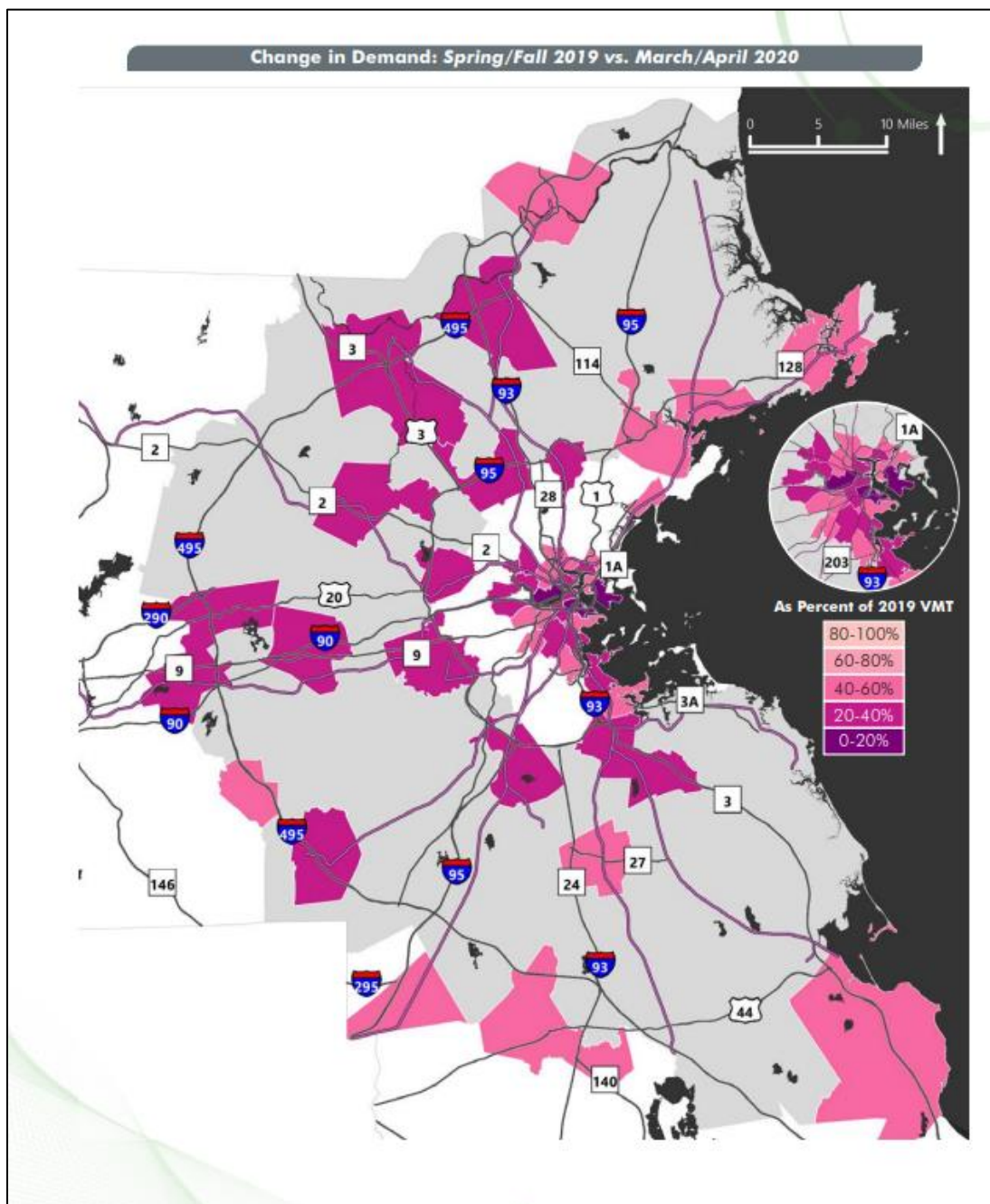
The trend whereby housing, office, retail, and institutional uses are being located along major and minor arterials continues thereby increasing destination points along major regional highway corridors. This increases trip generation and turning movement conflicts within highway corridors thereby decreasing capacity in the overall system. This also continues the dispersal of employment density and contributes to auto dependency.

The Old Colony Region continues to maintain its suburb to core city commute, that is commuting between Old Colony communities and Boston despite that more development and destinations have become dispersed along major corridors throughout the region. This dispersal of corridor development, which is auto dependent, has been and continues to be a challenge for mode shifts to alternatives such as transit, walking, and bicycling.

The Old Colony Region offers transit opportunities including bus (BAT and GATRA), as well as commuter rail for commuting to Boston, and for commuting to destinations within the region. Prior to the COVID-19 Pandemic, which began in early 2020, Massachusetts was slightly better than the national average regarding mode choice. Prior to 2020, over 3.2 million workers living in Massachusetts commuted to their workplaces based on the Massachusetts Department of Transportation (MassDOT) statistics, and over 2.3 million, or 72 percent, drove their car to work, compared to 86.1 percent nationwide. Commuting and mode choice within the Old Colony Region reflected that of Massachusetts as a whole. The COVID Pandemic's impact on travel demand was briefly significant and is illustrated in Figure 1 from MassDOT's 2022 report, *Shared Travel Network Study*. Figure 1 shows that travel demand in Brockton and Plymouth was 40 to 60 percent of 2019 levels in 2020.

The Covid pandemic over the past three years has also demonstrated the viability of remote employment and remote learning, and along with increases in retail home delivery, which also increased demand for warehousing, has contributed to a decrease in residential travel demand and trips. Nevertheless, automatic traffic counts show that traffic on the highway system has come back to almost pre-pandemic levels.

Figure 1

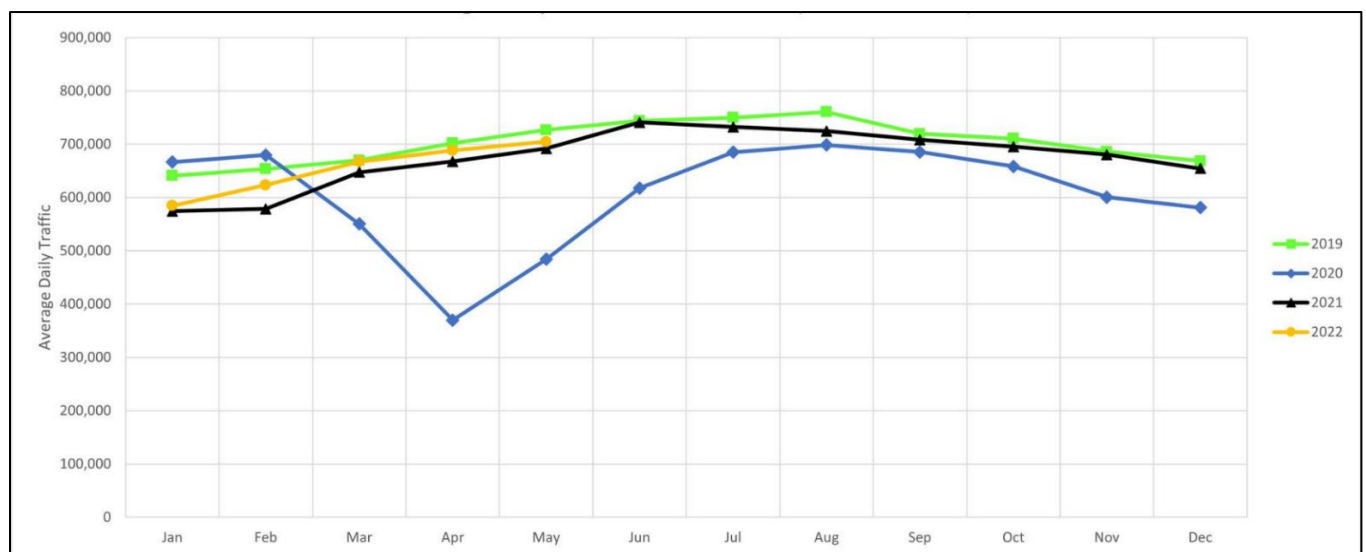


Old Colony staff compiled traffic volume counts from seven MassDOT permanent count stations for 2019 through May of 2022. The data was aggregated from month to month and from year to year (the 2022 data after May of 2022 was unavailable due to Route 24 resurfacing projects). The data was compiled from the following MassDOT permanent count locations:

1. Avon – Route 24 south of Harrison Boulevard
2. Bridgewater – Route 24 at West Bridgewater Line
3. Brockton – Route 24 north of Route 123
4. Plymouth – Route 3 north of Bourne Line
5. Randolph – Route 24 south of Route 93
6. Raynham – Interstate 495 south of Route 24
7. Weymouth – Route 3 north of Route 18

Figure 2 shows the permanent count location comparisons for Annual Average Daily Traffic (AADT), which shows a significant drop in volumes from February to April of 2020 at the beginning of the pandemic. Traffic began to climb higher in June and July of 2020, but began to drop off again from October to December of 2020. Traffic volumes began to climb again in 2021 and 2022 almost to 2019 levels.

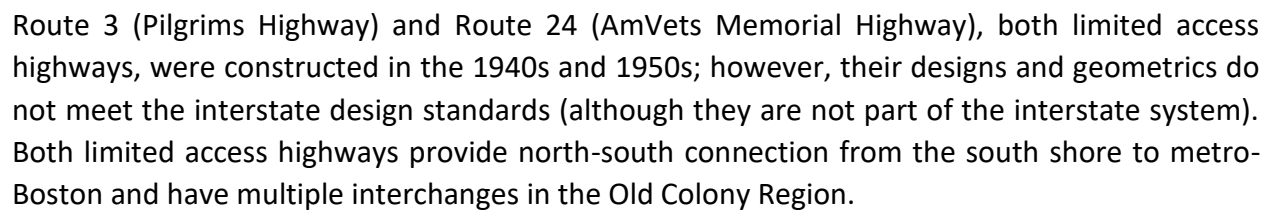
Figure 2 Annual Average Daily Traffic Permanent Count Locations 2019 – May 2022



The Old Colony Region contains a small section of Interstate Highway System mileage (approximately 2.526 miles of I-495 in Bridgewater); however, the region has a number of limited access highways including Route 24 (through Bridgewater, West Bridgewater, Brockton, Avon, and Stoughton), Route 3 (through Plymouth, Kingston, Duxbury, and Pembroke), and Route 44 (through Plymouth, Kingston, and Plympton). The region has convenient access to the Interstate system to I-95 and I-93 to the north and west and I-495 to the west and the southeast. In addition, the region is serviced with a number of major arterials (state numbered routes)

Figure 3

Regional Highways



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interchanges of these corridors as well as at specific bottlenecks along these two key north-south arterials. Table 1 shows the growth in traffic on Route 24 and Route 3 since 2013.

Table 1

Year	Route 24 AADT Avon Count Station	Route 3 AADT Plymouth Count Station
2013	108,764	53,371
2014	103,430	54,225
2015	107,567	56,394
2016	120,835	59,101
2017	123,252	59,574
2018	122,984	60,170
2019	125,982	61,373
2020	107,843	52,167
2021	119,650	59,157

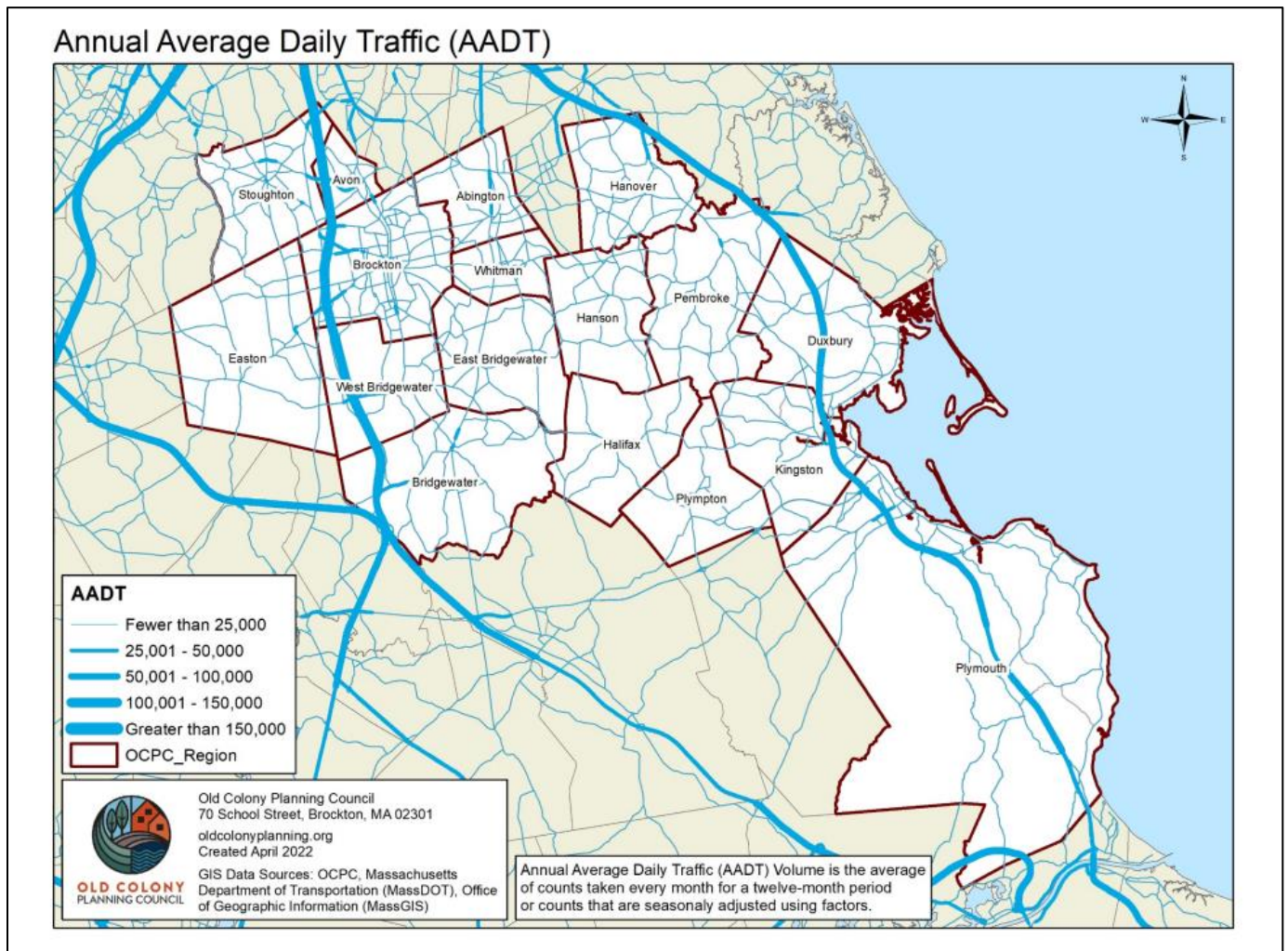
Table 1 shows gradual increases in traffic at MassDOT permanent counts stations along Route 24 and Route 3. In the year 2020, the traffic volumes dropped significantly in both corridors due to the Covid Pandemic. In 2021, as the pandemic subsided, the traffic increased again on both highways to almost pre-2019 levels. Figure 4 shows the Annual Average Daily Traffic on the Regional Highway Network in the Old Colony Region.

Route 44, as a limited access divided highway, traverses the Old Colony Region from east to west. It transitions into a two-lane undivided major arterial west of Route 18 in Middleboro. The Route 44 interchanges in the Old Colony region generally accommodate the traffic volumes sufficiently. There is in general less congestion along this route and at its access points.

The Old Colony Region provides principal arterials and minor arterials running north-south and east-west providing inter-regional and intra-regional vehicle access. Many of these routes traverse through downtown areas and town centers in the region, which have traditional and historic characteristics found in many New England communities. Many of these routes through the center of the communities within the region were originally laid out in pre-automobile times, sometimes resulting in skewed intersection alignments, intersections in close proximity, and intersections with five-leg or more approaches. Over the past few decades, much of the land use along these corridors has been developed for commercial and office uses, or dense (apartment or condominium) residential development. The phenomenon whereby adjacent land use of these regionally significant roads gradually increase in development, has impacted the function of these principal highways so that they have become destinations as well as regional corridors

designed for mobility, which impacts the carrying capacity of the highways creating bottlenecks and congestion.

Figure 4



FEDERAL AND STATE GUIDELINES

Federal and state guidelines for the Long-Range Transportation Plan (LRTP) have been evolving over the decades based on transportation reauthorization legislation. The latest statute, Infrastructure Investment and Jobs Act (IIJA), includes a five-year reauthorization of federal surface transportation programs (reauthorizing the Fixing America's Surface Transportation Act, FAST). These reauthorization laws have been consistent, despite the refinement over the years, in that they require the Long-Range Transportation Plan (LRTP) to reflect state and local goals as well as national goals and objectives. The guidance requires that the LRTP be a planning document and reflect the changes and trends in demographics, land use, and regionally relevant transportation technology trends. The FHWA, in its updated guidance, listed eight planning emphasis areas for the LRTP. These include:

1. Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future - MPO's should work with federal, state, and local partners to ensure that our transportation plans and infrastructure investments help achieve the national greenhouse gas reduction goals of 50-52 percent below 2005 levels by 2030, and net-zero emissions by 2050, and increase resilience to extreme weather events and other disasters resulting from the increasing effects of climate change.
2. Complete Streets – MPOs should strive to provide an equitable and safe transportation network for travelers of all ages and abilities.
3. Public Involvement - Providing early, effective, and continuous public involvement bringing diverse viewpoints into the decision-making process.
4. Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination - MPOs and State DOTs should coordinate with representatives from DOD in the transportation planning and project programming process on infrastructure and connectivity needs for STRAHNET routes and other public roads that connect to DOD facilities.
5. Federal Land Management Agency (FLMA) Coordination - MPOs and State DOTs should coordinate with FLMAs in the transportation planning and project programming process on infrastructure and connectivity needs related to access routes and other public roads and transportation services that connect to Federal lands.
6. Planning and Environment Linkages (PEL) - MPOs should implement PEL as part of the transportation planning and environmental review processes.
7. Data in Transportation Planning - MPOs should incorporate data sharing and consideration into the transportation planning process because data assets have value across multiple programs.

MASSACHUSETTS DIRECTIVES AND INITIATIVES

Massachusetts has instituted a number of initiatives and directives to combat climate change, improve mobility, improve safety, and promote efficiency within the transportation system. The project impact review process in Massachusetts as well as MassDOT's project development process, through its *Project Development and Design Guide* advances its transportation goals, objectives, and policies. Transportation planning is supported through a number of programs and directives including:

- Massachusetts Complete Streets Program
- Massachusetts Safe Routes to School Program
- The Massachusetts Global Warming Solutions Act (and the Massachusetts Clean Energy and Climate Plan for 2025 and 2030)
- The Mode Shift Initiative
- The Healthy Transportation Compact, the Healthy Transportation Policy Directive
- Massachusetts Ridesharing Regulation

Massachusetts Greenhouse Gas (GHG) Emissions and Mitigation Policies focus on reducing greenhouse gas (GHG) emissions, promoting healthy transportation options (walking, bicycling,

and public transit), and supporting smart growth development. Old Colony's development of goals, objectives, plans, and projects, as well as its transportation review (MEPA) process, supports and advances MassDOT policies and goals as outlined in its statutes, directives, guidelines, and standards. Shifting travel demand from vehicles to alternative modes helps reduce congestion and preserves the capacity of the highway network as well as protecting the natural environment and improving public health.

PAVEMENT CONDITIONS

The utilization of a pavement management system (PMS) allows an agency to keep with the principles of objectives-driven, performance-based planning, and supports the goal of maintaining a highway system in a state of good repair. The Old Colony Region has had a Pavement Management System since the 1980's and has updated the system periodically. A PMS is a set of tools and methods that assist decision makers in finding cost effective strategies for evaluating and maintaining pavements in a serviceable condition. It includes a database which is linked spatially to a Geographic Information System (GIS). A road system in good repair helps reduce delays due to long reconstruction periods, enhances freight movement, improves economic vitality, and provides opportunities to improve sidewalk and bicycle facilities through the implementation of the Complete Streets program.

The PMS calculates the rate of deterioration of pavement for streets or segments of streets and the implications of such deterioration for the cost of repairs. The system is based on a Pavement Condition Index (PCI) score (between 0 and 100) for the surveyed road segments, which leads to a recommended repair and cost associated with that repair based on the score. Roads and Road segments are placed in condition categories based on the PCI score, which include "Poor", "Deficient", "Fair", "Good", and "Excellent". Old Colony conducts windshield surveys of the pavement surface periodically, (every four years) for road and highways in the region that are federal aid eligible. As pavement reconstruction and resurfacing projects are completed on federal aid roads through the Old Colony Transportation Improvement Program (TIP), this information is also included in the PMS database. Local roads in the Old Colony Region are not included in the windshield surveys or database unless requested specifically by an OCPC community.

The repairs recommended by the PMS, based on the road condition, include five general default repair strategies. These include:

1. Reconstruction – This work includes a combination of a number of tasks, including complete removal and replacement of a failed pavement segment, road sub-base replacement (gravel, sand, and aggregates), drainage work, road realignment, and safety hardware (guard rail) installation.
2. Rehabilitation – The rehabilitation of pavements may include full and partial depth patching, joint and crack sealing, grouting and under-sealing, and grinding and milling in conjunction with overlays over two inches.

3. Preventative Maintenance – This work may include extensive crack sealing, chip sealing, and micro-surface or overlays less than two inches thick.
4. Routine Maintenance – This work may include crack sealing and pothole patching.
5. No Immediate Maintenance or Repair.

Over the past year, staff has completed a windshield survey of the surface conditions of the 669.34 miles of Federal-Aid eligible roadways in the Old Colony region. The NHS mileage (which is part of the 669.34 Federal-Aid mileage) in the Old Colony Region is 158.59 miles. The estimated cost for improving the Federal Aid eligible roadway network to a state of good repair by the PMS (an overall PCI average of “Good”) is \$427,480,493. Table 6-2 shows the Federal-Aid mileage for each community as well as the NHS mileage for each community.

Table 5-2 Federal Aid Mileage and NHS Mileage in the Old Colony Region

Community	Federal Aid Mileage	NHS Road Mileage
Abington	25.64	7.07
Avon	15.19	4.00
Bridgewater	43.87	11.38
Brockton	85.99	25.59
Duxbury	51.30	13.48
East Bridgewater	34.37	4.42
Easton	44.17	11.16
Halifax	15.45	0.00
Hanson	28.44	4.31
Hanover	37.14	5.70
Kingston	38.00	11.18
Pembroke	39.71	7.28
Plymouth	106.69	22.85
Plympton	12.12	0.58
Stoughton	42.23	12.47
West Bridgewater	29.45	10.44
Whitman	19.58	6.68
Total	669.34	158.59

The interstate mileage in the Old Colony Region is I-495 in Bridgewater, which consists of 2.526 miles. The pavement condition of the Interstate mileage varies from “Fair” to “Excellent” except for the bridge portions over Route 24, which have fallen just below the “Fair” condition Index to “Poor”.

Figure 6-5 shows existing pavement conditions in the Old Colony Region, and Figure 6-6 shows the Recommended Pavement Repairs for the federal aid roads in the region.

Figure 5 Existing Pavement Conditions Federal-Aid Roads Old Colony Region

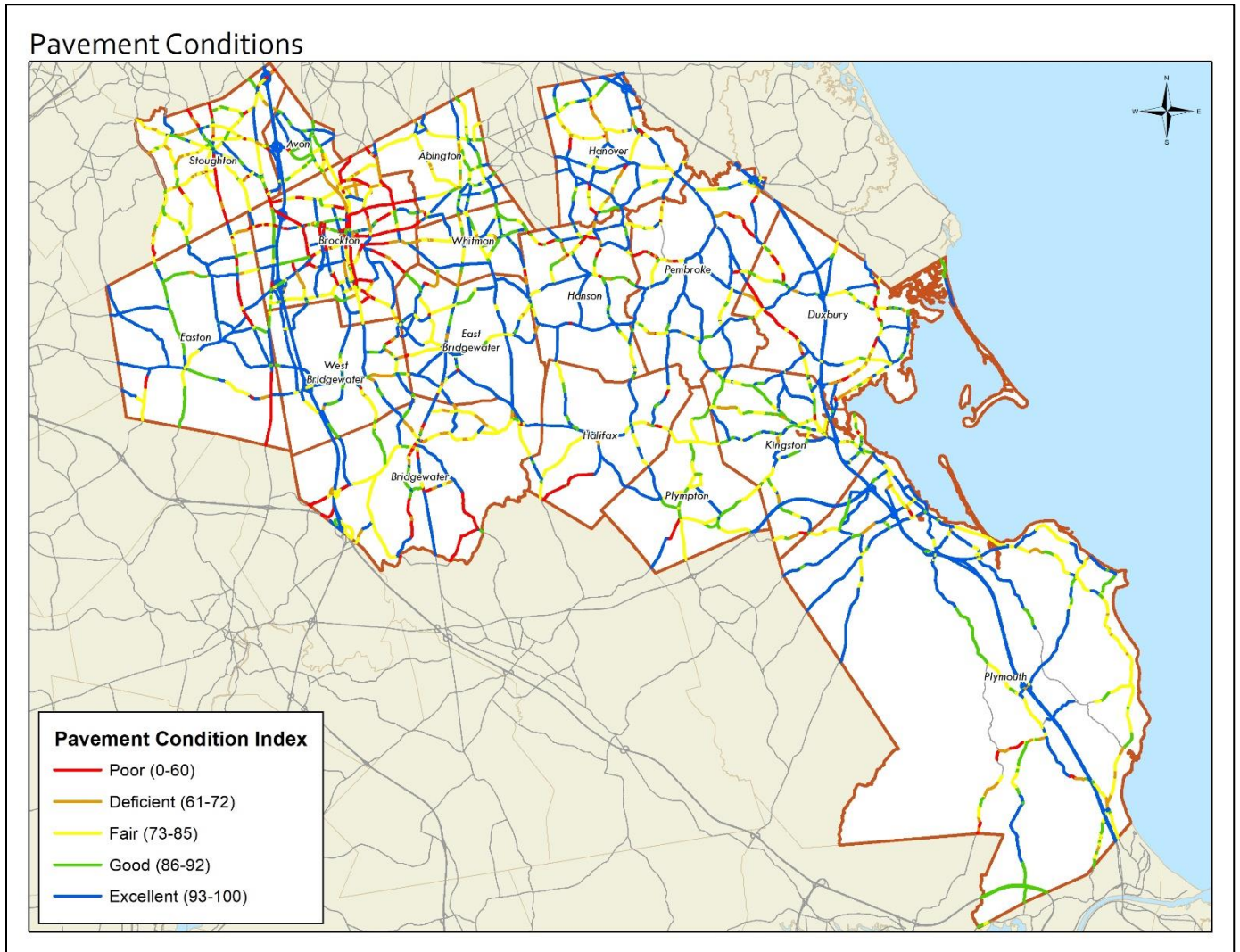


Figure 6 Recommended Pavement Repairs (derived from PMS) Federal-Aid Roads Old Colony Region

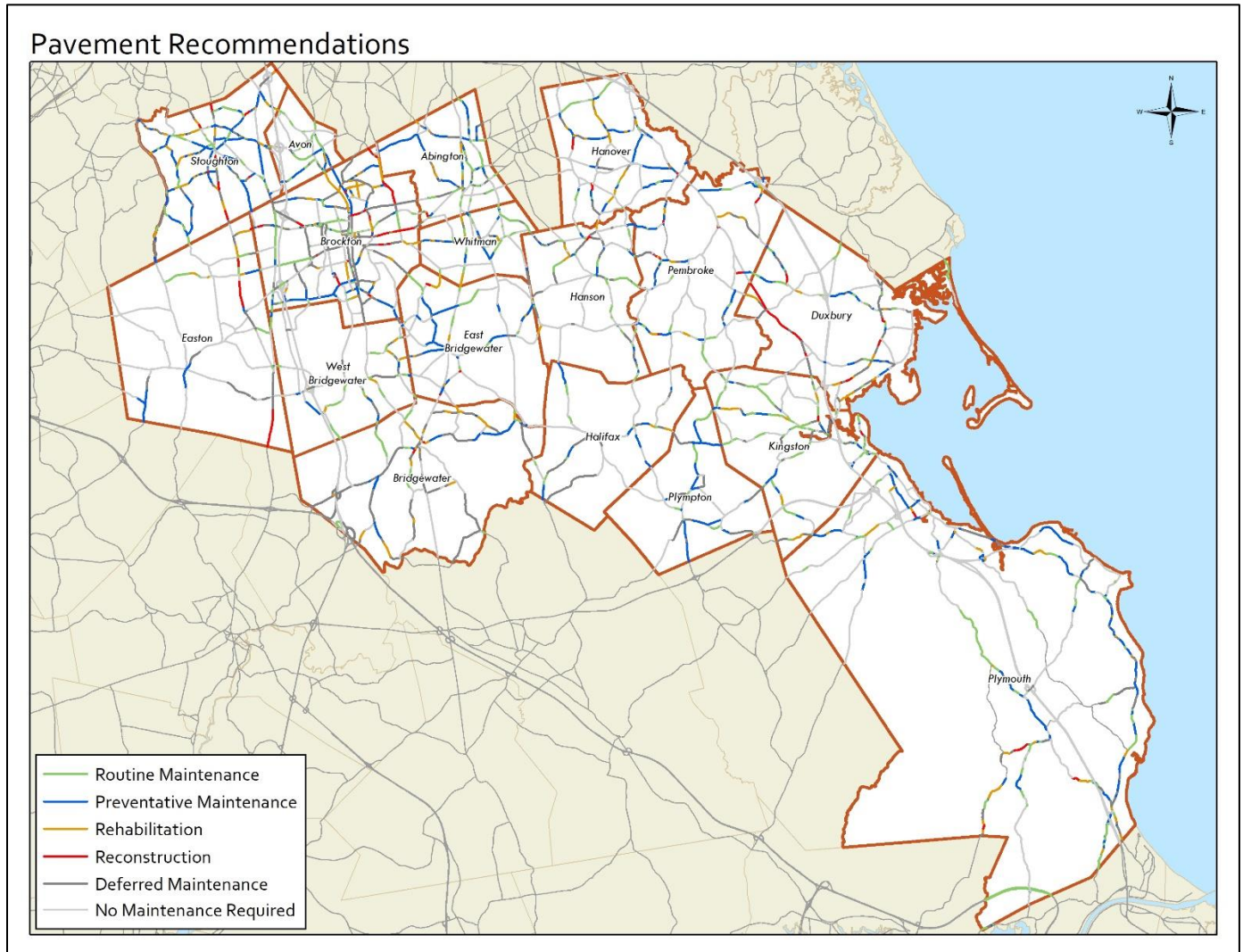
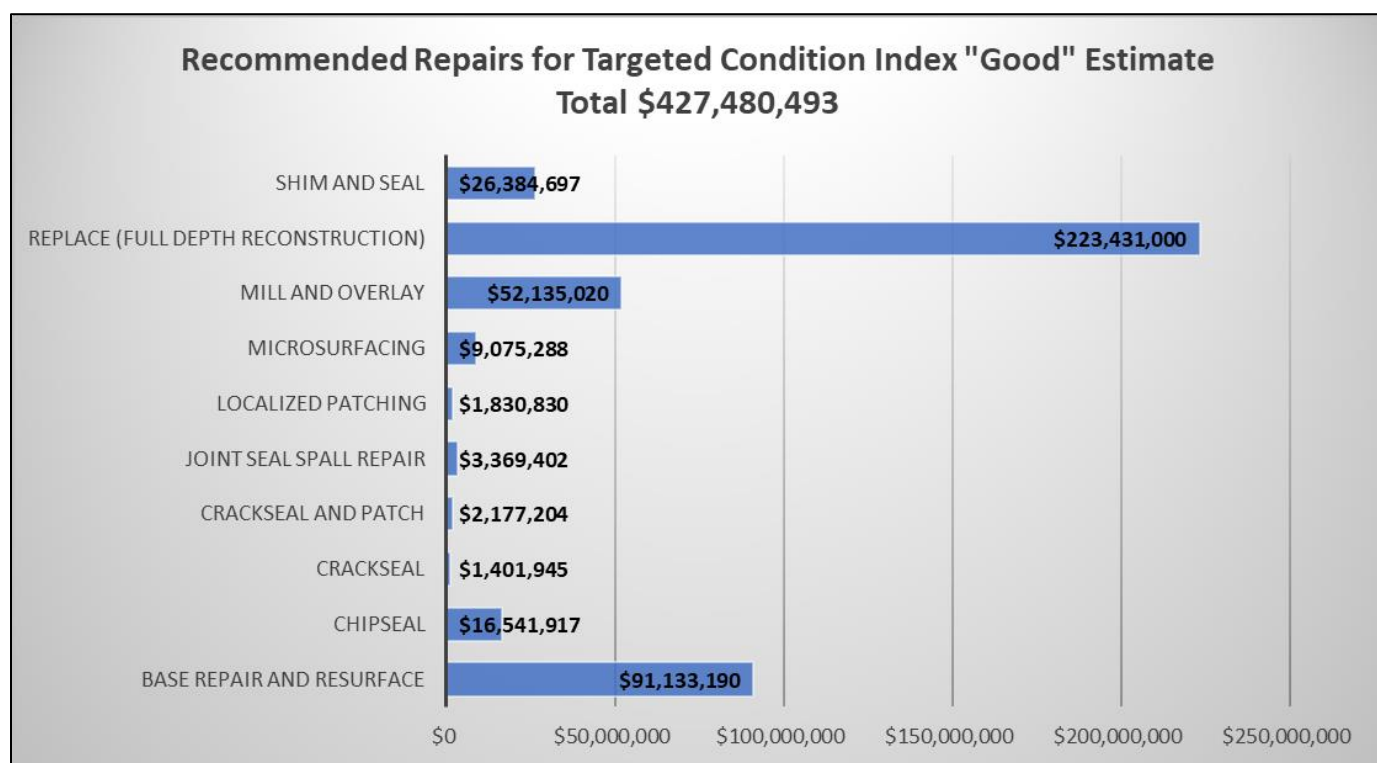


Figure 7 shows an estimated improvements scenario costs to bring the Federal-Aid system from an overall condition index of 83, which is in the “Fair” category to an overall average condition of 86, which is in the “Good” category.

Figure 7 PMS Generated Estimate of Costs for Federal-Aid Roads



TRUCK FREIGHT

Federal transportation authorization legislation, including Moving Ahead for Progress in the 21st Century Act (MAP-21) passed in 2012, the Fixing America's Surface Transportation Act (FAST Act) passed in 2015, and the most recent in 2021, the Infrastructure Investment and Jobs Act (IIJA), require the tracking of freight performance. Some of the challenges in tracking freight performance include data consistency, accessing multi-modal data, data quality and quantity, developing and maintaining reliable freight transportation models, and understanding the roles of state agencies and MPOs in freight planning and funding. In addition, the proprietary nature of information regarding freight movement among private companies in a competitive environment represents an obstacle in surveying private freight providers.

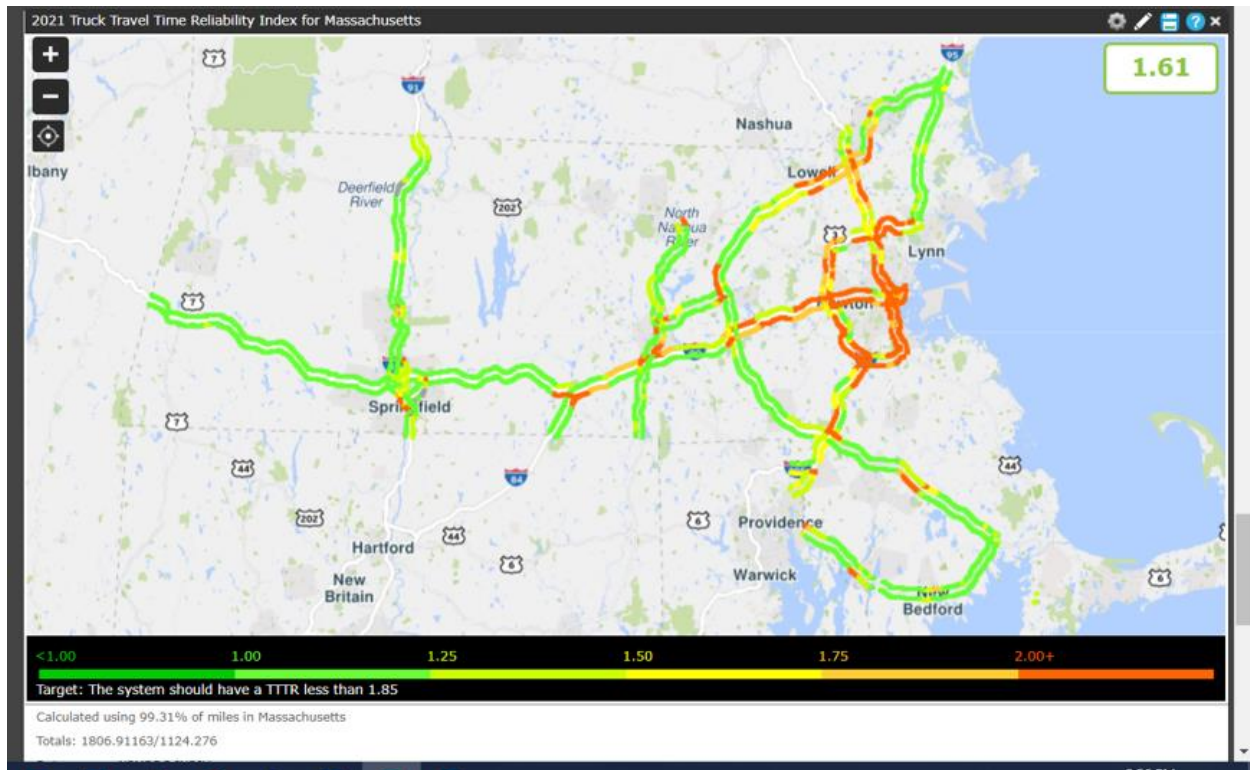
The federal highway authorization bill of 2012, MAP-21, established a national goal for freight movement and economic activity: "To improve the nation's freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development." The FAST Act of 2015 required each state to develop a state freight plan (covering a five-year forecast period) in order to receive funding under the National Highway Freight Program. The FAST Act also included provisions to improve the condition and performance of the national freight network. Performance measures supporting freight movement include the categories of safety, infrastructure, and system performance. These performance measures were adopted by the MassDOT and the Old Colony MPO:

- ❖ Safety
 - Number and rate of fatalities on all public roads.
 - Number and rate of serious injuries on all public roads.
 - Number of non-motorized fatalities and serious injuries on all public roads.
- ❖ Infrastructure
 - Percent of Interstate pavements in good/poor condition.
 - Percent of non-Interstate NHS pavements in good/poor condition.
 - Percent of NHS bridge deck area in good/poor condition.
- ❖ System performance
 - Truck Travel Time Reliability Index (TTTRI): This measure is calculated by dividing the 95th percentile truck travel time on a road segment by the 50th percentile travel time.

Figure 8 shows the TTTRI on Massachusetts Highways for the year 2021 based on data available from National Performance Management Research Data Set (INRIX/RITIS). The TTRI for Massachusetts Interstate Highways was 1.61 in 2021, below the set target of 1.85. The Old Colony Region contains a small portion of interstate mileage (approximately 2.526 miles of I-495 in Bridgewater). The TTTRI for the portion of interstate (I-495) in the Old Colony Region for 2017 was 1.55. It was 1.51 in 2019 and 1.33 in 2021.

Non-Interstate NHS mileage in the Old Colony Region is 354.04 miles. The percentage of person-miles on the non-Interstate NHS that are reliable in the Old Colony Region for 2017 was 90.2 percent (based on INRIX/RITIS data), which was above the 80 percent 2021 target. It was 89.5 percent in 2019, and 89.8 percent in 2021. The percent of person-miles on the Interstate Highway System with the Old Colony Region (approximately 2.56 miles of I-495) that are reliable for 2017, 2019, and 2021, was 100 percent for all three of the reporting years (based on the INRIX/RITIS data).

Figure 8 Map of Massachusetts 2021 Truck Travel Time Reliability Index National Performance Management Research Data Set



According to the NCHRP Research Report 925, Estimating the Value of Truck Travel Time Reliability, unreliability in travel time can be caused by demand factors that affect vehicle volumes or supply factors affecting a system's ability to process traffic. These factors include Demand factors such as special events, and fluctuations in demand, and incidents including crashes, weather, work zones, malfunctioning of traffic control devices, failure in infrastructure, and other incidents that impede capacity and/or disrupt traffic operations.

The National Highway Freight Network

The National Highway Freight Network (NHFN) was established by the FAST Act. The NHFN network consists of those highway corridors of the U.S. freight transportation system critical to the current and future movement of freight, including all modes and connections in the national freight system (as determined by measurable and objective national data).

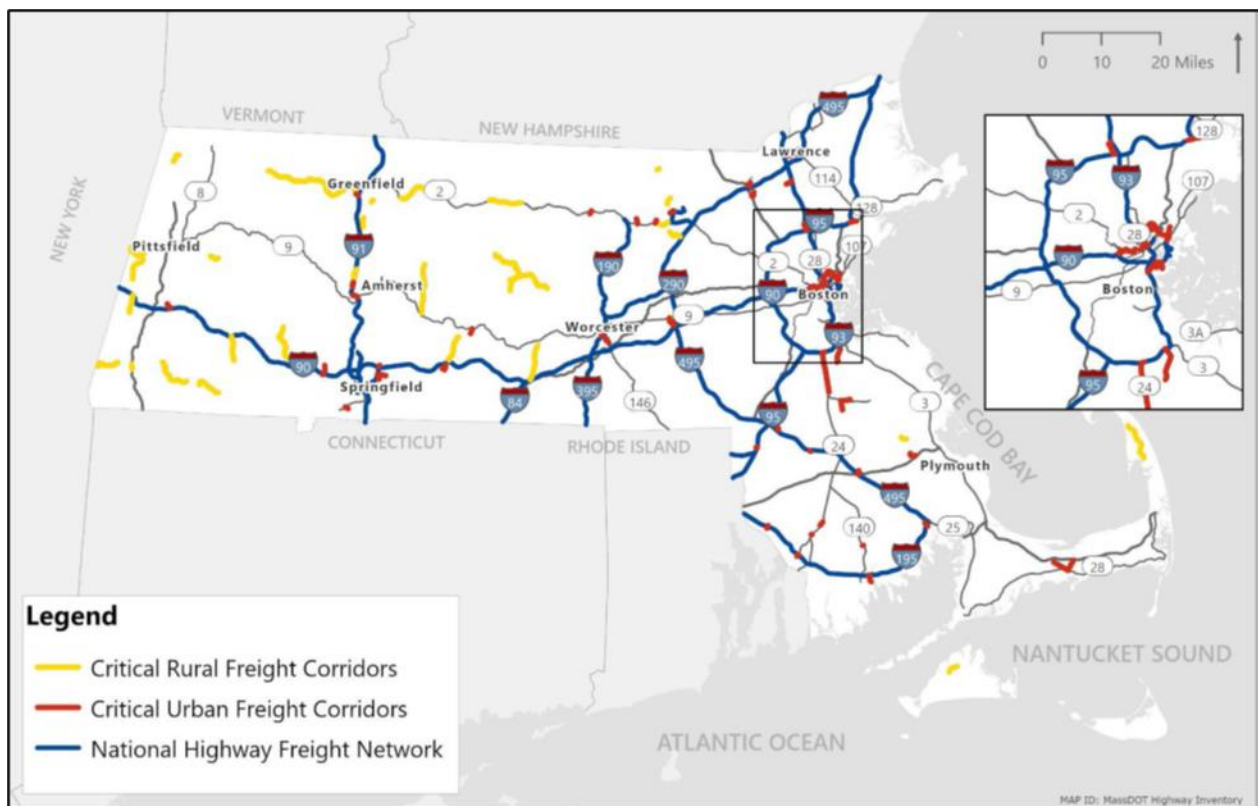
The FAST Act required that the NHFN consist of the following road network components:

- ❖ The Primary Highway Freight System (PHFS)
- ❖ Critical Rural Freight Corridors
- ❖ Critical Urban Freight Corridors

- ❖ Those portions of the Interstate System that are not part of the PHFS (Old Colony Region has a minimal amount of Interstate mileage (approximately 2.526 centerline miles) limited to I-495 in Bridgewater)

The FAST Act designated the PHFS and requires FHWA to redesignate it every five years. It also provides for designation of Critical Rural Freight Corridors and Critical Urban Freight Corridors. The Federal Highway Administrator determines the percentage of the national total of PHFS mileage that is located within each individual State. Figure 9 shows the National Highway Freight Network in Massachusetts and the Old Colony Region.

Figure 9



The Massachusetts Freight Plan Update

The Massachusetts Freight Plan was updated in 2023 through MassDOT's continuing planning process and public outreach program, which consists of an advisory committee, public webinars, focus groups, and surveys. The advisory committee consists of stakeholders including representation from the trucking industry, businesses, the Trucking Association of Massachusetts, and public agencies. The outreach program is reached out to stakeholders (Truck Drivers, port and warehouse workers, E-commerce and gig delivery workers, small business owners, people living near truck routes, and community advocates for safety- walking bicycling) regarding how freight moves through the Commonwealth of Massachusetts and how it impacts communities and/or various industry. The 2023 Massachusetts Freight plan update evaluates

how supply chains have impacted the condition and performance of the system taking into consideration changes that have occurred since the COVID-19 global pandemic in 2020. The purpose of the study process was to confirm vision and goals, offer insight on local and regional freight-related issues, trends, and needs, share information with institutional and organizational representatives, and develop recommendations, solutions, and strategies by 2024.

The Massachusetts Freight Plan documented the vision and goals of Massachusetts in achieving a safe, secure, resilient freight system as well as achieving economic competitiveness, efficient and reliable mobility, and healthy and sustainable communities. This plan is in compliance with the FAST Act, which requires the development of a comprehensive plan for immediate and long-range planning activities for freight investments within each state. A Freight Investment Plan is presented in the 2023 Freight Plan update consisting of projects that will receive apportioned funds from the National Highway Freight Program (NHFP). This Freight Plan provides context for MassDOT's investment strategies and choices.

The Massachusetts plan identified modal share of goods shipped by truck, rail, air, and water. The plan states that 83 percent of the tonnage of goods shipped are shipped by truck and 71 percent of the value of goods shipped are shipped by truck. The plan identified (Shown in Figure 9) the major trucking freight corridors in Massachusetts. These include five major interstate corridors including I-84, I-90, I-91, I-93, and I-95. It includes seven interstate routes, which include I-190, I-290, I-291, I-391, I-295, I-395, and I-495. Major non-interstate corridors identified as major trucking routes in the Massachusetts plan include US-3, US-6, MA-2, MA-3 (within the Old Colony Region), MA-24 (also within the Old Colony Region), MA-128, and MA-146.

The Massachusetts plan shows that major trucking routes in Massachusetts serve Boston directly or circumnavigate the Boston metropolitan area using I-495. The plan describes the primary truck route through Massachusetts entering I-84 from Connecticut and New York City, proceeding past Worcester on I-90, continuing north on I-495, and exiting using I-93 to New Hampshire and I-95 to Maine. Additionally, the route from Chicago and the Midwest enters Massachusetts via I-90 from New York. The I-495/I-90 interchange is considered an important bottleneck along the major trucking route, requiring solutions for remediation. Access to the major truck route network in the Old Colony Region is via Route 24 to I-495 in Bridgewater or Route 24 north to I-93 (Route 128) and in Plymouth, Route 3 north to I-93 or west on Route 44 to I-495. Recommendations from the 2023 Massachusetts Freight Plan are summarized as follows:

Infrastructure:

1. Improve the condition of freight network assets.
2. Build and expand truck parking facilities on primary truck routes across Massachusetts in alignment with recent studies and recommendations.
3. Resolve identified truck bottlenecks.
4. Upgrade freight rail lines in Massachusetts to 286K standard.
5. Maintain uncongested last-mile access to freight-generating facilities.
6. Build right-sized distribution centers inside Route 128.
7. Develop delivery areas in urban districts and town centers.

8. Analyze and improve lighting conditions on corridors with higher rates of truck-involved crashes.
9. Improve safety at highway-rail grade crossings.
10. Incorporate rumble strips into new and existing interstate & rural roadways.

Operational Improvements:

1. Develop Intelligent Transportation Systems (ITS) and Active Transportation and Demand Management (ATDM).
2. Establish a framework for prioritizing multimodal freight projects.
3. Emphasize the need for timely and accurate reporting of crash data involving freight vehicles or at-grade rail crossings.

Policies and People:

1. Support policies to reduce greenhouse gas emissions from transportation.
2. Harmonize interstate oversize/overweight movements, permitting, and large truck restrictions across New England.
3. Coordinate freight planning with neighboring states.
4. Support and promote freight-related workforce development.
5. Provide collaborative guidance and support to MPOs and local governments in integrating freight, distribution, and loading into their planning and zoning land use decision-making processes.
6. More fully integrate freight planning into MassDOT activities.
7. Promote driver education on stopping distances when operating at higher speeds and/or on high-speed roads.
8. Promote road user education on safe vehicle operation and visibility around trucks.

Old Colony Freight Profile and Freight Plan Recommendations

The primary mode for moving freight in Massachusetts is by truck. Trucking is the primary mode utilized for the movement of goods to, from, and through the Old Colony Region as well. This is based upon analysis of the movement of freight by mode in Massachusetts developed in the Freight Analysis Framework. The Freight Analysis Framework (FAF) is a model developed for the U.S. Department of Transportation to provide a comprehensive picture of freight movement and activity. The FAF estimates commodity flow and freight transportation activity among states, regions, and international gateways. It includes estimates of tonnage and value of goods shipped by type of commodity and mode of transportation.

The FAF reports on freight tonnage and value of commodities on the freight network within and through the states. It does not include freight movement on a local level, or within a regional planning region such as the Old Colony Region, nevertheless, the FAF can give an insight into the character of freight movement for the Old Colony Region. Within the FAF freight model, the Old Colony Region is part of a larger Massachusetts Eastern zone (Boston Area).

The primary trucking routes in the Old Colony Region include Route 24, Route 3, and I-495 as trucking remains the primary mode of transportation for the movement of goods in the region and is expected to continue to play this major role into the future. Trucking facilities, warehousing, and industrial parks cluster in the Route 24 corridor and along ancillary highways that serve Route 24. The state numbered route system in the Old Colony Region is vital as trucking facilities and industrial parks are clustered along these routes with easy access to the regional highway network and the national highway network. These include Route 106, Route 104, Route 138, Route 139, Route 27, Route 28, Route 123, and Route 27. State routes important to the Route 3 corridor include Route 3A, Route 27, and Route 139. Freight shipments by truck are expected to grow in the region, therefore constraints in the highway network including limited intersection turning radii, limited bridge heights, and bottleneck congestion will have a negative impact on freight movement in the region. The lack of interstate standards on Route 24, which creates weaving problems and conflicts due to lack of acceleration and deceleration lanes, will continue to have a negative impact on freight movement in the region.

The FHWA offers a series of Transportation Systems Management and Operations improvements as well as Freight Planning Management techniques as potential improvement in the movement of goods in the transportation system. These include:

- Freight Traveler Information Systems
- Truck Parking Information Management Systems
- Weigh-in Motion Systems and Smart Roadside Monitoring
- Arterial Progression Management and Access Management
- Curb Loading Zone Management
- Electronic Credentialing for Drivers and Vehicles
- Off-Peak Deliveries and Demand Management

General improvements to accommodate future freight movement in the Old Colony Region include:

- Intersections - signal timing adjustments and improved signal coordination are needed in key corridors.
- Intersection – limited turning radii at intersections impede truck movement, intersections should be reconfigured for wide truck turns and movements at specific intersections.
- Roadway pavement surface needs to be in a state of good repair (including road/pavement markings and lane markings).
- Traffic flow issues, congestion and bottlenecks, on many of the state numbered routes heavily utilized by trucks should be addressed including Routes 24, 106, 123, Bridgewater Center, and East Bridgewater Center.
- An East-West Truck Route through Brockton is needed (of major concern are the railroad underpasses, and tight turns throughout Brockton, especially downtown)
- Interchanges on I-495 should be improved to provide for longer acceleration and deceleration lanes and to reduce weaving.

- Coordination should be encouraged between the MBTA and the railroad freight operators in the Old Colony Region to increase the Level of Freight/Goods Movement by Rail to help reduce truck traffic congestion.
- The upgrade of Route 24 to interstate standards, including the redesign and reconstruction of interchanges along Route 24, will contribute to the reduction of the potential for rollover incidents involving trucks.
- Encourage side guards on trucks to protect cyclists.

There are a number of challenges including operational constraints as well as physical constraints for truck movement within the region's highway network. Recurring bottlenecks, poor intersection turning radii, height and weight restrictions, and lack of limited access highway acceleration and deceleration lanes need to be prioritized to maintain productive freight movement and highway network travel time reliability in the Old Colony region. The truck needs in the region include increasing viaduct clearance to improve freight movement, emergency response, and reduce delay, improved safety along freight routes, improve vertical clearance along freight corridors, and identifying and removing constraints that cause bottlenecks within freight corridors.

BRIDGES

The Massachusetts Department of Transportation (MassDOT) bridge database lists 270 crossing structures in the Old Colony Region, including bridges and culverts, under state or local jurisdiction. This database contains bridge data from the Massachusetts Department of Transportation Highway Division (MassDOT) Bridge Inspection Management System (BIMS), which is linked to an interactive map, includes performance information (condition ratings) on bridges that span roadways, bodies of water, and railroad tracks, as well as a history of inspections and reconstruction. The data base includes:

- MassDOT and municipally owned structures with spans greater than 20 feet.
- MassDOT Highway and municipally owned short span bridges with spans between 10 to 20 feet (inventory of these bridge is in progress).
- MassDOT Highway and municipally owned culverts with spans of 4 to 10 feet (this category inventory is incomplete with an inventory ongoing).

This database does not contain structures under Federal, other State entities or Private ownership or minor non-highway structures such as pedestrian and bicycle overpasses.

MassDOT conducts bridge inspections utilizing a rating system developed by AASHTO using a scale 0 to 100 with 100 being the best, which is consistent with federal standards. The goal of the MassDOT bridge inspections and Bridge Management System (BMS) is to predict failures and make improvements. The database reports a determination on whether a bridge is structurally deficient or not. Bridges are considered structurally deficient if significant load-carrying elements are found to be in poor or worse condition due to deterioration and/or damage.

According to the FHWA, if a bridge is determined to be unsafe based on the inspections, then the structure must be closed; however, the classification of a bridge as structurally deficient does not imply that it is likely to collapse or that it is unsafe. Deficient bridges that are open to traffic require significant maintenance and repair to remain in service. Structurally deficient bridges often have weight limits restricting the gross weight of vehicles using the bridges to remain in service (this is less than the maximum weight typically allowed by statute). Structurally deficient bridges require eventual rehabilitation or replacement to address deficiencies.

There are 18 bridges in the Old Colony Region, (according to the latest MassDOT bridge database), identified as structurally deficient. Table 6-4 lists the Structurally Deficient bridges in the Old Colony Region.

Table 5-4 – Old Colony Region Structurally Deficient Bridges

Community	Description	Owner	Year Built	Project Status
Abington	Central Street over the Shumatuscacant River	Municipal	1956	Design
Abington	Washington Street over the Shumatuscacant River	Municipal	1850 Reconstructed 1900	---
Bridgewater	Vernon Street over the Taunton River	Municipal	1956	---
Brockton	Oak Street over Salisbury Brook	Municipal	1939	---
Brockton	Court Street over Trout Brook	Municipal	1850 Reconstructed 1900	---
Duxbury	Bay Road over Water Island Creek	Municipal	1928	---
Duxbury	Route 3 NB over Franklin Street	MassDOT	1962	Design
Duxbury	Route 3 SB over Franklin Street	MassDOT	1962	Design
Duxbury	Powder Point over Duxbury Bay	Municipal	1987	Design
East Bridgewater	Pond Street over Satucket River	Municipal	1850	---
Easton	Main Street over Queset Brook	Municipal	1850 Reconstructed 1900	---
Halifax	Pine Street over Cranberry bog overflow	Municipal	1850 Reconstructed 1900	---
Halifax	Hayward Street over Palmer Mill Brook	Municipal	1850	---
Plymouth	River Street over Plimoth Plantation Highway	MassDOT	1951	---
Plympton	Main Street over Winnetuxet River	Municipal	1954	---
West Bridgewater	Forest Street over Water Town River	Municipal	1968	Design
West Bridgewater	West Street over Route 24	MassDOT	1953	---

West Bridgewater	Walnut Street over Route 24	MassDOT	1953	---
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CONGESTION AND BOTTLENECKS

Congestion on a highway or road is defined as a level of performance deemed unacceptable due to traffic interference. Roadway or intersection congestion is often described in terms of capacity, that is the ability of a facility to process traffic during times of peak demand. Congestion occurs when the facility's capacity is insufficient to meet the traffic demand. More than ever, as development occurs along the Old Colony Region's major highway corridors, the capacity of these corridors becomes constrained as vehicles exiting and entering the traffic flow create conflicts with through traffic via curb cuts and driveways or signals installed at major commercial plazas. These built-up areas, many along major and minor arterials, experience reoccurring congestion during peak hour commute times.

Bottlenecks are a condition whereby the free movement of traffic is restricted creating a point of congestion during specific time periods, usually the peak commuter periods. Bottlenecks have different causes including operational influences (traffic control, traffic signals, and the physical design and alignment of intersections), the narrowing of a highway corridor and lane drops, weaving conditions, sun glare, steep grades, or crashes and incidents on a roadway.

Congestion Management Process objectives were developed over time in a collaborative effort with stakeholders including the Federal Highway Administration (FHWA), the Massachusetts Department of Transportation (MassDOT), the Brockton reat Transit (BAT) Authority, and local communities, as well as the public at large. These objectives were developed to reduce congestion, improve mobility, and improve access to critical essential services. The objectives include:

- Promote Mode Shift by increasing use of transit, carpool/vanpool, and non-motorized transportation modes such as bicycling and walking.
- Reduce traffic congestion and improve the level of service and access management.
- Maintain and improve transit system efficiency and capacity.
- Increase automobile and bicycle parking capacity and usage at transit stations and commuter lots.
- Eliminate bottlenecks on limited access highways and on the freight network.
- Improve and expand human service coordination, mobility, and accessibility for all modes.
- Reduce the number and size of gaps in the ADA-accessible sidewalk network.
- Increase use of traffic signal priority (hold current green light) for transit vehicles and traffic signal pre-emption for emergency vehicles (override programmed phasing to provide approaching emergency vehicles a green light).
- Monitor utilization and congestion levels at commuter rail and Park & Ride parking facilities.

- Improve accessibility for all modes for all users.

The Old Colony CMP region contains over 2,000 centerline miles of road that provide motorists with the ability to travel throughout the region. Specifically, the Old Colony CMP region has 2,062.35 miles of urban roadways compared to 29.96 miles of rural roadways. Table 4 displays the characteristics of the centerline miles within the Old Colony CMP region.

The volume to capacity ratio (V/C), which is based on the relationship between a facility's theoretical capacities to the actual volumes utilizing the system, is an important performance measure utilized in the congestion management process. The capacity of a road or facility can be thought of as its ability to process traffic, measured in both the physical space available and in time, or the speed in which vehicles can travel (how quickly, measured in time, the vehicle traverses the facility). Therefore, the higher the volume to capacity (V/C) ratio, the more congestion exists. A V/C ratio of 0.80 or above (V/C threshold of 0.80 is an industry standard) is used by Old Colony as a threshold for screening congested facilities. Table 5 lists the state numbered routes in the Old Colony Region with a V/C ratio of 0.80 or higher. Figure 10 shows the V/C on the region's highway network.

Table 4 Old Colony CMP Region Centerline Miles by Functional Classification

Designation	Interstate	Arterial	Collector	Local	Total
Urban	1.20	404.56	261.01	1,395.58	2,062.35
Rural	0.00	1.49	11.63	16.84	29.96
Total	1.20	406.05	272.64	1,412.42	2,092.32

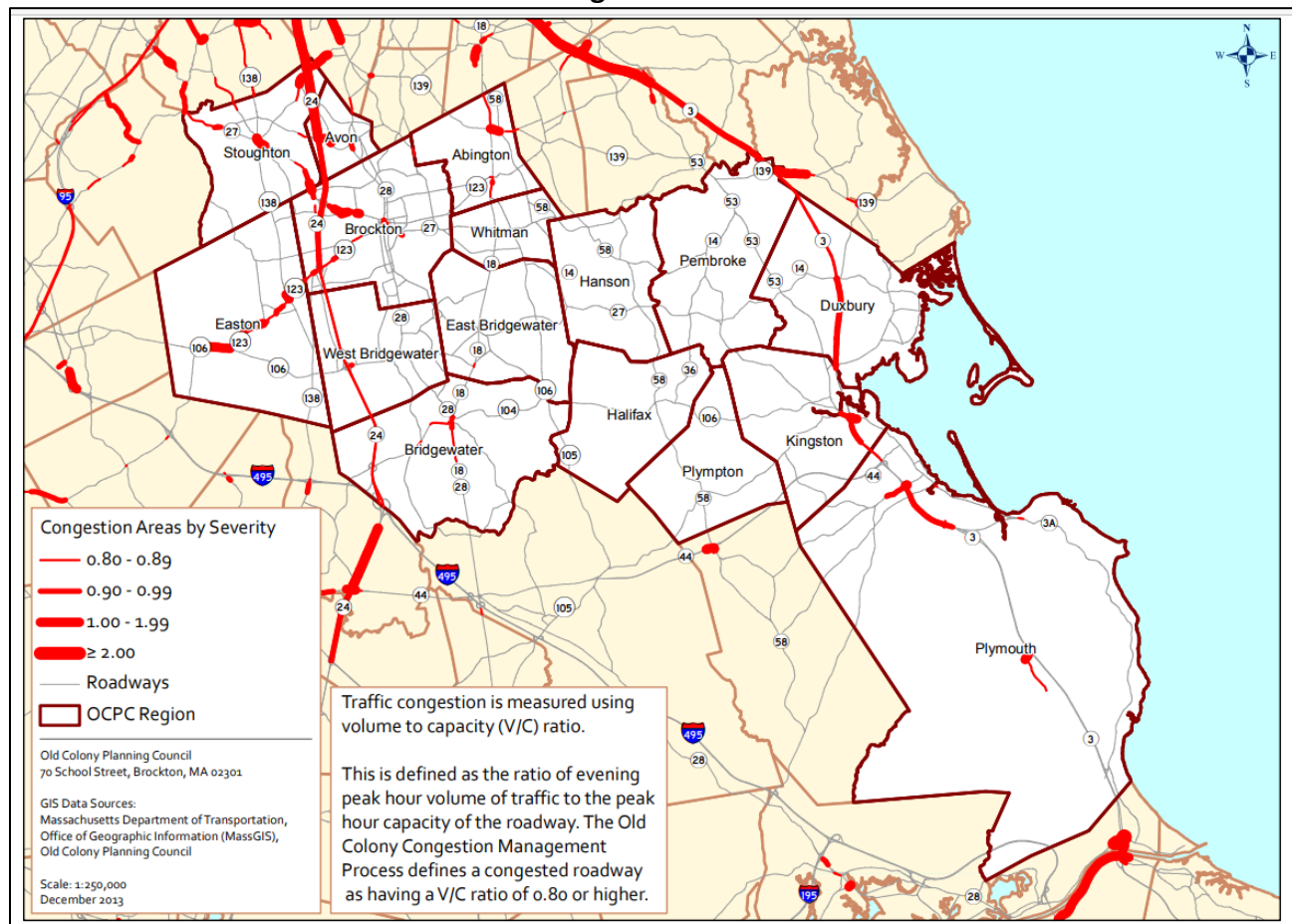
Source: MassDOT 2018 Road Inventory Year-End Report

Table 5 State Numbered Locations with a V/C Ratio of 0.80 or Higher

Route	Community	Street	Location	ADT	V/C Ratio
18	Abington	Bedford Street (Route 18)	S of Randolph Street (Route 139)	28,390	0.80
24	Avon	AmVets Memorial Highway (Route 24)	S of Harrison Boulevard	125,982	1.18
24	Bridgewater	AmVets Memorial Highway (Route 24)	N of Interstate 495	98,865	0.93
24	Brockton	AmVets Memorial Highway (Route 24)	At West Bridgewater Town Line	105,251	0.99
24	Brockton	AmVets Memorial Highway (Route 24)	N of Belmont Street (Route 123)	114,015	1.07
24	Stoughton	AmVets Memorial Highway (Route 24)	S of Lindelof Avenue (Route 139)	118,224	1.11
24	West Bridgewater	AmVets Memorial Highway (Route 24)	At Bridgewater Town Line	104,099	0.98
28	Brockton	Main Street (Route 28)	N of Brookside Avenue	30,282	0.85
53/139	Pembroke	Columbia Road (Route 53/139)	At Hanover Town Line	30,000	0.84
106	West Bridgewater	West Center Street (Route 106)	Between Route 24 Ramps	15,006	0.84
106	West Bridgewater	West Center Street (Route 106)	E of AmVets Memorial Highway (Route 24)	28,776	0.81
106	West Bridgewater	West Center Street (Route 106)	E of West Street	29,325	0.82
106	West Bridgewater	West Center Street (Route 106)	W of Howard Street	31,766	0.89

106	West Bridgewater	West Center Street (Route 106)	W of Lincoln Street	30,436	0.86
106	West Bridgewater	West Center Street (Route 106)	W of North Elm Street	30,702	0.86
123	Brockton	Belmont Street (Route 123)	W of School Service Drive	29,096	0.82
138	Stoughton	Washington Street (Route 138)	S of Wyman Street	36,269	1.02
139	Pembroke	Church Street (Route 139)	E of Water Street	28,288	0.80

Figure 10



Route 24 Merge with I-93 in Randolph, Canton, and Stoughton

The Route 24 merge with I-93 in Randolph is a significant bottleneck location, which impacts the Old Colony Region, even though the bottleneck is located outside the region in Randolph. Route 24 northbound is limited access with three travel lanes. It transitions into two lanes for I-93 southbound (to Route 128) and two for northbound onto I-93 to Boston. The access ramp from Route 24 to I-93 southbound merges with the I-93 high speed lane. This merge lane does not have adequate length as traffic entering onto I-93 conflicts with I-93 traffic. In addition, the two-lane ramp from Route 24 to I-93 southbound merges back to one lane before traffic enters heavy Route 24 northbound traffic. Northbound Route 24 traffic backs up daily, especially during the morning peak hour, as traffic attempts to access I-93. The queues on Route 24 northbound are routinely five to seven miles long and backup up through Avon and Stoughton and into Brockton.

A 2017 study on freeway bottlenecks completed by Central Transportation Planning Staff identified a number of problems at this location:

- A high volume of traffic on Route 24 northbound to I-93 during the AM peak period.
- A short diverge length where the two Route 24 ramps split at the I-93 interchange.
- A forced merge to a single lane on the I-93 southbound ramp.
- A short merge length at the I-93 northbound ramp.

The 2017 study concluded that “the existing bottleneck creates intense interruption of traffic flow during the AM peak travel period. During these hours, queues of up to five miles long form as drivers wait to merge onto I-93 southbound. These waiting drivers back up onto the Route 24 northbound mainline and prevent vehicles from accessing the otherwise uncongested ramp to I-93 northbound...The bottleneck also likely contributes to crashes in this area.” The study recommendations included widening Route 24 northbound to five lanes as it approaches I-93, widening I-93 to four lanes through the merge with the Route 24 ramps, in order to allow longer acceleration and deceleration lengths as vehicles merge on and off the ramps between the two highways.

CONCLUSIONS AND RECOMMENDATIONS

The highway system is an integral component of the economic well-being of the Old Colony Region. The expansion, dynamics, and maintenance of the network is not only tied to economic viability but also to the quality of life for the region’s residents. The network allows for convenience of movement but also can bring negative impacts to communities and neighborhoods in the way of noise, air pollution, and danger for pedestrians.

The Old Colony MPO identified a number of key issues affecting the regional highway system:

Key areas in the region demonstrate congestion, excessive delays, circulation problems, and bottlenecks.

Recurring congestion and bottlenecks in the region, which include limited access highway interchanges, town centers, and densely developed highway corridors in the region, have been identified in key areas in the network. The identification of bottlenecks and congested areas has been an ongoing effort, along with planning and analyses to address these areas of concern with OCPC’s 2011 Major Bottleneck Identification and Action Plan, OCPC’s 2012 and 2013 Major Bottleneck In-Depth Analysis and Action Plan, and 2022 High Priority Corridor Study and Screening Assessment.

Previous studies identified areas in the Region’s Highway Network that not only suffer from daily congestion but also experience serious circulation issues due to a number of problems, which include the lack of proper access management techniques, the lack of effective transportation demand management applications, the lack of proper traffic control or updated and coordinated traffic signals, and a lack of multi-modal accommodations such as transit. These studies included

improvements identified to improve and enhance capacity, thereby reducing congestion and improving level-of-service include upgrading traffic signal equipment, upgrading signal timing and signal coordination, and utilizing of traffic signal priority (hold current green light) for transit vehicles and traffic signal pre-emption for emergency vehicles (override programmed phasing to provide approaching emergency vehicles a green light). Reoccurring bottlenecks and physical constraints also continue to negatively impact freight movement on the regional highway network, adding to the need to address these areas of concern..

Mode shift is necessary to contribute to the reduction of auto dependency.

Automobile use, along with a widespread and well-connected highway and road network, provides convenience and flexibility to the traveling public. Auto use as a sole means of available transportation; however, can result in significant traffic congestion, increased air pollution, and higher crash exposures for the traveling public. It also can lead to higher rates of obesity for auto users compared to those who walk, bicycle, or take transit on a regular basis. Shifting travel demand from vehicles to alternative modes helps reduce congestion, thereby preserving the capacity of the highway network. It also contributes to protecting the natural environment and improving public health.

Auto use is still prevalent in the Old Colony Region as residents continue to rely on the automobile for their primary mode for getting from place to place. The region provides Commuter Rail, transit service, and state-owned park and ride facilities; however, utilization of alternatives still lags behind auto use compared to other parts of the Commonwealth. OCPC will continue to monitor utilization and congestion levels at commuter rail and Park & Ride parking facilities, as well as record utilization data twice annually and report data to MassDOT. OCPC will continue to promote mode shift through policies and plans that include Complete Streets techniques, Safe Route to School Programs, and by encouraging land use and transportation connections through transit-oriented development (TOD). In addition, OCPC will promote increased use of transit, carpool/vanpool, and non-motorized transportation modes such as bicycling and walking, and improve and expand human service coordination, mobility, and accessibility for all modes.

The ability of the Route 24 and Route 3 corridors to handle traffic demand is limited due to sub-standard design.

Reoccurring bottlenecks and congested commuter peak hour traffic are regular occurrences on Route 3 (Pilgrim Highway) and Route 24 (Amvets Memorial Highway) due to sub-standard design. Although these highways are limited access, they are not up to interstate design. On Route 3 during the morning and afternoon peak periods, motorists are allowed to use the breakdown lane in order to provide additional capacity; however, the majority of the interchange ramps, deceleration ramps, and acceleration ramps are not adequate. The elimination of recurring bottlenecks can be achieved through the elimination of lane drops and improvements in the design.

There are eighteen bridges in the Old Colony region that have been identified as structurally deficient.

According to the MassDOT bridge database, there are eighteen bridges in the Old Colony region identified as structurally deficient, and only five of these are under design. Bridges play a vital role in the highway network providing links over natural obstacles such as rivers and streams and enhancing the efficiency of the network.

The Old Colony regional highway network contains areas vulnerable to the effects of climate change.

Infrastructure in the Old Colony Region is susceptible to major damage during severe weather events especially due to intense precipitation and increased flooding near the coastline and those located within the one hundred and five hundred Year Flood Zones. The Old Colony Region contains some of the oldest roads and bridges in the country. Although the impact of sea level rise is limited to coastal areas, the effect of intense precipitation on land transportation infrastructure and operations is more widespread and impacts the OCPC communities inland via brooks and streams, pond, and wetlands.

Transportation improvement projects costs continue to rise.

Reducing delays in the project development and delivery process through streamlining the development process helps keep costs down and promotes jobs and the economy. It contributes toward accelerating project completion thereby expediting the movement of people and goods. The Region should continue to utilize transportation evaluation criteria in screening potential TIP projects. Initial evaluation should be undertaken on all projects to determine if the project is realistic, viable, and implementable. The enhanced screening and evaluation of projects will help to determine the Year 1 readiness for the TIP. At least 80% of Year 1 TIP Projects should be advertised. The Region will continue to maintain annual participation at TIP Day with MassDOT. At the twenty-five percent design stage, the Region will work with stakeholders on all potential projects to determine ROW, environmental permitting, and other potential challenges to project development and implementation.

Old Colony Planning Council staff through activities programmed in the Old Colony MPO's UPWP will continue to develop recommendations based on the planning process, community's needs, and continued regional cooperation that includes member communities, transportation agencies, and state agencies. These include:

Consider programming studies in the Old Colony UPWP concerning the movement of goods/materials within and through the region including the movement of hazardous materials, the identification and designation of regional and local truck routes, the identification of additional inter-modal facilities, and the overall enhancement of the efficient movement of freight.

Consider programming studies in the Old Colony UPWP to improve east-west connections in the region.

Through the Old Colony Pavement Management System, continue to monitor and evaluate pavement distresses along the federal aid eligible roadways and development maintenance and budgetary strategies, which increased efficiency in terms of the utilization of federal and state money.

Continue the focus on maintenance of local bridges and support increased emphasis on the rehabilitation needs of locally maintained bridges, especially those falling in the Structurally Deficient and Functionally Obsolete categories.

Continue to support the Traffic Monitoring System for Highways. Support actively maintaining and participating in coordinated Traffic Monitoring System for Highways.

Continue semi-annual monitoring of parking utilization at Commute Rail stations within the region and continue to work with communities and the MBTA on issues related to both capacity and access to and from the stations.

Consider programming studies in the Old Colony UPWP aimed at enhancing traffic circulation in downtown areas and community centers and advocate strategies for enhancing pedestrian and bicycle access, mobility, and safety...

Implement access management and design guidelines at the local level through a number of avenues (Master Plans, Zoning Ordinances, and Subdivision regulations and site plan reviews) to conserve capacity in highway corridors, improve traffic flow and safety, decrease auto dependency, include mixed use development (thereby decreasing sprawl), and improve the quality of development in highway corridors.

Continue to study safety and traffic flow at intersections, particularly at intersections identified as High Crash Locations. Incorporate a multi-mode approach aimed at improving efficient mobility and safety for motorists, pedestrians, bicyclists, and transit.

Large employers should be encouraged to form Transportation Management Associations (TMAs), which marshal business resources to manage employee transportation needs on an area-wide basis. MassRides for example, is available to provide TMA assistance that match employees who wish to carpool, vanpool, etc. Demand for costly long-term parking can be managed by encouraging shared-ride commuting through preferential parking incentives or special discounts for employees.

Consider programming studies in the Old Colony UPWP that study and offer mitigation strategies for congested corridors and bottlenecks in the region...

Pavement Management Systems should address municipal program requirements. Pavement management should include provisions for policies that address the growing maintenance queues experienced by municipal highway officials who must maintain increasingly deteriorating local roadways with fewer fiscal resources.

Promulgate policy to address needs for improving physical constraints for freight movement including raising bridge clearances to accommodate double stacking of containers in railroad freight hauling operations to promote intermodal opportunities. Freight needs include improving truck turning radii and height and weight restrictions for truck freight movement.

Roundabouts, as well as traffic calming techniques, should be included in the analysis of improvement alternatives in studies that focus on the development of solutions to safety and traffic congestion.

Consider the Establishment of a Transportation Management Association

The establishment of a Transportation management Association presents an option for reducing congestion on the region's road network and encouraging mode shift and more choices in transportation. In general terms, the Transportation Management Association (TMA) is a membership organization, which includes governmental agencies, non-governmental agencies, and employers and private companies. They are established to provide a coordinated effort to address transportation problems within a specific geographic area. The funding mechanism, geographic area, membership, mission, and services are tailored to meet the specific needs of the geographic area and are set in a legal agreement between the members. The associations are private and non-profit and establish policies, programs, and services that address traffic congestion, air quality, and travel demand issues. TMAs are funded through private sector financing in addition to public funding. TMAs have many of the same characteristics, but also differ due to varying goals, management practices, services, and markets. TMAs sometimes act as brokers, coordinating delivery of services to customers through employers, developers, or local governments. Some TMAs provide direct services to consumers and members. TMAs act as consultants, providing advice and technical support, or fulfill the role of observer and monitor conditions. In addition, they act as a clearinghouse for information and provide information on a number of issues including local requirements and regulations, and the availability of services. They also serve as a forum for consensus building among stakeholders advocating for plans, programs, and policies.

Examples of the common types of services that TMAs provide include:

- Vanpool subsidy program
- Discounted transit passes
- Rideshare and transit promotion
- Promotional events
- Promotional materials development and distribution
- Regional and local advocacy
- Guaranteed ride home program
- Rideshare matching
- Employee transportation coordinator training

- Trip reduction planning
- Vanpool services
- Site design
- Shuttle services
- Parking pricing and management

Most TMAs emphasize the use of Transportation Demand Management (TDM) strategies. The purpose of TDM is to manage the demand for motor vehicle travel, which conserves highway and road capacity rather than advocating the increasing of capacity, highway widening and building, TDM efforts reduce vehicle trips by:

- Accommodating the same number of people in fewer motor vehicles (e.g., transit, carpooling/vanpooling, and cycling/walking).
- Eliminating trips entirely (remote working at home).
- Shifting the timing of trips from the most congested periods to less busy times (flextime).

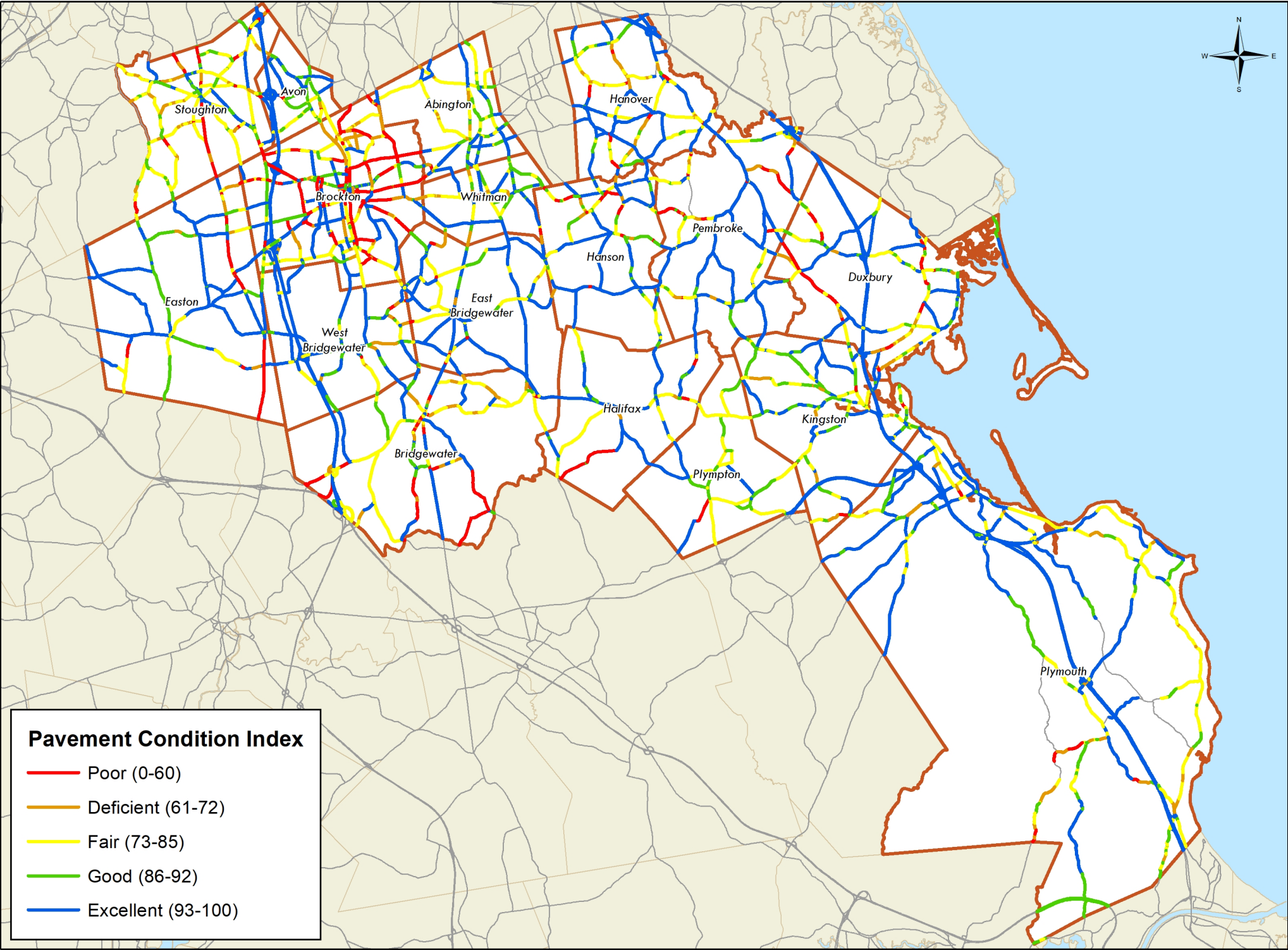
There are three stages of organizational development for the establishment of a TMA. These include Exploration, Formation, and Operation.

Exploration is the stage at which the timing and need for a TMA is studied. It helps answer the question regarding whether or not a TMA is the ideal organizational approach for accomplishing the mission. It also helps to understand under what conditions the TMA is feasible and sustainable. A core of supporters need to decide to form a TMA and begin to define problems and solutions. The group should formation tasks, such as drafting bylaws and developing a work plan, and answer the main question, which is whether or not a TMA makes sense. In this stage, operating funds have usually not been secured.

The Formation stage begins after the initial exploration indicates the need for a TMA. What the TMA looks like and what it does is determined under this stage. The core group expands support, plans services and sets up the organizational structure in this stage.

The operation stage includes two main areas of activities: administration and service delivery. Administration refers to the ongoing efforts needed to maintain membership and funding, running the office, and serving the board of directors. Service delivery refers to providing services to members and other selected markets. Monitoring and evaluating the programs and policies are important aspects of the TMA. This feedback provides information needed to refine and promote services. Challenges for TMAs include promoting member interest, promoting TMA services, documenting the TMA's effectiveness, maintaining stable, ongoing funding, and maintaining and developing services.

Pavement Conditions



APPENDIX F - OPERATIONS AND MAINTENANCE EXPENDITURES (HIGHWAY AND PUBLIC TRANSIT)

Operating and Maintenance Expenditures as of April 2025

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

Operating and Maintenance Expenditures as of April 2025

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

APPENDIX G - FEDERAL REGIONAL FUNDING TARGETS AND STATEWIDE SUMMARIES



STIP Investments Report
2026 Old Colony Region

STIP: 2026 - 2030 (D)										
Year	MassDOT Project ID	MPO	Municipality	MassDOT Project Description	District	Funding Source	Adjusted TFPC	Total Programmed Funds	Federal Funds	Non-Federal Funds
Federal Fiscal Year 2026								\$10,461,587	\$8,369,270	\$2,092,317
Section 1A / Regionally Prioritized Projects								\$10,461,587	\$8,369,270	\$2,092,317
Intersection Improvements								\$10,461,587	\$8,369,270	\$2,092,317
2026	609052	Old Colony	Brockton	BROCKTON- INTERSECTION IMPROVEMENTS AT CENTRE STREET (ROUTE 123) AND PLYMOUTH STREET	5	STBG	\$3,728,293	\$3,728,293	\$2,982,634	\$745,659
2026	609440	Old Colony	Abington	ABINGTON- INTERSECTION IMPROVEMENTS AT HANCOCK STREET AND CHESTNUT STREET	5	STBG	\$6,733,294	\$6,733,294	\$5,386,635	\$1,346,659



STIP Investments Report
2027 Old Colony Region

STIP: 2026 - 2030 (D)										
Year	MassDOT Project ID	MPO	Municipality	MassDOT Project Description	District	Funding Source	Adjusted TFPC	Total Programmed Funds	Federal Funds	Non-Federal Funds
Federal Fiscal Year 2027								\$29,321,852	\$26,615,702	\$2,706,150
Section 1A / Regionally Prioritized Projects								\$11,677,742	\$9,736,003	\$1,941,739
Intersection Improvements								\$7,739,652	\$6,191,722	\$1,547,930
2027	607818	Old Colony	Brockton	BROCKTON- INTERSECTION IMPROVEMENTS AT LYMAN STREET/GROVE STREET/SUMMER STREET & REPLACEMENT OF GROVE STREET BRIDGE, B-25-005, OVER SALISBURY PLAIN RIVER	5	STBG	\$7,739,652	\$7,739,652	\$6,191,722	\$1,547,930
Roadway Reconstruction								\$3,938,090	\$3,544,281	\$393,809
2027	612525	Old Colony	Abington	ABINGTON- INTERSECTION IMPROVEMENTS, RANDOLPH STREET AND RICHARD A FITTS DRIVE (ROUTE 139) AT CHESTNUT STREET AND OLD RANDOLPH STREET	5	HSIP	\$3,938,090	\$3,938,090	\$3,544,281	\$393,809
Section 1B / Earmark or Discretionary Grant Funded Projects								\$10,000,000	\$10,000,000	\$0
Bridge Off-system Local NB								\$10,000,000	\$10,000,000	\$0
2027	612006	Old Colony	Duxbury	DUXBURY- BRIDGE REPLACEMENT, D-14-003 (438), POWDER POINT AVENUE OVER DUXBURY BAY	5	BROFF	\$179,300,758	\$10,000,000	\$10,000,000	\$0
Section 2B / Federal Aid Funded State Prioritized Modernization Projects								\$7,644,110	\$6,879,699	\$764,411
Intersection Improvements								\$7,644,110	\$6,879,699	\$764,411
2027	611979	Old Colony	Avon	AVON- INTERSECTION IMPROVEMENTS AT ROUTE 28, SPRING STREET AND HARRISON BOULEVARD	5	HSIP	\$7,644,110	\$7,644,110	\$6,879,699	\$764,411



STIP Investments Report
2028 Old Colony Region

STIP: 2026 - 2030 (D)										
Year	MassDOT Project ID	MPO	Municipality	MassDOT Project Description	District	Funding Source	Adjusted TFPC	Total Programmed Funds	Federal Funds	Non-Federal Funds
Federal Fiscal Year 2028								\$58,043,404	\$53,554,992	\$4,488,412
Section 1A / Regionally Prioritized Projects								\$16,840,714	\$13,472,571	\$3,368,143
Intersection Improvements								\$16,840,714	\$13,472,571	\$3,368,143
2028	606002	Old Colony	Multiple	KINGSTON- DUXBURY- INTERSECTION IMPROVEMENTS AT ROUTE 3 RAMPS (NB/SB) AND ROUTE 3A (TREMONT STREET)	5	STBG	\$9,534,977	\$8,778,109	\$7,022,487	\$1,755,622
2028	612262	Old Colony	Brockton	BROCKTON- INTERSECTION IMPROVEMENTS AT ROUTE 123 (BELMONT STREET), PEARL STREET AND STONEHILL STREET	5	STBG	\$8,062,605	\$8,062,605	\$6,450,084	\$1,612,521
Section 1B / Earmark or Discretionary Grant Funded Projects								\$30,000,000	\$30,000,000	\$0
Bridge Off-system Local NB								\$30,000,000	\$30,000,000	\$0
2028	612006	Old Colony	Duxbury	DUXBURY- BRIDGE REPLACEMENT, D-14-003 (438), POWDER POINT AVENUE OVER DUXBURY BAY	5	BROFF	\$179,300,758	\$30,000,000	\$30,000,000	\$0
Section 2B / Federal Aid Funded State Prioritized Modernization Projects								\$11,202,690	\$10,082,421	\$1,120,269
Intersection Improvements								\$11,202,690	\$10,082,421	\$1,120,269
2028	611981	Old Colony	Stoughton	STOUGHTON- INTERSECTION IMPROVEMENTS AT CANTON STREET (ROUTE 27), SCHOOL STREET, SUMMER STREET AND CUSHING STREET	5	HSIP	\$5,384,703	\$5,384,703	\$4,846,233	\$538,470
2028	612770	Old Colony	Abington	ABINGTON- INTERSECTION IMPROVEMENTS AT ROUTE 18 (BEDFORD STREET) AND ROUTE 123 (BROCKTON AVENUE)	5	HSIP	\$5,817,987	\$5,817,987	\$5,236,188	\$581,799



STIP Investments Report
2029 Old Colony Region

STIP: 2026 - 2030 (D)										
Year	MassDOT Project ID	MPO	Municipality	MassDOT Project Description	District	Funding Source	Adjusted TFPC	Total Programmed Funds	Federal Funds	Non-Federal Funds
Federal Fiscal Year 2029								\$106,863,950	\$97,707,816	\$9,156,134
Section 1A / Regionally Prioritized Projects								\$16,715,229	\$13,372,183	\$3,343,046
Intersection Improvements								\$8,332,686	\$6,666,149	\$1,666,537
2029	606002	Old Colony	Multiple	KINGSTON- DUXBURY- INTERSECTION IMPROVEMENTS AT ROUTE 3 RAMPS (NB/SB) AND ROUTE 3A (TREMONT STREET)	5	STBG	\$9,534,977	\$756,868	\$605,494	\$151,374
2029	611976	Old Colony	East Bridgewater	EAST BRIDGEWATER- INTERSECTION IMPROVEMENTS AT HIGHLAND STREET AND NORTH BEDFORD STREET (ROUTE 18)	5	STBG	\$3,920,000	\$3,920,000	\$3,136,000	\$784,000
2029	613277	Old Colony	Stoughton	STOUGHTON- INTERSECTION IMPROVEMENTS AT ROUTE 27 (PARK STREET) AND TURNPIKE STREET	5	STBG	\$3,655,818	\$3,655,818	\$2,924,654	\$731,164
Roadway Reconstruction								\$8,382,543	\$6,706,034	\$1,676,509
2029	612769	Old Colony	Hanover	HANOVER- CORRIDOR IMPROVEMENTS ON ROUTE 139 (HANOVER STREET) AT MAIN STREET, CENTER STREET AND SILVER STREET	5	STBG	\$14,027,252	\$8,382,543	\$6,706,034	\$1,676,509
Section 1B / Earmark or Discretionary Grant Funded Projects								\$61,083,282	\$61,083,282	\$0
Bridge Off-system Local NB								\$61,083,282	\$61,083,282	\$0
2029	612006	Old Colony	Duxbury	DUXBURY- BRIDGE REPLACEMENT, D-14-003 (438), POWDER POINT AVENUE OVER DUXBURY BAY	5	BROFF	\$179,300,758	\$37,996,520	\$37,996,520	\$0
2029	613292	Old Colony	Bridgewater	BRIDGEWATER- BRIDGE REHABILITATION, B-23-001 (44H), VERNON STREET OVER TAUNTON RIVER	5	BROFF	\$23,086,762	\$23,086,762	\$23,086,762	\$0
Section 2A / Federal Aid Funded State Prioritized Reliability Projects								\$14,003,480	\$11,202,784	\$2,800,696
Bridge Off-system								\$14,003,480	\$11,202,784	\$2,800,696
2029	612006	Old Colony	Duxbury	DUXBURY- BRIDGE REPLACEMENT, D-14-003 (438), POWDER POINT AVENUE OVER DUXBURY BAY	5	STBG-BR-Off	\$193,093,124	\$14,003,480	\$11,202,784	\$2,800,696
Section 2B / Federal Aid Funded State Prioritized Modernization Projects								\$15,061,959	\$12,049,567	\$3,012,392
Roadway Reconstruction								\$15,061,959	\$12,049,567	\$3,012,392
2029	609520	Old Colony	Multiple	BROCKTON- ABINGTON- PEDESTRIAN AND BICYCLE IMPROVEMENTS ON ROUTE 123	5	NHPP	\$33,061,959	\$15,061,959	\$12,049,567	\$3,012,392



STIP Investments Report
2030 Old Colony Region

STIP: 2026 - 2030 (D)										
Year	MassDOT Project ID	MPO	Municipality	MassDOT Project Description	District	Funding Source	Adjusted TFPC	Total Programmed Funds	Federal Funds	Non-Federal Funds
Federal Fiscal Year 2030								\$95,426,355	\$85,180,182	\$10,246,173
Section 1A / Regionally Prioritized Projects								\$16,982,541	\$14,274,910	\$2,707,631
Intersection Improvements								\$6,888,776	\$6,199,898	\$688,878
2030	613599	Old Colony	Hanover	HANOVER- INTERSECTION IMPROVEMENTS AT COLUMBIA ROAD (ROUTE 53/139) AND BROADWAY	5	HSIP	\$6,888,776	\$6,888,776	\$6,199,898	\$688,878
Roadway Reconstruction								\$10,093,765	\$8,075,012	\$2,018,753
2030	613643	Old Colony	Whitman	WHITMAN- CORRIDOR IMPROVEMENTS ON SOUTH AVENUE (ROUTE 27)	5	STBG	\$17,209,274	\$10,093,765	\$8,075,012	\$2,018,753
Section 1B / Earmark or Discretionary Grant Funded Projects								\$36,529,195	\$36,529,195	\$0
Bridge Off-system Local NB								\$36,529,195	\$36,529,195	\$0
2030	612006	Old Colony	Duxbury	DUXBURY- BRIDGE REPLACEMENT, D-14-003 (438), POWDER POINT AVENUE OVER DUXBURY BAY	5	BROFF	\$179,300,758	\$36,529,195	\$36,529,195	\$0
Section 2A / Federal Aid Funded State Prioritized Reliability Projects								\$15,470,805	\$12,376,644	\$3,094,161
Bridge Off-system								\$15,470,805	\$12,376,644	\$3,094,161
2030	612006	Old Colony	Duxbury	DUXBURY- BRIDGE REPLACEMENT, D-14-003 (438), POWDER POINT AVENUE OVER DUXBURY BAY	5	STBG-BR-Off	\$193,093,124	\$15,470,805	\$12,376,644	\$3,094,161
Section 2B / Federal Aid Funded State Prioritized Modernization Projects								\$26,443,814	\$21,999,433	\$4,444,381
Roadway Reconstruction								\$18,000,000	\$14,400,000	\$3,600,000
2030	609520	Old Colony	Multiple	BROCKTON- ABINGTON- PEDESTRIAN AND BICYCLE IMPROVEMENTS ON ROUTE 123	5	NHPP	\$33,061,959	\$18,000,000	\$14,400,000	\$3,600,000
Intersection Improvements								\$8,443,814	\$7,599,433	\$844,381
2030	613269	Old Colony	Duxbury	DUXBURY- INTERSECTION IMPROVEMENTS AT ROUTE 53 AND FRANKLIN STREET	5	HSIP	\$8,443,814	\$8,443,814	\$7,599,433	\$844,381



STIP Investments Report
Program Activity: Transit, 2026 Brockton Area Transit

STIP: 2026 - 2030 (D)										
Year	MassDOT Project ID	Municipality	Program	MassDOT Project Description	Funding Source	Total Project Cost	Total Programmed Funds	Federal Funds	State Funds	Other Funds
Federal Fiscal Year 2026							\$15,455,410	\$10,204,328	\$5,251,082	
Brockton Area Transit							\$15,455,410	\$10,204,328	\$5,251,082	
2026	BAT011965		RTA Facility & Vehicle Maintenance	BAT VEH OVERHAUL (8)	5307	\$2,900,000	\$1,450,000	\$1,450,000		
2026	BAT011965		RTA Facility & Vehicle Maintenance	BAT VEH OVERHAUL (8)	RTACAP	\$2,900,000	\$1,450,000		\$1,450,000	
2026	BAT011967		RTA Facility & Vehicle Maintenance	AQUIRE SHOP EQUIPMENT	5307	\$75,000	\$60,000	\$60,000		
2026	BAT011967		RTA Facility & Vehicle Maintenance	AQUIRE SHOP EQUIPMENT	RTACAP	\$75,000	\$15,000		\$15,000	
2026	RTD0011350		RTA Facility & Vehicle Maintenance	BAT - ACQUIRE MISC SUPPORT EQUIPMENT	5307	\$175,000	\$160,000	\$160,000		
2026	RTD0011350		RTA Facility & Vehicle Maintenance	BAT - ACQUIRE MISC SUPPORT EQUIPMENT	RTACAP	\$175,000	\$40,000		\$40,000	
2026	RTD0011351		RTA Vehicle Replacement	BAT - ACQUIRE SUPPORT VEHICLE (1)	5307	\$60,000	\$48,000	\$48,000		
2026	RTD0011351		RTA Vehicle Replacement	BAT - ACQUIRE SUPPORT VEHICLE (1)	RTACAP	\$60,000	\$12,000		\$12,000	
2026	RTD0011352		RTA Facility & Vehicle Maintenance	BAT - BUY ASSOC CAP MAINT ITEMS	5307	\$50,000	\$40,000	\$40,000		
2026	RTD0011352		RTA Facility & Vehicle Maintenance	BAT - BUY ASSOC CAP MAINT ITEMS	RTACAP	\$50,000	\$10,000		\$10,000	
2026	RTD0011353		RTA Facility & Vehicle Maintenance	BAT - REHAB RENOVATE MAINTENANCE FACILITY	5307	\$4,300,000	\$2,150,000	\$2,150,000		
2026	RTD0011353		RTA Facility & Vehicle Maintenance	BAT - REHAB RENOVATE MAINTENANCE FACILITY	RTACAP	\$4,300,000	\$2,150,000		\$2,150,000	
2026	RTD0011354		RTA Facility & Vehicle Maintenance	BAT - TERMINAL, INTERMODAL	5307	\$550,000	\$600,000	\$600,000		
2026	RTD0011354		RTA Facility & Vehicle Maintenance	BAT - TERMINAL, INTERMODAL	RTACAP	\$550,000	\$150,000		\$150,000	
2026	RTD0011366		RTA Fleet Upgrades	BAT - BUY REPLACEMENT 40-FT BUS ELECTRIC (5)	5339D	\$6,620,300	\$4,576,328	\$4,576,328		
2026	RTD0011366		RTA Fleet Upgrades	BAT - BUY REPLACEMENT 40-FT BUS ELECTRIC (5)	RTACAP	\$6,620,300	\$1,144,082		\$1,144,082	
2026	RTD0011367		RTA Fleet Upgrades	BAT - PURCHASE MISC ELEC/POWER EQUIP	5339D	\$1,400,000	\$1,120,000	\$1,120,000		



STIP Investments Report
Program Activity: Transit, 2026 Brockton Area Transit

STIP: 2026 - 2030 (D)										
Year	MassDOT Project ID	Municipality	Program	MassDOT Project Description	Funding Source	Total Project Cost	Total Programmed Funds	Federal Funds	State Funds	Other Funds
2026	RTD0011367		RTA Fleet Upgrades	BAT - PURCHASE MISC ELEC/POWER EQUIP	RTACAP	\$1,400,000	\$280,000		\$280,000	



STIP Investments Report
Program Activity: Transit, 2027 Brockton Area Transit

STIP: 2026 - 2030 (D)										
Year	MassDOT Project ID	Municipality	Program	MassDOT Project Description	Funding Source	Total Project Cost	Total Programmed Funds	Federal Funds	State Funds	Other Funds
Federal Fiscal Year 2027							\$11,873,120	\$8,428,496	\$3,444,624	
Brockton Area Transit							\$11,873,120	\$8,428,496	\$3,444,624	
2027	RTD0011355		RTA Facility & Vehicle Maintenance	BAT - BUY ASSOC CAP MAINT ITEMS	5307	\$50,000	\$40,000	\$40,000		
2027	RTD0011355		RTA Facility & Vehicle Maintenance	BAT - BUY ASSOC CAP MAINT ITEMS	RTACAP	\$50,000	\$10,000		\$10,000	
2027	RTD0011356		RTA Facility & Vehicle Maintenance	BAT - REHAB RENOVATE MAINTENANCE FACILITY	5307	\$50,000	\$40,000	\$40,000		
2027	RTD0011356		RTA Facility & Vehicle Maintenance	BAT - REHAB RENOVATE MAINTENANCE FACILITY	RTACAP	\$50,000	\$10,000		\$10,000	
2027	RTD0011357		RTA Facility & Vehicle Maintenance	BAT - TERMINAL, INTERMODAL	5307	\$300,000	\$240,000	\$240,000		
2027	RTD0011357		RTA Facility & Vehicle Maintenance	BAT - TERMINAL, INTERMODAL	RTACAP	\$300,000	\$60,000		\$60,000	
2027	RTD0011358		RTA Facility & Vehicle Maintenance	BAT - ACQUIRE MISC SUPPORT EQUIPMENT	5307	\$100,000	\$80,000	\$80,000		
2027	RTD0011358		RTA Facility & Vehicle Maintenance	BAT - ACQUIRE MISC SUPPORT EQUIPMENT	RTACAP	\$100,000	\$20,000		\$20,000	
2027	RTD0011359		RTA Facility & Vehicle Maintenance	BAT - REHAB RENOVATE - BUS PARK & RIDE LOT, PARKING FACILITY	5307	\$50,000	\$120,000	\$120,000		
2027	RTD0011359		RTA Facility & Vehicle Maintenance	BAT - REHAB RENOVATE - BUS PARK & RIDE LOT, PARKING FACILITY	RTACAP	\$50,000	\$30,000		\$30,000	
2027	RTD0011360		RTA Facility & Vehicle Maintenance	BAT - PURCHASE MISC COMMUNICATIONS EQUIP SYSTEMS	5307	\$75,000	\$60,000	\$60,000		
2027	RTD0011360		RTA Facility & Vehicle Maintenance	BAT - PURCHASE MISC COMMUNICATIONS EQUIP SYSTEMS	RTACAP	\$75,000	\$15,000		\$15,000	
2027	T00001		Operating	BAT- OPERATING ASSISTANCE	5307	\$5,000,000	\$2,500,000	\$2,500,000		
2027	T00001		Operating	BAT- OPERATING ASSISTANCE	SCA	\$5,000,000	\$2,500,000		\$2,500,000	
2027	T00119		RTA Facility & System Modernization	BAT - ACQUIRE STATIONARY FARE COLLECTION EQUIP	5307	\$4,300,000	\$2,150,000	\$2,150,000		
2027	T00120		RTA Facility & System Modernization	BAT - Acquire Misc. Elec/Power Equip	5339D	\$1,350,000	\$1,080,000	\$1,080,000		



STIP Investments Report

Program Activity: Transit, 2027 Brockton Area Transit

STIP: 2026 - 2030 (D)										
Year	MassDOT Project ID	Municipality	Program	MassDOT Project Description	Funding Source	Total Project Cost	Total Programmed Funds	Federal Funds	State Funds	Other Funds
2027	T00120		RTA Facility & System Modernization	BAT - Acquire Misc. Elec/Power Equip	RTACAP	\$1,350,000	\$270,000		\$270,000	
2027	T00121		RTA Vehicle Replacement	BAT - BUY REPLACEMENT 35-FT BUS ELECTRIC (2)	OF	\$2,648,120	\$2,118,496	\$2,118,496		
2027	T00121		RTA Vehicle Replacement	BAT - BUY REPLACEMENT 35-FT BUS ELECTRIC (2)	RTACAP	\$2,648,120	\$529,624		\$529,624	



STIP Investments Report
Program Activity: Transit, 2028 Brockton Area Transit

STIP: 2026 - 2030 (D)										
Year	MassDOT Project ID	Municipality	Program	MassDOT Project Description	Funding Source	Total Project Cost	Total Programmed Funds	Federal Funds	State Funds	Other Funds
Federal Fiscal Year 2028							\$9,550,000	\$4,940,000	\$4,610,000	
Brockton Area Transit							\$9,550,000	\$4,940,000	\$4,610,000	
2028	BAT011965		RTA Facility & Vehicle Maintenance	BAT VEH OVERHAUL (8)	5307	\$2,900,000	\$600,000	\$600,000		
2028	BAT011965		RTA Facility & Vehicle Maintenance	BAT VEH OVERHAUL (8)	RTACAP	\$2,900,000	\$600,000		\$600,000	
2028	T00122		RTA Facility & Vehicle Maintenance	BAT - BUY ASSOC CAP MAINT ITEMS	5307	\$50,000	\$40,000	\$40,000		
2028	T00122		RTA Facility & Vehicle Maintenance	BAT - BUY ASSOC CAP MAINT ITEMS	RTACAP	\$50,000	\$10,000		\$10,000	
2028	T00123		RTA Facility & Vehicle Maintenance	BAT - REHAB RENOVATE MAINTENANCE FACILITY	5307	\$100,000	\$40,000	\$40,000		
2028	T00123		RTA Facility & Vehicle Maintenance	BAT - REHAB RENOVATE MAINTENANCE FACILITY	RTACAP	\$100,000	\$10,000		\$10,000	
2028	T00124		RTA Facility & Vehicle Maintenance	BAT - TERMINAL, INTERMODAL	5307	\$600,000	\$240,000	\$240,000		
2028	T00124		RTA Facility & Vehicle Maintenance	BAT - TERMINAL, INTERMODAL	RTACAP	\$600,000	\$60,000		\$60,000	
2028	T00125		RTA Facility & Vehicle Maintenance	BAT - ACQUIRE MISC SUPPORT EQUIPMENT	5307	\$200,000	\$80,000	\$80,000		
2028	T00125		RTA Facility & Vehicle Maintenance	BAT - ACQUIRE MISC SUPPORT EQUIPMENT	RTACAP	\$200,000	\$20,000		\$20,000	
2028	T00126		RTA Facility & Vehicle Maintenance	BAT - TERMINAL, INTERMODAL PARKING FACILIYU(TRANSIT)	5307	\$100,000	\$40,000	\$40,000		
2028	T00126		RTA Facility & Vehicle Maintenance	BAT - TERMINAL, INTERMODAL PARKING FACILIYU(TRANSIT)	RTACAP	\$100,000	\$10,000		\$10,000	
2028	T00127		Operating	BAT- OPERATING ASSISTANCE	5307	\$7,800,000	\$3,900,000	\$3,900,000		
2028	T00127		Operating	BAT- OPERATING ASSISTANCE	SCA	\$7,800,000	\$3,900,000		\$3,900,000	



STIP Investments Report
Program Activity: Transit, 2029 Brockton Area Transit

STIP: 2026 - 2030 (D)										
Year	MassDOT Project ID	Municipality	Program	MassDOT Project Description	Funding Source	Total Project Cost	Total Programmed Funds	Federal Funds	State Funds	Other Funds
Federal Fiscal Year 2029							\$14,950,000	\$10,840,000	\$4,110,000	
Brockton Area Transit							\$14,950,000	\$10,840,000	\$4,110,000	
2029	BAT011755		RTA Facility & System Modernization	Electric Bus Infrastructure - 6 Chargers & Associated Costs	5307	\$2,400,000	\$1,200,000	\$1,200,000		
2029	BAT011756		RTA Fleet Upgrades	BAT- Replace 8 (4 35' and 4 40') with electric	5307	\$10,400,000	\$2,600,000	\$2,600,000		
2029	BAT011756		RTA Fleet Upgrades	BAT- Replace 8 (4 35' and 4 40') with electric	DOF	\$10,400,000	\$2,600,000	\$2,600,000		
2029	T00122		RTA Facility & Vehicle Maintenance	BAT - BUY ASSOC CAP MAINT ITEMS	5307	\$50,000	\$40,000	\$40,000		
2029	T00122		RTA Facility & Vehicle Maintenance	BAT - BUY ASSOC CAP MAINT ITEMS	RTACAP	\$50,000	\$10,000		\$10,000	
2029	T00123		RTA Facility & Vehicle Maintenance	BAT - REHAB RENOVATE MAINTENANCE FACILITY	5307	\$100,000	\$40,000	\$40,000		
2029	T00123		RTA Facility & Vehicle Maintenance	BAT - REHAB RENOVATE MAINTENANCE FACILITY	RTACAP	\$100,000	\$10,000		\$10,000	
2029	T00124		RTA Facility & Vehicle Maintenance	BAT - TERMINAL, INTERMODAL	5307	\$600,000	\$240,000	\$240,000		
2029	T00124		RTA Facility & Vehicle Maintenance	BAT - TERMINAL, INTERMODAL	RTACAP	\$600,000	\$60,000		\$60,000	
2029	T00125		RTA Facility & Vehicle Maintenance	BAT - ACQUIRE MISC SUPPORT EQUIPMENT	5307	\$200,000	\$80,000	\$80,000		
2029	T00125		RTA Facility & Vehicle Maintenance	BAT - ACQUIRE MISC SUPPORT EQUIPMENT	RTACAP	\$200,000	\$20,000		\$20,000	
2029	T00126		RTA Facility & Vehicle Maintenance	BAT - TERMINAL, INTERMODAL PARKING FACILIYU(TRANSIT)	5307	\$100,000	\$40,000	\$40,000		
2029	T00126		RTA Facility & Vehicle Maintenance	BAT - TERMINAL, INTERMODAL PARKING FACILIYU(TRANSIT)	RTACAP	\$100,000	\$10,000		\$10,000	
2029	T00127		Operating	BAT- OPERATING ASSISTANCE	5307	\$7,800,000	\$4,000,000	\$4,000,000		
2029	T00127		Operating	BAT- OPERATING ASSISTANCE	SCA	\$7,800,000	\$4,000,000		\$4,000,000	



STIP Investments Report
Program Activity: Transit, 2030 Brockton Area Transit

STIP: 2026 - 2030 (D)										
Year	MassDOT Project ID	Municipality	Program	MassDOT Project Description	Funding Source	Total Project Cost	Total Programmed Funds	Federal Funds	State Funds	Other Funds
Federal Fiscal Year 2030							\$17,750,000	\$13,640,000	\$4,110,000	
Brockton Area Transit							\$17,750,000	\$13,640,000	\$4,110,000	
2030	BAT011755		RTA Facility & System Modernization	Electric Bus Infrastructure - 6 Chargers & Associated Costs	5307	\$2,400,000	\$1,200,000	\$1,200,000		
2030	BAT011756		RTA Fleet Upgrades	BAT- Replace 8 (4 35' and 4 40') with electric	5307	\$10,400,000	\$4,000,000	\$4,000,000		
2030	BAT011756		RTA Fleet Upgrades	BAT- Replace 8 (4 35' and 4 40') with electric	DOF	\$10,400,000	\$4,000,000	\$4,000,000		
2030	T00122		RTA Facility & Vehicle Maintenance	BAT - BUY ASSOC CAP MAINT ITEMS	5307	\$50,000	\$40,000	\$40,000		
2030	T00122		RTA Facility & Vehicle Maintenance	BAT - BUY ASSOC CAP MAINT ITEMS	RTACAP	\$50,000	\$10,000		\$10,000	
2030	T00123		RTA Facility & Vehicle Maintenance	BAT - REHAB RENOVATE MAINTENANCE FACILITY	5307	\$100,000	\$40,000	\$40,000		
2030	T00123		RTA Facility & Vehicle Maintenance	BAT - REHAB RENOVATE MAINTENANCE FACILITY	RTACAP	\$100,000	\$10,000		\$10,000	
2030	T00124		RTA Facility & Vehicle Maintenance	BAT - TERMINAL, INTERMODAL	5307	\$600,000	\$240,000	\$240,000		
2030	T00124		RTA Facility & Vehicle Maintenance	BAT - TERMINAL, INTERMODAL	RTACAP	\$600,000	\$60,000		\$60,000	
2030	T00125		RTA Facility & Vehicle Maintenance	BAT - ACQUIRE MISC SUPPORT EQUIPMENT	5307	\$200,000	\$80,000	\$80,000		
2030	T00125		RTA Facility & Vehicle Maintenance	BAT - ACQUIRE MISC SUPPORT EQUIPMENT	RTACAP	\$200,000	\$20,000		\$20,000	
2030	T00126		RTA Facility & Vehicle Maintenance	BAT - TERMINAL, INTERMODAL PARKING FACILIYU(TRANSIT)	5307	\$100,000	\$40,000	\$40,000		
2030	T00126		RTA Facility & Vehicle Maintenance	BAT - TERMINAL, INTERMODAL PARKING FACILIYU(TRANSIT)	RTACAP	\$100,000	\$10,000		\$10,000	
2030	T00127		Operating	BAT- OPERATING ASSISTANCE	5307	\$7,800,000	\$4,000,000	\$4,000,000		
2030	T00127		Operating	BAT- OPERATING ASSISTANCE	SCA	\$7,800,000	\$4,000,000		\$4,000,000	

APPENDIX H - TRANSPORTATION EVALUATION CRITERIA (TEC) REPORTS

PROJECT LOCATION AND DESCRIPTION	SYSTEM PRESERVATION	SAFETY	MOBILITY	ECONOMIC IMPACT	ENVIRONMENT / HEALTH	POLICY / SUPPORT	TOTAL
ABINGTON - INTERSECTION IMPROVEMENTS AT HANCOCK STREET AND CHESTNUT STREET	20	20	8	1	6	6	61
ABINGTON - INTERSECTION IMPROVEMENTS AT ROUTE 18 AND ROUTE 123	14	18	9	4	3	10	58
ABINGTON - INTERSECTION IMPROVEMENTS, RANDOLPH STREET AND RICHARD A FITTS DRIVE (ROUTE 139) AT CHESTNUT STREET AND OLD RANDOLPH STREET	13	24	8	4	4	5	58
AVON - CORRIDOR IMPROVEMENTS ON ROUTE 28	14	10	2	2	3	2	33
AVON - INTERSECTION IMPROVEMENTS AT ROUTE 28, SPRING STREET AND HARRISON BOULEVARD	14	21	8	6	3	5	57
BROCKTON - ABINGTON - PEDESTRIAN AND BICYCLE IMPROVEMENTS ON ROUTE 123	22	13	7	3	3	5	53
BROCKTON- INTERSECTION IMPROVEMENTS AT LYMAN STREET/GROVE STREET/SUMMER STREET & REPLACEMENT OF GROVE STREET BRIDGE, B-25-005, OVER SALISBURY PLAIN RIVER	25	15	6	5	4	9	64
BROCKTON - IMPROVEMENTS ON FOREST AVENUE, FROM WEST STREET TO BREER STREET	20	10	5	2	3	6	46
BROCKTON - INTERSECTION IMPROVEMENTS @ CRESCENT STREET (ROUTE 27)/ QUINCY STREET/ MASSASOIT BOULEVARD	19	17	6	3	6	8	59
BROCKTON - INTERSECTION IMPROVEMENTS AT ROUTE 123 (BELMONT STREET), PEARL STREET AND STONEHILL STREET	16	24	9	2	3	7	61
BROCKTON - ROUTE 123 (CENTRE STREET) AT PLYMOUTH STREET SIGNALIZATION AND GEOMETRIC IMPROVEMENTS	23	24	9	5	5	9	75
DUXBURY - INTERSECTION IMPROVEMENTS AT ROUTE 53 AND FRANKLIN STREET	16	20	8	1	3	5	53

PROJECT LOCATION AND DESCRIPTION	SYSTEM PRESERVATION	SAFETY	MOBILITY	ECONOMIC IMPACT	ENVIRONMENT / HEALTH	POLICY / SUPPORT	TOTAL
DUXBURY - SIGNAL INSTALLATION @ ROUTE 3 (NB & SB) RAMPS & ROUTE 3A (TREMONT STREET)	16	13	10	5	3	6	53
EAST BRIDGEWATER - INTERSECTION IMPROVEMENTS AT BEDFORD STREET (ROUTE 18), WEST STREET (ROUTE 106) AND EAST STREET	14	11	8	3	3	4	43
EAST BRIDGEWATER - INTERSECTION IMPROVEMENTS AT HIGHLAND STREET AND NORTH BEDFORD STREET (ROUTE 18)	21	24	9	8	4	5	71
EASTON - IMPROVEMENTS ON FOUNDRY STREET (ROUTE 106/123)	13	16	5	4	5	4	47
EASTON - RECONSTRUCTION AND RELATED WORK ON ROUTES 138 AND 123, FROM BELMONT STREET TO DEPOT STREET	18	18	7	7	3	4	57
EASTON - RESURFACING AND RELATED WORK ON ROUTE 138 (ROOSEVELT CIRCLE TO STOUGHTON TOWN LINE (EXCLUDING THE SECTION FROM ELM STREET TO UNION STREET))	20	13	5	6	2	2	48
EASTON- INTERSECTION IMPROVEMENTS AT ROUTE 138 AND TURNPIKE STREET, AT ROUTE 138 AND PURCHASE STREET, AT TURNPIKE STREET AND PURCHASE STREET	22	24	9	3	4	5	67
HANOVER- CORRIDOR IMPROVEMENTS ON ROUTE 139 (HANOVER STREET) AT MAIN STREET, CENTER STREET AND SILVER STREET	18	16	8	4	6	5	57
HANOVER- INTERSECTION IMPROVEMENTS AT COLUMBIA ROAD (ROUTE 53/139) AND BROADWAY	22	24	0	4	4	5	59
HANSON - CORRIDOR IMPROVEMENTS ON ROUTE 14 (MAQUAN STREET), FROM THE PEMBROKE T.L. TO INDIAN HEAD STREET AND RELATED WORK	20	15	4	3	7	4	53
STOUGHTON - INTERSECTION IMPROVEMENTS AT CANTON STREET (ROUTE 27), SCHOOL STREET AND SUMMER STREET	22	24	10	5	4	9	74
STOUGHTON- INTERSECTION IMPROVEMENTS AT ROUTE 27 (PARK STREET) AND TURNPIKE STREET	21	18	8	9	5	4	65

PROJECT LOCATION AND DESCRIPTION	SYSTEM PRESERVATION	SAFETY	MOBILITY	ECONOMIC IMPACT	ENVIRONMENT / HEALTH	POLICY / SUPPORT	TOTAL
WHITMAN- CORRIDOR IMPROVEMENTS ON SOUTH AVENUE (ROUTE 27)	16	24	5	3	3	3	54

**APPENDIX I - FFY 2024 ANNUAL LISTING OF OBLIGATED PROJECTS
(ALSO POSTED TO OLD COLONY PLANNING COUNCIL WEBSITE)**

**OLD COLONY
METROPOLITAN PLANNING ORGANIZATION (MPO)**

**ANNUAL LISTING OF PROJECTS WITH
FEDERAL FUNDING OBLIGATED FOR
FEDERAL FISCAL YEAR 2024**

December 30, 2024

**PREPARED BY:
OLD COLONY PLANNING COUNCIL (OCPC)
70 SCHOOL STREET
BROCKTON, MASSACHUSETTS**

www.oldcolonyplanning.org

**PREPARED IN COOPERATION WITH THE BROCKTON AREA TRANSIT AUTHORITY,
THE MASSACHUSETTS DEPARTMENT OF TRANSPORTATION (#118969), THE FEDERAL
HIGHWAY ADMINISTRATION, AND THE FEDERAL TRANSIT ADMINISTRATION**

FUNDING

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DISCLAIMER

The views and opinions of the Old Colony Planning Council expressed herein do not necessarily state or reflect those of the U. S. Department of Transportation.

Annual Listing of Projects with Federal Funding Obligated for Federal Fiscal Year 2024

In accordance with 23 CFR § 450.334, Old Colony Planning Council (OCPC) is making the Federal Fiscal Year (FFY) 2023 Annual Listing of Obligated Projects available for public review. The Annual Listing of Projects provides the projects for which federal funds have been obligated in FFY 2023 (October 1, 2022 - September 30, 2023).

Metropolitan Planning Organizations (MPOs) are required, under the authorized transportation bill, Bipartisan Infrastructure Law (BIL), 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. In addressing BIL requirements, this report lists all transportation projects in the region that were obligated during FFY 2023.

The obligated list of projects must be developed through a cooperative effort with the metropolitan planning organization (MPO), state and public transportation operators responsible for tracking project authorizations and obligations spent during the immediately preceding fiscal year.

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.

Please contact William McNulty at 774-539-5103 or wmcnulty@ocpcrpa.org with any questions.

FFY 2024 ANNUAL LISTING OF OBLIGATED PROJECTS PER 23 CFR 450.334

MassDOT Project ID	MassDOT Project Description ▼	Advertis. / Obligation Date	FFY 2023 Programmed Federal Fund	FFY 2023 Obligated Federal Fund	Remaining Advance Construction Fund
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OLD COLONY

607403	STOUGHTON- CORRIDOR IMPROVEMENTS ON ROUTE 138, FROM 300 FEET NORTH OF CHARLES AVENUE TO LINCOLN STREET (PHASE 1)	12-Feb-24	\$7,170,639.00	\$2,272,517.38	
609410	BROCKTON- INTERSECTION IMPROVEMENTS AND RELATED WORK AT CENTRE STREET (ROUTE 123), CARY STREET AND LYMAN STREET	17-Aug-24	\$3,041,856.00	\$3,041,855.64	
609435	PLYMPTON- BRIDGE REPLACEMENT, P-14-001 (445), WINNETUXET ROAD OVER WINNETUXET RIVER	29-Jun-24	\$1,856,508.00	\$2,067,214.98	

OLD COLONY TOTAL :

\$12,069,003.00

\$7,381,588.00

FFY 2024 ANNUAL LISTING OF OBLIGATED PROJECTS PER 23 CFR 450.334

											Obligation	FFY 2023
FTA Program	Project Number	Transit Agency	FTA Activity Line Item	Project Description	Carryover (unobligated)	Federal Funds	State Funds	TDC	Local Funds	Total Cost	Grant #	Obligated Federal Funds
5307												
5307	RTD0011335	Brockton Area Transit Authority	111240	BAT - BUY ASSOC CAP MAINT ITEMS		\$40,000	\$15,000	\$0	\$0	\$55,000 MA-2024-008	5/7/2024	\$40,000
5307	RTD0011336	Brockton Area Transit Authority	114402	BAT - REHAB RENOVATE-MAINTENANCE FACILITY		\$240,000	\$60,000	\$0	\$0	\$300,000 MA-2024-008	5/7/2024	\$240,000
5307	RTD0011337	Brockton Area Transit Authority	113403	BAT - TERMINAL, INTERMODAL (TRANSIT)		\$120,000	\$30,000	\$0	\$0	\$150,000 MA-2024-008	5/7/2024	\$120,000
5307	RTD0011339	Brockton Area Transit Authority	114220	BAT - ACQUIRE MISC SUPPORT EQUIPMENT		\$140,000	\$35,000	\$0	\$0	\$175,000 MA-2024-008	5/7/2024	\$140,000
5307	RTD0011340	Brockton Area Transit Authority	114211	BAT - ACQUIRE SUPPORT VEHICLE (2)		\$140,000	\$35,000	\$0	\$0	\$175,000 MA-2024-008	5/7/2024	\$140,000
5307	RTD0011341	Brockton Area Transit Authority	111700	BAT- VEH OVERHAUL (4)		\$600,000	\$600,000	\$0	\$0	\$1,200,000 MA-2024-008	5/7/2024	\$600,000
5307	RTD0011342	Brockton Area Transit Authority	113210	BAT - PURCHASE BUS SHELTERS		\$240,000	\$60,000	\$0	\$0	\$300,000 MA-2024-008	5/7/2024	\$240,000
Subtotal						\$1,520,000	\$835,000	\$0	\$0	\$2,355,000		\$1,520,000
5310												
5310	BAT011651	Brockton Area Transit Authority	300901	BAT - Avon/Stoughton Beyond ADA		\$50,000	\$0	\$0	\$0	\$50,000 MA-2023-020-00	5/23/2023	FFY21
5310	BAT011654	Brockton Area Transit Authority	300901	Old Colony Planning Council (OCPC) - OCPC - AAA Elder, Disabled, & Caregiver Volunteer & Alternative Transportation		\$30,000	\$0	\$0	\$0	\$30,000 MA-2023-020-00	5/23/2023	FFY21
5310	BAT011655	Brockton Area Transit Authority	300901	South Shore Community Action Council - Transportation Program Operating Assistance		\$150,000	\$0	\$0	\$0	MA-2023-020-00, \$150,000 MA-2022-020-01	5/23/2023, 5/30/23	FFY21, FFY21
5310	BAT011842	South Shore Community Action Council	111215	South Shore Community Action Council- PURCHASE OF TYPE E2A VEHICLES (6)		\$582,566	\$0	\$0	\$145,642	\$728,208 MA-2025-002-00	1/13/2025	FFY24
5310	BAT011843	Brockton Area Transit Authority	111215	BAT- PURCHASE TYPE E2A (4), TYPE DA (6) AND TYPE LOW-FLOOR (1) VEHICLES (5310)		\$1,007,386	\$0	\$0	\$0	\$1,007,386 MA-2025-002-00	1/13/2025	FFY23 & FFY24
Subtotal						\$1,819,952	\$0	#REF!	\$145,642	\$1,965,594		

APPENDIX J - COMPLETED HIGHWAY AND TRANSIT PROJECTS (2015 TO PRESENT; GREENHOUSE GAS (GHG) EMISSIONS ANALYSIS)

Old Colony 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) ▼
603660	BRIDGEWATER- SIGNAL & INTERSECTION IMPROVEMENTS AT STATE ROUTE 18 & HIGH STREET	\$ 1,259,683	Quantified	94,020.393	Quantified Decrease in Emissions from Traffic Operational Improvement		2015
601644	BROCKTON- RESURFACING & RELATED WORK ON WEST ELM STREET, FROM WARREN AVENUE TO WEST STREET (6,800 FT.)	\$ 5,022,800	Quantified	358,738.067	Quantified Decrease in Emissions from Traffic Operational Improvement		2015
606071	EASTON- SIGNAL & INTERSECTION IMPROVEMENTS @ ROUTE 138 (TURNPIKE STREET) AND ROUTE 106 (FOUNDRY STREET)	\$ 1,377,744	Quantified	59,301.843	Quantified Decrease in Emissions from Traffic Operational Improvement		2015
604957	PEMBROKE- RECONSTRUCTION ON ROUTE 14, FROM THE HANSON T.L. TO WASHINGTON STREET (ROUTE 53) AC PHASE 1 OF 2	\$ 9,188,746	Quantified	729.893	Quantified Decrease in Emissions from Traffic Operational Improvement		2016
608085	AVON - INSTALLATION OF A MEDIAN BARRIER ON HARRISON BOULEVARD	\$ 2,305,120	Quantified	989,860.450	Quantified Decrease in Emissions from Traffic Operational Improvement		2016
606036	BROCKTON - SIGNAL & INTERSECTION IMPROVEMENTS @ ROUTE 123 (BELMONT STREET)/LINWOOD STREET/ LORRAINE AVENUE	\$ 4,646,985	Quantified	73,162.015	Quantified Decrease in Emissions from Other Improvements		2016
607175	PLYMOUTH - RESURFACING & RELATED WORK ON ROUTE 3	\$ 15,745,980	Qualitative		Qualitative Decrease in Emissions		2016
605038	PLYMOUTH- RECONSTRUCTION OF TAYLOR AVENUE, FROM WHITE HORSE ROAD TO MANOMET POINT ROAD, INCLUDES BRIDGE REPLACEMENT OF P-13-010	\$ 8,726,144	Quantified	2,011.100	Quantified Decrease in Emissions from Other Improvements		2017
607438	EASTON- INTERSECTION IMPROVEMENTS AT WASHINGTON STREET (ROUTE 138) AND UNION STREET	\$ 2,659,239	Quantified	326,293.197	Quantified Decrease in Emissions from Traffic Operational Improvement		2018
607337	PEMBROKE- INTERSECTION IMPROVEMENTS AND RELATED WORK AT WASHINGTON STREET (ROUTE 53) AND PLEASANT STREET	\$ 2,264,709	Quantified	170,714.225	Quantified Decrease in Emissions from Traffic Operational Improvement		2018
606264	PLYMOUTH- IMPROVEMENTS ON OBERY STREET, FROM SOUTH STREET TO A.A. CARANCI WAY/PLYMOUTH NORTH H.S. DRIVE INTERSECTION	\$ 6,657,553	Quantified	583,159.967	Quantified Decrease in Emissions from Traffic Operational Improvement		2018
607860	WHITMAN- TRAFFIC SIGNAL IMPROVEMENTS & RELATED WORK ON BEDFORD STREET (ROUTE 18) AT 2 LOCATIONS: AUBURN STREET (ROUTE 14) & TEMPLE STREET (ROUTE 27)	\$ 5,990,816	Quantified	133,711.328	Quantified Decrease in Emissions from Traffic Operational Improvement		2018
608143	ABINGTON/ BROCKTON - NORTH QUINCY STREET, CHESTNUT STREET, AND BOUNDARY AVENUE ROUNDABOUT AND GEOMETRIC IMPROVEMENTS	\$ 1,218,906	Quantified	505,089.454	Quantified Decrease in Emissions from Traffic Operational Improvement		2019
607941	EAST BRIDGEWATER - RESURFACING AND SIDEWALK CONSTRUCTION ON BEDFORD STREET (ROUTE 18), FROM WHITMAN STREET (ROUTE 106) TO CENTRAL STREET	\$ 7,763,091	Quantified	1,525.300	Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure		2019
608088	BROCKTON - CORRIDOR IMPROVEMENTS ON ROUTE 123 (BELMONT STREET), FROM ANGUS BEATON DRIVE TO WEST STREET	\$ 7,350,265	Quantified	205,184.676	Quantified Decrease in Emissions from Traffic Operational Improvement		2020
608266	PEMBROKE - RESURFACING AND RELATED WORK ON ROUTE 53	\$ 2,725,075	Qualitative		Qualitative Decrease in Emissions		2020
607217	EASTON - ROUTE 123 (DEPOT STREET) RECONSTRUCTION FROM NEWELL CIRCLE TO ROUTE 138	\$ 9,018,229	Quantified	132,862.633	Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure		2021
608086	AVON - INTERSECTION IMPROVEMENTS AT HARRISON BOULEVARD AND POND STREET	\$ 4,969,007	Quantified	989,860.450	Quantified Decrease in Emissions from Traffic Operational Improvement		2021
608829	STOUGHTON- IMPROVEMENTS AT WEST ELEMENTARY SCHOOL (SRTS)	\$ 3,171,443	Qualitative		Qualitative Decrease in Emissions		2021
608496	AVON - STOUGHTON - PAVEMENT PRESERVATION AND RELATED WORK ON ROUTE 24	\$ 7,339,593	Qualitative		No assumed impact/negligible impact on emissions		2022
600380	PEMBROKE - REHABILITATION OF ROUTE 36 (CENTER STREET) FROM ROUTE 27 TO ROUTE 14	\$ 10,160,995	Quantified	3,776.201	Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure		2022

Old Colony Region Transportation Improvement Program

FTA Activity Line Item ▼	Transit Agency ▼	Project Description ▼	Total Cost ▼	GHG Analysis Type ▼	GHG CO ₂ Impact (kg/yr) ▼	GHG Impact Description ▼	Additional Description ▼	Fiscal Year Programmed (2015 and forward) ▼
111201	BAT	BUY REPLACEMENT 40-FT BUS (4)	\$ 1,960,000	Quantified	9,383.318	Quantified Decrease in Emissions from Bus Replacement		2016
111202	BAT	BUY REPLACEMENT 35-FT BUS (4)	\$ 2,000,000	Quantified	9,899.523	Quantified Decrease in Emissions from Bus Replacement		2016
111201	BAT	BAT ACQUIRE REPLACEMENT 40-FT BUS (4)	\$ 2,050,000	Quantified	20,577.935	Quantified Decrease in Emissions from Bus Replacement		2018
111302	BAT	BAT - ACQUIRE 35-FT BUS FOR EXPANSION (2) HYBRID	\$ 1,400,000	Quantified	23,611.723	Quantified Decrease in Emissions from New/Additional Transit Service		2018
111202	BAT	BAT ACQUIRE REPLACEMENT 35-FT BUS (6)	\$ 3,000,000	Quantified	30,866.902	Quantified Decrease in Emissions from Bus Replacement		2018
111203	BAT	BUY REPLACEMENT 30-FT BUS (2) BSU	\$ 500,000	Quantified	188,480.027	Quantified Decrease in Emissions from Bus Replacement		2019
111203	BAT	BUY REPLACEMENT 30-FT BUS (3) BSU	\$ 450,000	Quantified	280,178.756	Quantified Decrease in Emissions from Bus Replacement		2020
111201	BAT	BUY REPLACEMENT 40-FT BUS (4)	\$ 2,250,000	Quantified	246,174.712	Quantified Decrease in Emissions from Bus Replacement		2021
111201	BAT	BUY REPLACEMENT 40-FT BUS (3)	\$ 1,500,000	Quantified	273,484.385	Quantified Decrease in Emissions from Bus Replacement		2022

APPENDIX K - FFY 2026-2030 GREENHOUSE GAS (GHG) EMISSIONS ANALYSIS



Greenhouse Gas (GHG) Analysis Report

Program Activity: Highway

STIP: 2026 - 2030 (D)

Year	MassDot Project ID	MPO Region	MassDOT Project Description	GHG Analysis Type	GHG Impact Description	GHG CO2 Impact (kg/yr)	Total Cost	Additional Information
2026	609052	Old Colony	BROCKTON- INTERSECTION IMPROVEMENTS AT CENTRE STREET (ROUTE 123) AND PLYMOUTH STREET	Quantified	Quantified Decrease in Emissions from Traffic Operational Improvement	359,725	\$3,728,293	
	609440	Old Colony	ABINGTON- INTERSECTION IMPROVEMENTS AT HANCOCK STREET AND CHESTNUT STREET	Quantified	Quantified Decrease in Emissions from Traffic Operational Improvement	692,500	\$6,733,294	



Greenhouse Gas (GHG) Analysis Report

Program Activity: Highway

STIP: 2026 - 2030 (D)

Year	MassDot Project ID	MPO Region	MassDOT Project Description	GHG Analysis Type	GHG Impact Description	GHG CO2 Impact (kg/yr)	Total Cost	Additional Information
2027	607818	Old Colony	BROCKTON- INTERSECTION IMPROVEMENTS AT LYMAN STREET/GROVE STREET/SUMMER STREET & REPLACEMENT OF GROVE STREET BRIDGE, B-25-005, OVER SALISBURY PLAIN RIVER	Quantified	Quantified Decrease in Emissions from Traffic Operational Improvement	6,779	\$7,739,652	
	611979	Old Colony	AVON- INTERSECTION IMPROVEMENTS AT ROUTE 28, SPRING STREET AND HARRISON BOULEVARD	Qualitative	Qualitative Decrease in Emissions	0	\$7,644,110	
	612006	Old Colony	DUXBURY- BRIDGE REPLACEMENT, D-14-003 (438), POWDER POINT AVENUE OVER DUXBURY BAY	Qualitative	Qualitative Decrease in Emissions	0	\$179,300,758	
	612525	Old Colony	ABINGTON- INTERSECTION IMPROVEMENTS, RANDOLPH STREET AND RICHARD A FITTS DRIVE (ROUTE 139) AT CHESTNUT STREET AND OLD RANDOLPH STREET	Quantified	Quantified Decrease in Emissions from Traffic Operational Improvement	463,364	\$3,938,090	



Greenhouse Gas (GHG) Analysis Report

Program Activity: Highway

STIP: 2026 - 2030 (D)

Year	MassDot Project ID	MPO Region	MassDOT Project Description	GHG Analysis Type	GHG Impact Description	GHG CO2 Impact (kg/yr)	Total Cost	Additional Information
2028	606002	Old Colony	KINGSTON- DUXBURY- INTERSECTION IMPROVEMENTS AT ROUTE 3 RAMPS (NB/SB) AND ROUTE 3A (TREMONT STREET)	Quantified	No assumed impact/negligible impact on emissions	-2,451	\$9,534,977	
	611981	Old Colony	STOUGHTON- INTERSECTION IMPROVEMENTS AT CANTON STREET (ROUTE 27), SCHOOL STREET, SUMMER STREET AND CUSHING STREET	Qualitative	Qualitative Decrease in Emissions	0	\$5,384,703	
	612006	Old Colony	DUXBURY- BRIDGE REPLACEMENT, D-14-003 (438), POWDER POINT AVENUE OVER DUXBURY BAY	Qualitative	Qualitative Decrease in Emissions	0	\$179,300,758	
	612262	Old Colony	BROCKTON- INTERSECTION IMPROVEMENTS AT ROUTE 123 (BELMONT STREET), PEARL STREET AND STONEHILL STREET	Qualitative	Qualitative Decrease in Emissions	0	\$8,062,605	
	612770	Old Colony	ABINGTON- INTERSECTION IMPROVEMENTS AT ROUTE 18 (BEDFORD STREET) AND ROUTE 123(BROCKTON AVENUE)	Qualitative	Qualitative Decrease in Emissions	0	\$5,817,987	



Greenhouse Gas (GHG) Analysis Report

Program Activity: Highway

STIP: 2026 - 2030 (D)

Year	MassDot Project ID	MPO Region	MassDOT Project Description	GHG Analysis Type	GHG Impact Description	GHG CO2 Impact (kg/yr)	Total Cost	Additional Information
2029	606002	Old Colony	KINGSTON- DUXBURY- INTERSECTION IMPROVEMENTS AT ROUTE 3 RAMPS (NB/SB) AND ROUTE 3A (TREMONT STREET)	Quantified	No assumed impact/negligible impact on emissions	-2,451	\$9,534,977	
	609520	Old Colony	BROCKTON- ABINGTON- PEDESTRIAN AND BICYCLE IMPROVEMENTS ON ROUTE 123	Qualitative	Qualitative Decrease in Emissions	0	\$33,061,959	
	611976	Old Colony	EAST BRIDGEWATER- INTERSECTION IMPROVEMENTS AT HIGHLAND STREET AND NORTH BEDFORD STREET (ROUTE 18)	Qualitative	Qualitative Decrease in Emissions	0	\$3,920,000	
	612006	Old Colony	DUXBURY- BRIDGE REPLACEMENT, D-14-003 (438), POWDER POINT AVENUE OVER DUXBURY BAY	Qualitative	Qualitative Decrease in Emissions	0	\$179,300,758	
	612769	Old Colony	HANOVER- CORRIDOR IMPROVEMENTS ON ROUTE 139 (HANOVER STREET) AT MAIN STREET, CENTER STREET AND SILVER STREET	Qualitative	Qualitative Decrease in Emissions	0	\$8,382,543	
	613277	Old Colony	STOUGHTON- INTERSECTION IMPROVEMENTS AT ROUTE 27 (PARK STREET) AND TURNPIKE STREET	Qualitative	Qualitative Decrease in Emissions	0	\$3,655,818	
	613292	Old Colony	BRIDGEWATER- BRIDGE REHABILITATION, B-23-001 (44H), VERNON STREET OVER TAUNTON RIVER	Qualitative	Qualitative Decrease in Emissions	0	\$23,086,762	



Greenhouse Gas (GHG) Analysis Report

Program Activity: Highway

STIP: 2026 - 2030 (D)

Year	MassDot Project ID	MPO Region	MassDOT Project Description	GHG Analysis Type	GHG Impact Description	GHG CO2 Impact (kg/yr)	Total Cost	Additional Information
2030	609520	Old Colony	BROCKTON- ABINGTON- PEDESTRIAN AND BICYCLE IMPROVEMENTS ON ROUTE 123	Qualitative	Qualitative Decrease in Emissions	0	\$33,061,959	
	612006	Old Colony	DUXBURY- BRIDGE REPLACEMENT, D-14-003 (438), POWDER POINT AVENUE OVER DUXBURY BAY	Qualitative	Qualitative Decrease in Emissions	0	\$179,300,758	
	613269	Old Colony	DUXBURY- INTERSECTION IMPROVEMENTS AT ROUTE 53 AND FRANKLIN STREET	Qualitative	Qualitative Decrease in Emissions	0	\$8,443,814	
	613599	Old Colony	HANOVER- INTERSECTION IMPROVEMENTS AT COLUMBIA ROAD (ROUTE 53/139) AND BROADWAY	Qualitative	Qualitative Decrease in Emissions	0	\$6,888,776	
	613643	Old Colony	WHITMAN- CORRIDOR IMPROVEMENTS ON SOUTH AVENUE (ROUTE 27)	Qualitative	Qualitative Decrease in Emissions	0	\$17,209,274	



Greenhouse Gas (GHG) Analysis Report

Program Activity: Transit

STIP: 2026 - 2030 (D)

Year	MassDot Project ID	MPO Region	MassDOT Project Description	GHG Analysis Type	GHG Impact Description	GHG CO2 Impact (kg/yr)	Total Cost	Additional Information
2026	BAT011965	Brockton Area Transit	BAT VEH OVERHAUL (8)	Not Applicable	No assumed impact/negligible impact on emissions	0		
	BAT011967	Brockton Area Transit	AQUIRE SHOP EQUIPMENT	Not Applicable	No assumed impact/negligible impact on emissions	0		
	RTD0011350	Brockton Area Transit	BAT - ACQUIRE MISC SUPPORT EQUIPMENT	Not Applicable	No assumed impact/negligible impact on emissions	0		
	RTD0011351	Brockton Area Transit	BAT - ACQUIRE SUPPORT VEHICLE (1)	Qualitative	Qualitative Decrease in Emissions	0		Specifics are unknown at this time, however this replaces an older model vehicle with a new vehicle and GHG emission reduction is expected.
	RTD0011352	Brockton Area Transit	BAT - BUY ASSOC CAP MAINT ITEMS	Not Applicable	No assumed impact/negligible impact on emissions	0		
	RTD0011353	Brockton Area Transit	BAT - REHAB RENOVATE MAINTENANCE FACILITY	Not Applicable	No assumed impact/negligible impact on emissions	0		
	RTD0011354	Brockton Area Transit	BAT - TERMINAL, INTERMODAL	Not Applicable	No assumed impact/negligible impact on emissions	0		



Greenhouse Gas (GHG) Analysis Report

Program Activity: Transit

STIP: 2026 - 2030 (D)

Year	MassDot Project ID	MPO Region	MassDOT Project Description	GHG Analysis Type	GHG Impact Description	GHG CO2 Impact (kg/yr)	Total Cost	Additional Information
2026	RTD0011366	Brockton Area Transit	BAT - BUY REPLACEMENT 40-FT BUS ELECTRIC (5)	Qualitative	Qualitative Decrease in Emissions	0		While emissions factors for the new buses projects are not yet available, it is determined qualitatively that there will be a decrease in emissions. A quantitative analysis will be performed once emissions factors are available for the new buses.
	RTD0011367	Brockton Area Transit	BAT - PURCHASE MISC ELEC/POWER EQUIP	Not Applicable	No assumed impact/negligible impact on emissions	0		



Greenhouse Gas (GHG) Analysis Report

Program Activity: Transit

STIP: 2026 - 2030 (D)

Year	MassDot Project ID	MPO Region	MassDOT Project Description	GHG Analysis Type	GHG Impact Description	GHG CO2 Impact (kg/yr)	Total Cost	Additional Information
2027	RTD0011355	Brockton Area Transit	BAT - BUY ASSOC CAP MAINT ITEMS	Not Applicable	No assumed impact/negligible impact on emissions	0		
	RTD0011356	Brockton Area Transit	BAT - REHAB RENOVATE MAINTENANCE FACILITY	Not Applicable	No assumed impact/negligible impact on emissions	0		
	RTD0011357	Brockton Area Transit	BAT - TERMINAL, INTERMODAL	Not Applicable	No assumed impact/negligible impact on emissions	0		
	RTD0011358	Brockton Area Transit	BAT - ACQUIRE MISC SUPPORT EQUIPMENT	Not Applicable	No assumed impact/negligible impact on emissions	0		
	RTD0011359	Brockton Area Transit	BAT - REHAB RENOVATE - BUS PARK & RIDE LOT, PARKING FACILITY	Not Applicable	No assumed impact/negligible impact on emissions	0		
	RTD0011360	Brockton Area Transit	BAT - PURCHASE MISC COMMUNICATIONS EQUIP SYSTEMS	Not Applicable	No assumed impact/negligible impact on emissions	0		
	T00001	Brockton Area Transit	BAT- OPERATING ASSISTANCE	Not Applicable	No assumed impact/negligible impact on emissions	0		
	T00119	Brockton Area Transit	BAT - ACQUIRE STATIONARY FARE COLLECTION EQUIP	Not Applicable	No assumed impact/negligible impact on emissions	0		
	T00120	Brockton Area Transit	BAT - Acquire Misc. Elec/Power Equip	Not Applicable	No assumed impact/negligible impact on emissions	0		



Greenhouse Gas (GHG) Analysis Report

Program Activity: Transit

STIP: 2026 - 2030 (D)

Year	MassDot Project ID	MPO Region	MassDOT Project Description	GHG Analysis Type	GHG Impact Description	GHG CO2 Impact (kg/yr)	Total Cost	Additional Information
2027	T00121	Brockton Area Transit	BAT - BUY REPLACEMENT 35-FT BUS ELECTRIC (2)	Qualitative	Qualitative Decrease in Emissions	0		While emissions factors for the new buses projects are not yet available, it is determined qualitatively that there will be a decrease in emissions. A quantitative analysis will be performed once emissions factors are available for the new buses.



Greenhouse Gas (GHG) Analysis Report

Program Activity: Transit

STIP: 2026 - 2030 (D)

Year	MassDot Project ID	MPO Region	MassDOT Project Description	GHG Analysis Type	GHG Impact Description	GHG CO2 Impact (kg/yr)	Total Cost	Additional Information
2028	BAT011965	Brockton Area Transit	BAT VEH OVERHAUL (8)	Not Applicable	No assumed impact/negligible impact on emissions	0		
	T00122	Brockton Area Transit	BAT - BUY ASSOC CAP MAINT ITEMS	Not Applicable	No assumed impact/negligible impact on emissions	0		
	T00123	Brockton Area Transit	BAT - REHAB RENOVATE MAINTENANCE FACILITY	Not Applicable	No assumed impact/negligible impact on emissions	0		
	T00124	Brockton Area Transit	BAT - TERMINAL, INTERMODAL	Not Applicable	No assumed impact/negligible impact on emissions	0		
	T00125	Brockton Area Transit	BAT - ACQUIRE MISC SUPPORT EQUIPMENT	Not Applicable	No assumed impact/negligible impact on emissions	0		
	T00126	Brockton Area Transit	BAT - TERMINAL, INTERMODAL PARKING FACILITY(TRANSIT)	Not Applicable	No assumed impact/negligible impact on emissions	0		
	T00127	Brockton Area Transit	BAT- OPERATING ASSISTANCE	Not Applicable	No assumed impact/negligible impact on emissions	0		



Greenhouse Gas (GHG) Analysis Report

Program Activity: Transit

STIP: 2026 - 2030 (D)

Year	MassDot Project ID	MPO Region	MassDOT Project Description	GHG Analysis Type	GHG Impact Description	GHG CO2 Impact (kg/yr)	Total Cost	Additional Information
2029	BAT011755	Brockton Area Transit	Electric Bus Infrastructure - 6 Chargers & Associated Costs	Not Applicable	No assumed impact/negligible impact on emissions	0		
	BAT011756	Brockton Area Transit	BAT- Replace 8 (4 35' and 4 40') with electric	Qualitative	Qualitative Decrease in Emissions	0		Calculated quantitative GHG analysis is not available at this time. However, as this project is replacing diesel fuel powered buses with zero-emission all-electric buses, substantial reduction in GHG emissions is expected.
	T00122	Brockton Area Transit	BAT - BUY ASSOC CAP MAINT ITEMS	Not Applicable	No assumed impact/negligible impact on emissions	0		
	T00123	Brockton Area Transit	BAT - REHAB RENOVATE MAINTENANCE FACILITY	Not Applicable	No assumed impact/negligible impact on emissions	0		
	T00124	Brockton Area Transit	BAT - TERMINAL, INTERMODAL	Not Applicable	No assumed impact/negligible impact on emissions	0		
	T00125	Brockton Area Transit	BAT - ACQUIRE MISC SUPPORT EQUIPMENT	Not Applicable	No assumed impact/negligible impact on emissions	0		
	T00126	Brockton Area Transit	BAT - TERMINAL, INTERMODAL PARKING FACILITY(U(TRANSIT)	Not Applicable	No assumed impact/negligible impact on emissions	0		
	T00127	Brockton Area Transit	BAT- OPERATING ASSISTANCE	Not Applicable	No assumed impact/negligible impact on emissions	0		



Greenhouse Gas (GHG) Analysis Report

Program Activity: Transit

STIP: 2026 - 2030 (D)



Greenhouse Gas (GHG) Analysis Report

Program Activity: Transit

STIP: 2026 - 2030 (D)

Year	MassDot Project ID	MPO Region	MassDOT Project Description	GHG Analysis Type	GHG Impact Description	GHG CO2 Impact (kg/yr)	Total Cost	Additional Information
2030	BAT011755	Brockton Area Transit	Electric Bus Infrastructure - 6 Chargers & Associated Costs	Not Applicable	No assumed impact/negligible impact on emissions	0		
	BAT011756	Brockton Area Transit	BAT- Replace 8 (4 35' and 4 40') with electric	Qualitative	Qualitative Decrease in Emissions	0		Calculated quantitative GHG analysis is not available at this time. However, as this project is replacing diesel fuel powered buses with zero-emission all-electric buses, substantial reduction in GHG emissions is expected.
	T00122	Brockton Area Transit	BAT - BUY ASSOC CAP MAINT ITEMS	Not Applicable	No assumed impact/negligible impact on emissions	0		
	T00123	Brockton Area Transit	BAT - REHAB RENOVATE MAINTENANCE FACILITY	Not Applicable	No assumed impact/negligible impact on emissions	0		
	T00124	Brockton Area Transit	BAT - TERMINAL, INTERMODAL	Not Applicable	No assumed impact/negligible impact on emissions	0		
	T00125	Brockton Area Transit	BAT - ACQUIRE MISC SUPPORT EQUIPMENT	Not Applicable	No assumed impact/negligible impact on emissions	0		
	T00126	Brockton Area Transit	BAT - TERMINAL, INTERMODAL PARKING FACILITY(U(TRANSIT)	Not Applicable	No assumed impact/negligible impact on emissions	0		
	T00127	Brockton Area Transit	BAT- OPERATING ASSISTANCE	Not Applicable	No assumed impact/negligible impact on emissions	0		



Greenhouse Gas (GHG) Analysis Report

Program Activity: Transit

STIP: 2026 - 2030 (D)

APPENDIX L - FFY 2026-2030 GATRA TRANSIT ELEMENT



STIP Investments Report
Program Activity: Transit, 2026 Greater Attleboro-Taunton Regional Transit Authority

STIP: 2026 - 2030 (D)										
Year	MassDOT Project ID	Municipality	Program	MassDOT Project Description	Funding Source	Total Project Cost	Total Programmed Funds	Federal Funds	State Funds	Other Funds
Federal Fiscal Year 2026							\$20,392,147	\$12,866,511	\$3,779,128	\$3,746,508
Greater Attleboro-Taunton Regional Transit Authority							\$20,392,147	\$12,866,511	\$3,779,128	\$3,746,508
2026	GATRA011968		RTA Vehicle Replacement	Greater Attleboro Taunton Regional Transit Authority - Buy Replacement 35-FT Diesel Buses - 4	5307	\$2,500,000	\$2,000,000	\$2,000,000		
2026	GATRA011968		RTA Vehicle Replacement	Greater Attleboro Taunton Regional Transit Authority - Buy Replacement 35-FT Diesel Buses - 4	RTACAP	\$2,500,000	\$500,000		\$500,000	
2026	GATRA011969	Wareham	RTA Replacement Facilities	Greater Attleboro Taunton Regional Transit Authority - East Maintenance Facility	5307	\$4,977,000	\$3,981,600	\$3,981,600		
2026	GATRA011969	Wareham	RTA Replacement Facilities	Greater Attleboro Taunton Regional Transit Authority - East Maintenance Facility	RTACAP	\$4,977,000	\$995,400		\$995,400	
2026	RTD0010669		RTA Fleet Upgrades	Greater Attleboro-Taunton Regional Transit Authority - Buy Replacement 35-FT Buses (2) - BEB	ONF	\$2,042,400	\$2,081,508			\$2,081,508
2026	RTD0010672		Operating	Greater Attleboro-Taunton Regional Transit Authority - Short Range Transit Planning	5307	\$100,000	\$80,000	\$80,000		
2026	RTD0010672		Operating	Greater Attleboro-Taunton Regional Transit Authority - Short Range Transit Planning	SCA	\$100,000	\$20,000		\$20,000	
2026	RTD0010673		Operating	Greater Attleboro-Taunton Regional Transit Authority - Preventative Maintenance	5307	\$5,600,000	\$4,480,000	\$4,480,000		
2026	RTD0010673		Operating	Greater Attleboro-Taunton Regional Transit Authority - Preventative Maintenance	SCA	\$5,600,000	\$1,120,000		\$1,120,000	
2026	RTD0010674		Operating	Greater Attleboro-Taunton Regional Transit Authority - Non Fixed Route ADA Paratransit Operating	5307	\$1,650,000	\$1,320,000	\$1,320,000		
2026	RTD0010674		Operating	Greater Attleboro-Taunton Regional Transit Authority - Non Fixed Route ADA Paratransit Operating	SCA	\$1,650,000	\$330,000		\$330,000	
2026	RTD0010675		Operating	Greater Attleboro-Taunton Regional Transit Authority - Fixed Route Operating Assistance	5307	\$1,500,000	\$750,000	\$750,000		
2026	RTD0010675		Operating	Greater Attleboro-Taunton Regional Transit Authority - Fixed Route Operating Assistance	SCA	\$1,500,000	\$750,000		\$750,000	
2026	RTD0010676		RTA Facility & Vehicle Maintenance	Greater Attleboro-Taunton Regional Transit Authority - Miscellaneous Support Equipment	5307	\$88,864	\$71,091	\$71,091		



STIP Investments Report

Program Activity: Transit, 2026 Greater Attleboro-Taunton Regional Transit Authority

STIP: 2026 - 2030 (D)										
Year	MassDOT Project ID	Municipality	Program	MassDOT Project Description	Funding Source	Total Project Cost	Total Programmed Funds	Federal Funds	State Funds	Other Funds
2026	RTD0010676		RTA Facility & Vehicle Maintenance	Greater Attleboro-Taunton Regional Transit Authority - Miscellaneous Support Equipment	RTACAP	\$88,864	\$17,773		\$17,773	
2026	RTD0010677		RTA Vehicle Replacement	Greater Attleboro-Taunton Regional Transit Authority - Buy Replacement Vans - 15	LF	\$1,665,000	\$1,665,000			\$1,665,000
2026	T00101	Attleboro	RTA Facility & System Modernization	GATRA - Transit Enhancement	5307	\$12,000	\$9,600	\$9,600		
2026	T00101	Attleboro	RTA Facility & System Modernization	GATRA - Transit Enhancement	RTACAP	\$12,000	\$2,400		\$2,400	
2026	T00102		RTA Vehicle Replacement	GATRA - Associated Capital Items Bus	5339	\$217,775	\$174,220	\$174,220		
2026	T00102		RTA Vehicle Replacement	GATRA - Associated Capital Items Bus	RTACAP	\$217,775	\$43,555		\$43,555	



STIP Investments Report
Program Activity: Transit, 2027 Greater Attleboro-Taunton Regional Transit Authority

STIP: 2026 - 2030 (D)										
Year	MassDOT Project ID	Municipality	Program	MassDOT Project Description	Funding Source	Total Project Cost	Total Programmed Funds	Federal Funds	State Funds	Other Funds
Federal Fiscal Year 2027							\$15,569,360	\$9,142,285	\$2,851,183	\$3,575,892
Greater Attleboro-Taunton Regional Transit Authority							\$15,569,360	\$9,142,285	\$2,851,183	\$3,575,892
2027	GATRA011784		RTA Vehicle Replacement	Greater Attleboro-Taunton Regional Transit Authority - Buy Replacement Minibuses (8) - BEB - TBB Earmark 6720-2261	ONF	\$2,136,669	\$1,036,609			\$1,036,609
2027	RTD0010669		RTA Fleet Upgrades	Greater Attleboro-Taunton Regional Transit Authority - Buy Replacement 35-FT Buses (2) - BEB	ONF	\$2,042,400	\$1,060,683			\$1,060,683
2027	RTD0011411		RTA Facility & Vehicle Maintenance	Greater Attleboro-Taunton Regional Transit Authority - Miscellaneous Support Equipment	5307	\$352,824	\$282,259	\$282,259		
2027	RTD0011411		RTA Facility & Vehicle Maintenance	Greater Attleboro-Taunton Regional Transit Authority - Miscellaneous Support Equipment	RTACAP	\$352,824	\$70,565		\$70,565	
2027	RTD0011412		Operating	Greater Attleboro-Taunton Regional Transit Authority - Non Fixed Route ADA Paratransit Operating	5307	\$1,650,000	\$1,320,000	\$1,320,000		
2027	RTD0011412		Operating	Greater Attleboro-Taunton Regional Transit Authority - Non Fixed Route ADA Paratransit Operating	SCA	\$1,650,000	\$330,000		\$330,000	
2027	RTD0011413		Operating	Greater Attleboro-Taunton Regional Transit Authority - Mobility Management	5307	\$175,000	\$140,000	\$140,000		
2027	RTD0011413		Operating	Greater Attleboro-Taunton Regional Transit Authority - Mobility Management	SCA	\$175,000	\$35,000		\$35,000	
2027	RTD0011414		RTA Vehicle Replacement	Greater Attleboro-Taunton Regional Transit Authority - Buy Replacement Vans - 13	LF	\$1,478,600	\$1,478,600			\$1,478,600
2027	RTD0011415		Operating	Greater Attleboro-Taunton Regional Transit Authority - Short Range Transit Planning	5307	\$100,000	\$80,000	\$80,000		
2027	RTD0011415		Operating	Greater Attleboro-Taunton Regional Transit Authority - Short Range Transit Planning	SCA	\$100,000	\$20,000		\$20,000	
2027	RTD0011416		Operating	Greater Attleboro-Taunton Regional Transit Authority - Fixed Route Operating Assistance	5307	\$1,500,000	\$750,000	\$750,000		
2027	RTD0011416		Operating	Greater Attleboro-Taunton Regional Transit Authority - Fixed Route Operating Assistance	SCA	\$1,500,000	\$750,000		\$750,000	
2027	RTD0011417		Operating	Greater Attleboro-Taunton Regional Transit Authority - Preventative Maintenance	5307	\$5,600,000	\$4,480,000	\$4,480,000		



STIP Investments Report

Program Activity: Transit, 2027 Greater Attleboro-Taunton Regional Transit Authority

STIP: 2026 - 2030 (D)										
Year	MassDOT Project ID	Municipality	Program	MassDOT Project Description	Funding Source	Total Project Cost	Total Programmed Funds	Federal Funds	State Funds	Other Funds
2027	RTD0011417		Operating	Greater Attleboro-Taunton Regional Transit Authority - Preventative Maintenance	SCA	\$5,600,000	\$1,120,000		\$1,120,000	
2027	RTD0011422		RTA Fleet Upgrades	Greater Attleboro-Taunton Regional Transit Authority - Buy Replacement 35-FT Buses BEB (1)	5307	\$1,060,683	\$848,546	\$848,546		
2027	RTD0011422		RTA Fleet Upgrades	Greater Attleboro-Taunton Regional Transit Authority - Buy Replacement 35-FT Buses BEB (1)	RTACAP	\$1,060,683	\$212,137		\$212,137	
2027	T00080	Taunton	RTA Facility & System Modernization	GATRA - Parcel 6A Solar Project	5307	\$4,800,000	\$1,200,000	\$1,200,000		
2027	T00080	Taunton	RTA Facility & System Modernization	GATRA - Parcel 6A Solar Project	RTACAP	\$4,800,000	\$300,000		\$300,000	
2027	T00099		RTA Vehicle Replacement	GATRA - Associated Capital Items Bus	5339	\$67,405	\$41,480	\$41,480		
2027	T00099		RTA Vehicle Replacement	GATRA - Associated Capital Items Bus	RTACAP	\$67,405	\$13,481		\$13,481	



STIP Investments Report
Program Activity: Transit, 2028 Greater Attleboro-Taunton Regional Transit Authority

STIP: 2026 - 2030 (D)										
Year	MassDOT Project ID	Municipality	Program	MassDOT Project Description	Funding Source	Total Project Cost	Total Programmed Funds	Federal Funds	State Funds	Other Funds
Federal Fiscal Year 2028							\$13,230,921	\$9,333,857	\$2,895,964	\$1,001,100
Greater Attleboro-Taunton Regional Transit Authority							\$13,230,921	\$9,333,857	\$2,895,964	\$1,001,100
2028	GATRA011970		RTA Facility & Vehicle Maintenance	Greater Attleboro Taunton Regional Transit Authority - Rehab/Renovate Facilities	5307	\$50,000	\$40,000	\$40,000		
2028	GATRA011970		RTA Facility & Vehicle Maintenance	Greater Attleboro Taunton Regional Transit Authority - Rehab/Renovate Facilities	RTACAP	\$50,000	\$10,000		\$10,000	
2028	RTD0011411		RTA Facility & Vehicle Maintenance	Greater Attleboro-Taunton Regional Transit Authority - Miscellaneous Support Equipment	5307	\$352,824	\$36,493	\$36,493		
2028	RTD0011411		RTA Facility & Vehicle Maintenance	Greater Attleboro-Taunton Regional Transit Authority - Miscellaneous Support Equipment	RTACAP	\$352,824	\$9,123		\$9,123	
2028	T00080	Taunton	RTA Facility & System Modernization	GATRA - Parcel 6A Solar Project	5307	\$4,800,000	\$400,000	\$400,000		
2028	T00080	Taunton	RTA Facility & System Modernization	GATRA - Parcel 6A Solar Project	RTACAP	\$4,800,000	\$100,000		\$100,000	
2028	T00104		RTA Facility & System Modernization	GATRA - Electric Vehicle Charging Stations	5307	\$140,000	\$112,000	\$112,000		
2028	T00104		RTA Facility & System Modernization	GATRA - Electric Vehicle Charging Stations	RTACAP	\$140,000	\$28,000		\$28,000	
2028	T00105		RTA Vehicle Replacement	GATRA - Acquire Vans	LF	\$1,001,100	\$1,001,100			\$1,001,100
2028	T00106		RTA Facility & Vehicle Maintenance	GATRA - Associated Capital Items Bus	5307	\$466,665	\$385,776	\$385,776		
2028	T00106		RTA Facility & Vehicle Maintenance	GATRA - Associated Capital Items Bus	RTACAP	\$466,665	\$96,444		\$96,444	
2028	T00107		RTA Vehicle Replacement	Greater Attleboro-Taunton Regional Transit Authority - Buy Replacement 35-FT Buses (2) - BEB	5307	\$2,161,985	\$1,729,588	\$1,729,588		
2028	T00107		RTA Vehicle Replacement	Greater Attleboro-Taunton Regional Transit Authority - Buy Replacement 35-FT Buses (2) - BEB	RTACAP	\$2,161,985	\$432,397		\$432,397	
2028	T00108		Operating	GATRA - Short Range Transit Planning	5307	\$100,000	\$80,000	\$80,000		
2028	T00108		Operating	GATRA - Short Range Transit Planning	SCA	\$100,000	\$20,000		\$20,000	
2028	T00109		Operating	GATRA - Non Fixed Route ADA Operating	5307	\$1,650,000	\$1,320,000	\$1,320,000		



STIP Investments Report

Program Activity: Transit, 2028 Greater Attleboro-Taunton Regional Transit Authority

STIP: 2026 - 2030 (D)										
Year	MassDOT Project ID	Municipality	Program	MassDOT Project Description	Funding Source	Total Project Cost	Total Programmed Funds	Federal Funds	State Funds	Other Funds
2028	T00109		Operating	GATRA - Non Fixed Route ADA Operating	SCA	\$1,650,000	\$330,000		\$330,000	
2028	T00110		Operating	GATRA - Operating Assistance	5307	\$1,500,000	\$750,000	\$750,000		
2028	T00110		Operating	GATRA - Operating Assistance	SCA	\$1,500,000	\$750,000		\$750,000	
2028	T00111		RTA Facility & Vehicle Maintenance	GATRA - Preventative Maintenance	5307	\$5,600,000	\$4,480,000	\$4,480,000		
2028	T00111		RTA Facility & Vehicle Maintenance	GATRA - Preventative Maintenance	SCA	\$5,600,000	\$1,120,000		\$1,120,000	



STIP Investments Report
Program Activity: Transit, 2029 Greater Attleboro-Taunton Regional Transit Authority

STIP: 2026 - 2030 (D)										
Year	MassDOT Project ID	Municipality	Program	MassDOT Project Description	Funding Source	Total Project Cost	Total Programmed Funds	Federal Funds	State Funds	Other Funds
Federal Fiscal Year 2029							\$13,233,404	\$9,071,123	\$2,830,281	\$1,332,000
Greater Attleboro-Taunton Regional Transit Authority							\$13,233,404	\$9,071,123	\$2,830,281	\$1,332,000
2029	GATRA011689		RTA Facility & Vehicle Maintenance	GATRA - Miscellaneous Support Equipment	5307	\$45,317	\$36,493	\$36,493		
2029	GATRA011689		RTA Facility & Vehicle Maintenance	GATRA - Miscellaneous Support Equipment	RTACAP	\$45,317	\$9,123		\$9,123	
2029	T00104		RTA Facility & System Modernization	GATRA - Electric Vehicle Charging Stations	5307	\$140,000	\$112,000	\$112,000		
2029	T00104		RTA Facility & System Modernization	GATRA - Electric Vehicle Charging Stations	RTACAP	\$140,000	\$28,000		\$28,000	
2029	T00105		RTA Vehicle Replacement	GATRA - Acquire Vans	LF	\$1,001,100	\$1,332,000			\$1,332,000
2029	T00106		RTA Facility & Vehicle Maintenance	GATRA - Associated Capital Items Bus	5307	\$466,665	\$336,000	\$336,000		
2029	T00106		RTA Facility & Vehicle Maintenance	GATRA - Associated Capital Items Bus	5339	\$466,665	\$53,924	\$53,924		
2029	T00106		RTA Facility & Vehicle Maintenance	GATRA - Associated Capital Items Bus	RTACAP	\$466,665	\$97,481		\$97,481	
2029	T00107		RTA Vehicle Replacement	Greater Attleboro-Taunton Regional Transit Authority - Buy Replacement 35-FT Buses (2) - BEB	5307	\$2,161,985	\$1,762,706	\$1,762,706		
2029	T00107		RTA Vehicle Replacement	Greater Attleboro-Taunton Regional Transit Authority - Buy Replacement 35-FT Buses (2) - BEB	RTACAP	\$2,161,985	\$440,677		\$440,677	
2029	T00108		Operating	GATRA - Short Range Transit Planning	5307	\$100,000	\$80,000	\$80,000		
2029	T00108		Operating	GATRA - Short Range Transit Planning	SCA	\$100,000	\$20,000		\$20,000	
2029	T00109		Operating	GATRA - Non Fixed Route ADA Operating	5307	\$1,650,000	\$1,320,000	\$1,320,000		
2029	T00109		Operating	GATRA - Non Fixed Route ADA Operating	SCA	\$1,650,000	\$330,000		\$330,000	
2029	T00110		Operating	GATRA - Operating Assistance	5307	\$1,500,000	\$750,000	\$750,000		
2029	T00110		Operating	GATRA - Operating Assistance	SCA	\$1,500,000	\$750,000		\$750,000	
2029	T00111		RTA Facility & Vehicle Maintenance	GATRA - Preventative Maintenance	5307	\$5,600,000	\$4,480,000	\$4,480,000		



STIP Investments Report

Program Activity: Transit, 2029 Greater Attleboro-Taunton Regional Transit Authority

STIP: 2026 - 2030 (D)										
Year	MassDOT Project ID	Municipality	Program	MassDOT Project Description	Funding Source	Total Project Cost	Total Programmed Funds	Federal Funds	State Funds	Other Funds
2029	T00111		RTA Facility & Vehicle Maintenance	GATRA - Preventative Maintenance	SCA	\$5,600,000	\$1,120,000		\$1,120,000	
2029	T00112		Operating	GATRA - Mobility Management	5307	\$175,000	\$140,000	\$140,000		
2029	T00112		Operating	GATRA - Mobility Management	SCA	\$175,000	\$35,000		\$35,000	



STIP Investments Report
Program Activity: Transit, 2030 Greater Attleboro-Taunton Regional Transit Authority

STIP: 2026 - 2030 (D)										
Year	MassDOT Project ID	Municipality	Program	MassDOT Project Description	Funding Source	Total Project Cost	Total Programmed Funds	Federal Funds	State Funds	Other Funds
Federal Fiscal Year 2030							\$13,090,057	\$8,837,405	\$2,771,852	\$1,480,800
Greater Attleboro-Taunton Regional Transit Authority							\$13,090,057	\$8,837,405	\$2,771,852	\$1,480,800
2030	GATRA011689		RTA Facility & Vehicle Maintenance	GATRA - Miscellaneous Support Equipment	5307	\$45,317	\$34,775	\$34,775		
2030	GATRA011689		RTA Facility & Vehicle Maintenance	GATRA - Miscellaneous Support Equipment	RTACAP	\$45,317	\$8,694		\$8,694	
2030	GATRA011970		RTA Facility & Vehicle Maintenance	Greater Attleboro Taunton Regional Transit Authority - Rehab/Renovate Facilities	5307	\$50,000	\$216,000	\$216,000		
2030	GATRA011970		RTA Facility & Vehicle Maintenance	Greater Attleboro Taunton Regional Transit Authority - Rehab/Renovate Facilities	RTACAP	\$50,000	\$54,000		\$54,000	
2030	T00105		RTA Vehicle Replacement	GATRA - Acquire Vans	LF	\$1,001,100	\$1,480,800			\$1,480,800
2030	T00106		RTA Facility & Vehicle Maintenance	GATRA - Associated Capital Items Bus	5339	\$466,665	\$53,924	\$53,924		
2030	T00106		RTA Facility & Vehicle Maintenance	GATRA - Associated Capital Items Bus	RTACAP	\$466,665	\$13,481		\$13,481	
2030	T00107		RTA Vehicle Replacement	Greater Attleboro-Taunton Regional Transit Authority - Buy Replacement 35-FT Buses (2) - BEB	5307	\$2,161,985	\$1,762,706	\$1,762,706		
2030	T00107		RTA Vehicle Replacement	Greater Attleboro-Taunton Regional Transit Authority - Buy Replacement 35-FT Buses (2) - BEB	RTACAP	\$2,161,985	\$440,677		\$440,677	
2030	T00108		Operating	GATRA - Short Range Transit Planning	5307	\$100,000	\$80,000	\$80,000		
2030	T00108		Operating	GATRA - Short Range Transit Planning	SCA	\$100,000	\$20,000		\$20,000	
2030	T00109		Operating	GATRA - Non Fixed Route ADA Operating	5307	\$1,650,000	\$1,320,000	\$1,320,000		
2030	T00109		Operating	GATRA - Non Fixed Route ADA Operating	SCA	\$1,650,000	\$330,000		\$330,000	
2030	T00110		Operating	GATRA - Operating Assistance	5307	\$1,500,000	\$750,000	\$750,000		
2030	T00110		Operating	GATRA - Operating Assistance	SCA	\$1,500,000	\$750,000		\$750,000	
2030	T00111		RTA Facility & Vehicle Maintenance	GATRA - Preventative Maintenance	5307	\$5,600,000	\$4,480,000	\$4,480,000		
2030	T00111		RTA Facility & Vehicle Maintenance	GATRA - Preventative Maintenance	SCA	\$5,600,000	\$1,120,000		\$1,120,000	



STIP Investments Report

Program Activity: Transit, 2030 Greater Attleboro-Taunton Regional Transit Authority

STIP: 2026 - 2030 (D)										
Year	MassDOT Project ID	Municipality	Program	MassDOT Project Description	Funding Source	Total Project Cost	Total Programmed Funds	Federal Funds	State Funds	Other Funds
2030	T00112		Operating	GATRA - Mobility Management	5307	\$175,000	\$140,000	\$140,000		
2030	T00112		Operating	GATRA - Mobility Management	SCA	\$175,000	\$35,000		\$35,000	

APPENDIX M – MBTA FEDERAL CAPITAL PROGRAM – FFY 2025 AND FFY 2026-2030 PROJECT LIST

The current [FY 2026-2030 Capital Investment Plan \(CIP\)](https://www.mbtta.com/financials/capital-investment-plan) along with past versions of the CIP can be found at the MBTA's website at <https://www.mbtta.com/financials/capital-investment-plan>.

APPENDIX N – UNIVERSE OF PROJECTS

PROJECT LOCATION AND DESCRIPTION	PROJECT ID#	PROGRAM YEAR	TEC SCORE	ESTIMATE
ABINGTON - INTERSECTION IMPROVEMENTS AT HANCOCK STREET AND CHESTNUT STREET	609440	2026	61	\$6,733,294
ABINGTON - INTERSECTION IMPROVEMENTS AT ROUTE 18 AND ROUTE 123	612770	2029	55	\$5,387,205
ABINGTON - INTERSECTION IMPROVEMENTS, RANDOLPH STREET AND RICHARD A FITTS DRIVE (ROUTE 139) AT CHESTNUT STREET AND OLD RANDOLPH STREET	612525	2027	58	\$3,786,625
AVON - CORRIDOR IMPROVEMENTS ON ROUTE 28	610804	NOT PROGRAMMED	33	\$4,002,000
AVON - INTERSECTION IMPROVEMENTS AT ROUTE 28, SPRING STREET AND HARRISON BOULEVARD	611979	2027	57	\$7,350,106
BRIDGEWATER- BRIDGE REHABILITATION, B-23-001 (44H), VERNON STREET OVER TAUNTON RIVER	613292	2029	n/a	\$20,613,180
BROCKTON - ABINGTON - PEDESTRIAN AND BICYCLE IMPROVEMENTS ON ROUTE 123	609520	2029	53	\$29,519,606
BROCKTON- INTERSECTION IMPROVEMENTS AT LYMAN STREET/GROVE STREET/SUMMER STREET & REPLACEMENT OF GROVE STREET BRIDGE, B-25-005, OVER SALISBURY PLAIN RIVER	607818	2027	74	\$7,441,972
BROCKTON - IMPROVEMENTS ON FOREST AVENUE, FROM WEST STREET TO BREER STREET	612526	NOT PROGRAMMED	46	\$8,788,450
BROCKTON - INTERSECTION IMPROVEMENTS @ CRESCENT STREET (ROUTE 27)/ QUINCY STREET/ MASSASOIT BOULEVARD	606143	NOT PROGRAMMED	59	\$5,300,800
BROCKTON - INTERSECTION IMPROVEMENTS AT ROUTE 123 (BELMONT STREET), PEARL STREET AND STONEHILL STREET	612262	2028	61	\$7,465,375

BROCKTON - ROUTE 123 (CENTRE STREET) AT PLYMOUTH STREET SIGNALIZATION AND GEOMETRIC IMPROVEMENTS	609052	2026	75	\$3,728,292
DUXBURY - BRIDGE REPLACEMENT, D-14-003 (438), POWDER POINT AVENUE OVER DUXBURY BAY	612006	2027 ADVANCE CONSTRUCTION PHASE 1 OF 4	n/a	\$172,404,375
DUXBURY - INTERSECTION IMPROVEMENTS AT ROUTE 53 AND FRANKLIN STREET	613269	2030	53	\$7,279,350
DUXBURY - SIGNAL INSTALLATION @ ROUTE 3 (NB & SB) RAMPS & ROUTE 3A (TREMONT STREET)	606002	2028	53	\$8,828,682
EAST BRIDGEWATER - INTERSECTION IMPROVEMENTS AT BEDFORD STREET (ROUTE 18), WEST STREET (ROUTE 106) AND EAST STREET	611968	NOT PROGRAMMED	43	\$3,500,000
EAST BRIDGEWATER - INTERSECTION IMPROVEMENTS AT HIGHLAND STREET AND NORTH BEDFORD STREET (ROUTE 18)	611976	2029	71	\$3,500,000
EAST BRIDGEWATER- BRIDGE REPLACEMENT, E-01-010 (BVT) POND STREET OVER SATUCKET RIVER	613306	NOT PROGRAMMED	n/a	\$1,197,225
EASTON - IMPROVEMENTS ON FOUNDRY STREET (ROUTE 106/123)	612269	NOT PROGRAMMED	47	\$14,315,773
EASTON - RECONSTRUCTION AND RELATED WORK ON ROUTES 138 AND 123, FROM BELMONT STREET TO DEPOT STREET	612617	NOT PROGRAMMED	57	\$13,437,675
EASTON - RESURFACING AND RELATED WORK ON ROUTE 138 (ROOSEVELT CIRCLE TO STOUGHTON TOWN LINE (EXCLUDING THE SECTION FROM ELM STREET TO UNION STREET))	608585	NOT PROGRAMMED	48	\$4,330,240
EASTON- INTERSECTION IMPROVEMENTS AT ROUTE 138 AND TURNPIKE STREET, AT ROUTE 138 AND PURCHASE STREET, AT TURNPIKE STREET AND PURCHASE STREET	612975	NOT PROGRAMMED	67	\$7,428,625

HANOVER- CORRIDOR IMPROVEMENTS ON ROUTE 139 (HANOVER STREET) AT MAIN STREET, CENTER STREET AND SILVER STREET	612769	2028	57	\$12,524,332
HANOVER- INTERSECTION IMPROVEMENTS AT COLUMBIA ROAD (ROUTE 53/139) AND BROADWAY	613599	2030	59	\$5,938,600
HANSON - CORRIDOR IMPROVEMENTS ON ROUTE 14 (MAQUAN STREET), FROM THE PEMBROKE T.L. TO INDIAN HEAD STREET AND RELATED WORK	608506	NOT PROGRAMMED	54	\$10,311,020
KINGSTON - BRIDGE REPLACEMENT, K-01-014, SMITHS LANE OVER ROUTE 3 (PILGRIM HIGHWAY)	608615	2029	n/a	\$27,239,100
PLYMOUTH- INTERSECTION IMPROVEMENTS ON ROUTE 3A (STATE ROAD) AT HERRING POND ROAD	613726	NOT PROGRAMMED	TBD	\$8,171,488
STOUGHTON - INTERSECTION IMPROVEMENTS AT CANTON STREET (ROUTE 27), SCHOOL STREET AND SUMMER STREET	611981	2028	74	\$4,985,836
STOUGHTON - RECONSTRUCTION OF TURNPIKE STREET	607214	NOT PROGRAMMED	TBD	\$42,984,486
STOUGHTON- BICYCLE AND PEDESTRIAN IMPROVEMENTS ON ROUTE 27 (PARK STREET)	613287	NOT PROGRAMMED	TBD	\$6,551,220
STOUGHTON- INTERSECTION IMPROVEMENTS AT ROUTE 27 (PARK STREET) AND TURNPIKE STREET	613277	2029	65	\$3,264,123
WEST BRIDGEWATER- BRIDGE REPLACEMENT, W-18-004, FOREST STREET OVER TOWN RIVER	613132	NOT PROGRAMMED	n/a	\$4,380,900
WHITMAN- CORRIDOR IMPROVEMENTS ON SOUTH AVENUE (ROUTE 27)	613643	2030	54	\$14,835,581

APPENDIX O - TWENTY-ONE (21) DAY PUBLIC REVIEW - NOTICE OF AVAILABILITY AND PUBLIC COMMENTS



Rebecca Coletta, President | Mary Waldron, Executive Director

(508) 583-1833

70 School Street, Brockton, MA 02301

www.oldcolonyplanning.org

NOTICE OF PUBLIC REVIEW AND COMMENT PERIOD
FFY 2025-2029 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
AMENDMENT 4
FFY 2026-2030 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
OLD COLONY SAFE STREETS FOR ALL (SS4A) COMPREHENSIVE SAFETY
(VISION ZERO) ACTION PLAN

Old Colony Planning Council (OCPC) is making the FFY 2025-2029 TIP Amendment 4, the Draft FFY 2026-2030 Old Colony Transportation Improvement Program (TIP), and the Draft Old Colony Safe Streets For All (SS4A) Comprehensive Safety (Vision Zero) Action Plan available for a Public Review and Comment. Copies will be available at <https://oldcolonyplanning.org> and/or upon request. This process will be used as Brockton Area Transit Authority's (BAT) public participation process. BAT, the Federal Transit Administration (FTA) Section 5307(c) applicant, has consulted with the Old Colony Metropolitan Planning Organization (MPO) and concurs that the public involvement process adopted by the MPO for development of the TIP satisfies the public hearing requirements that pertain to the development of the Program of Projects for the regular Section 5307, Urbanized Area Formula Program, grant applications including the provisions for public notice and the time established for public review and comment. Public notice of public involvement activities and time established for public review and comments on the TIP will satisfy the program of projects (POP) requirements. The public discussion of the TIP at meetings of the Old Colony Joint Transportation Committee (JTC) and Old Colony MPO satisfies the Program of Projects (POP) public hearing requirements of the FTA. A public meeting of the Old Colony MPO is scheduled for May 20, 2025 at 10:00 AM. Please contact William McNulty at (774) 539-5103 for information.

Please send written comments to:
William McNulty
Old Colony Planning Council
70 School Street, Brockton, MA 02301
wmcnulty@ocpcrpa.org

The Enterprise

Public Notices

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TIP

LEGAL NOTICE

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LEGAL NOTICE

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AD#11220015

PL 04/16/2025

**APPENDIX P - TIP PROJECT REVISION AND DEFINITION PROCEDURES,
AND APPROVED ADJUSTMENTS, ADMINISTRATIVE MODIFICATIONS,
AND AMENDMENTS**

MassDOT State Transportation Improvement Program (STIP) Project Revision Definitions and Procedures

The STIP is a “living” document and is likely to be modified during the course of the year. The definitions and procedures outlined in this section are followed when project based revisions to the STIP are necessary.

Definitions of STIP Revision Procedures

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

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

Administrative Modification: A revision to the STIP 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.

Highway Project STIP Revision Definitions and Procedures

Type of Revision	Definition	Procedure	Notes
Major Project Cost Change	Increase or decrease of \$500,000 or greater for projects programmed under \$5,000,000 and greater than 10% of the total cost for projects programmed over \$5,000,000.	Amendment	The “increase” or “decrease” in cost is relative to the Total Federal Participating Cost (TFPC) of a project.
Minor Project Cost Change	Increase or decrease of \$499,999 or less for projects programmed under \$5,000,000 and less than 10% of the total cost for projects programmed over \$5,000,000.	Adjustment	See above.
Project Description Change	Change in the description of the project as it is listed in the STIP.	Adjustment or Administrative Modification	Project description changes are treated as administrative modifications for minor changes (e.g. spelling errors, more detailed descriptions, adding mile-markers, etc.).
Major Project Scope Change	A revision to the project scope large enough to necessitate an additional review by MassDOT's Project Review Committee (PRC) – typically accompanied by major project cost change.	Amendment	In some cases, a major scope change will require the initiation of a new project through MassDOT's Project Initiation Form (PIF), and review/approval by PRC. This would require deactivation and removal of the currently programmed project.
Minor Project Scope Change	A minor revision to the project scope that does not significantly alter the original PRC-approved scope of work.	Adjustment	In many cases, changes in this category will also include a minor cost change.
Project Addition	The programming of a new project in any federal fiscal year of the active TIP.	Amendment or Adjustment	Project additions are treated as amendments if the project was not part of any previously approved STIP that has been vetted through the public process.
Project Removal	The removal of a project in any federal fiscal year of the active TIP.	Amendment	Exception: if a project is removed from an active TIP or the STIP due to it being previously advanced/advertised, or is moved to the statewide list from a regional TIP, the action would be considered an adjustment.
Change in Funding Source	A change in the project's funding source, including federal and non-federal sources which fall within the project cost change revisions listed above.	Adjustment	Changes in funding sources for projects are permissible for advertisement purposes if the FHWA Division Office has been consulted.
Change in Additional Information	A change in any item listed in the “Additional Information” column of the STIP not covered in any other item listed here (e.g. earmark details, project proponent, etc.)	Administrative Modification	N/A
Change in Year of Programming	Moving a currently programmed project earlier or later than an originally programmed year.	Amendment	Changes to a project delivery schedule (advancement or delay) requires an amendment for the change in programmed FFY.

Transit Project STIP Revision Definitions and Procedures

Type of Revision	Definition	Procedure	Notes
Major Project Cost Change	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	The “increase” or “decrease” in cost is relative to the combined federal and non-federal aid participating cost of the project.
Minor Project Cost Change	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	See above.
Project Description Change	Change in the description of the project as it is listed in the STIP.	Adjustment or Administrative Modification	Project description changes are treated as administrative modifications for minor changes (e.g. spelling errors, more detailed descriptions, etc.).
Major Project Scope Change	A revision to the project scope deemed large enough to require public review and comment (e.g. changing the number of stations)	Amendment	In many cases, changes in this category will also include a major cost change.
Minor Project Scope Change	A minor revision to the project scope that does not significantly alter the original scope of work (e.g. changes to the bus model for vehicle replacement projects).	Adjustment	In many cases, changes in this category will also include a minor cost change.
Project Addition	The programming of a new project in any federal fiscal year of the current TIP.	Amendment or Adjustment	Project additions are treated as amendments if the project was not part of any previously approved STIP that has been vetted through the public process.
Project Removal	The removal of a project in any federal fiscal year of the current TIP.	Amendment	Exception: if a project is removed from a TIP or the STIP due to it being previously advanced/advertised, or is moved to the statewide list from a regional TIP, the action would be considered an adjustment.
Change in Funding Source	Change in the funding source, including federal and non-federal sources that fall within project cost change revisions listed in the first two rows.	Adjustment	Changes in funding sources for projects are permissible for obligation purposes with written notice from the FTA region office.
Change in Year of Programming	Moving a currently programmed project earlier or later than the originally programmed year.	Amendment or Adjustment	Note: Federal funds shall be programmed in the federal fiscal year in which the award will occur. Changes in year of programming are only treated as adjustments if they involve advancing federal funds to align with the year of the grant award.

Exceptions

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

APPENDIX Q – MASSDOT STATEWIDE PROGRAM

Version	Year	STIP Section Number and Description	Budget Program to match Program Targets	STIP / CIP Program	STIP SubProgram	MassDOT ProjectID	MPO	Municipality	MassDOT Description	District	Funding	Total Programmed Funds	Federal Funds	Non-Federal Funds	AC (Y/N)	AC YR in STIP	AC Total Years	OA Exempt	Eligible Urbanized Area	Urbanized Area Suballocation
2026.+	2026	Section 1B / Earmark or Discretionary Grant Funded Projects	Modernization	Ferry Boat Program	Ferry Boat Program	S13273	Statewide		Ferry Boat Program Placeholder (FFY 2026-2030)		FBP	2,367,421	1,893,937	473,484	Y	1	5	Y		
2026.+	2026	Section 1B / Earmark or Discretionary Grant Funded Projects	Planning/Adjustments/Pass-throughs	Metropolitan Planning	Metropolitan Planning	S13237	Statewide		Metropolitan Planning (FFY 2027 UPWPs) - PL & SPR		MP5303	5,213,471	4,170,777	1,042,694	N	0	0	Y		
2026.+	2026	Section 1B / Earmark or Discretionary Grant Funded Projects	Reliability	Bridge	Bridge Systematic Maintenance NB	S13265	Statewide		Bridge Preservation Projects (Additional)		HIP-BR	8,259,461	6,607,569	1,651,892	Y	1	5	Y		
2026.+	2026	Section 2A / Federal Aid Funded State Prioritized Reliability Projects	Reliability	Bridge	Bridge Inspections	S12633	Statewide		2026 Bridge Inspection & Data Control		STBG-BR-Off	8,127,431	6,501,945	1,625,486	Y	1	2	N		
2026.+	2026	Section 2A / Federal Aid Funded State Prioritized Reliability Projects	Reliability	Bridge	Bridge Inspections	S12633	Statewide		2026 Bridge Inspection & Data Control		NHPP	9,772,569	7,818,055	1,954,514	Y	1	2	N		
2026.+	2026	Section 2A / Federal Aid Funded State Prioritized Reliability Projects	Reliability	Bridge	Bridge Off-system	S13276	Statewide		Off System Bridge Projects (Additional)		STBG-BR-Off	2,051,788	1,641,430	410,358	Y	1	4	N		
2026.+	2026	Section 2A / Federal Aid Funded State Prioritized Reliability Projects	Reliability	Interstate Pavement	Interstate Pavement	614009	Multiple	Multiple	DEERFIELD TO NORTHAMPTON- INTERSTATE PAVEMENT PRESERVATION ON I-91	2	NHPP-I	15,356,058	13,820,452	1,535,606	N	0	0	N		
2026.+	2026	Section 2A / Federal Aid Funded State Prioritized Reliability Projects	Reliability	Safety Improvements	Safety Improvements	611952	Statewide	Multiple	HARVARD- LITTLETON- ACTON- CONCORD- GUIDE AND TRAFFIC SIGN REPLACEMENT ON A SECTION OF ROUTE 2	3	HSIP	734,125	660,713	73,413	N	0	0	N		
2026.+	2026	Section 2A / Federal Aid Funded State Prioritized Reliability Projects	Reliability	Safety Improvements	Safety Improvements	S13215	Statewide		SHSP STRATEGIES IMPLEMENTATION TO ADDRESS EMPHASIS AREAS (SAFETY PROGRAM - 2026)		VUS	1,000,000	900,000	100,000	N	0	0	N		
2026.+	2026	Section 2A / Federal Aid Funded State Prioritized Reliability Projects	Reliability	Safety Improvements	Safety Improvements	S13215	Statewide		SHSP STRATEGIES IMPLEMENTATION TO ADDRESS EMPHASIS AREAS (SAFETY PROGRAM - 2026)		HSIP	4,000,000	3,600,000	400,000	N	0	0	N		
2026.+	2026	Section 2A / Federal Aid Funded State Prioritized Reliability Projects	Reliability	Safety Improvements	Safety Improvements	S13216	Statewide		VRU SYSTEMIC SAFETY NEAR BUS STOPS - 2026		VUS	4,000,000	3,600,000	400,000	N	0	0	N		
2026.+	2026	Section 2A / Federal Aid Funded State Prioritized Reliability Projects	Reliability	Safety Improvements	Safety Improvements	S13232	Statewide		SAFETY AND HIGH CRASH INTERSECTION IMPROVEMENT PROJECTS (DESIGN)		HSIP	5,000,000	4,500,000	500,000	N	0	0	N		
2026.+	2026	Section 2B / Federal Aid Funded State Prioritized Modernization Projects	Modernization	Freight	Freight	613696	Statewide	Multiple	STATEWIDE- WIM STATION ENHANCEMENTS AND EXPANSION AT 15 LOCATIONS	1	NFP-I	9,500,000	8,550,000	950,000	Y	1	2	N		

Version	Year	STIP Section Number and Description	Budget Program to match Program Targets	STIP / CIP Program	STIP SubProgram	MassDOT ProjectID	MPO	Municipality	MassDOT Description	District	Funding	Total Programmed Funds	Federal Funds	Non-Federal Funds	AC (Y/N)	AC YR in STIP	AC Total Years	OA Exempt	Eligible Urbanized Area	Urbanized Area Suballocation
2026.+	2026	Section 2B / Federal Aid Funded State Prioritized Modernization Projects	Modernization	Intelligent Transportation Systems	Intelligent Transportation Systems	S12783	Statewide		STATEWIDE ITS Program - 2024-2028		NHPP	10,309,868	8,247,894	2,061,974	Y	3	5	N		
2026.+	2026	Section 2B / Federal Aid Funded State Prioritized Modernization Projects	Modernization	Safe Routes to School	Safe Routes to School	S13203	Statewide		STATEWIDE - SAFE ROUTES TO SCHOOL IMPROVEMENT PROJECT DESIGN		TAP	3,500,000	2,800,000	700,000	N	0	0	N		
2026.+	2026	Section 3A / Federal Aid Funded Planning/Adjustments/Pass-throughs	Planning/Adjustments/Pass-throughs	Award Adjustments, Change Orders, etc.	Award Adjustments, Change Orders, etc.	S13253	Statewide		Awards, Adjustments, Change Orders, etc. (FFY 2026)		STBG-BR-Off	1,600,222	1,280,178	320,044	N	0	0	N		
2026.+	2026	Section 3A / Federal Aid Funded Planning/Adjustments/Pass-throughs	Planning/Adjustments/Pass-throughs	Award Adjustments, Change Orders, etc.	Award Adjustments, Change Orders, etc.	S13253	Statewide		Awards, Adjustments, Change Orders, etc. (FFY 2026)		CMAQ	2,971,470	2,377,176	594,294	N	0	0	N		
2026.+	2026	Section 3A / Federal Aid Funded Planning/Adjustments/Pass-throughs	Planning/Adjustments/Pass-throughs	Award Adjustments, Change Orders, etc.	Award Adjustments, Change Orders, etc.	S13253	Statewide		Awards, Adjustments, Change Orders, etc. (FFY 2026)		HSIP	1,874,978	1,687,480	187,498	N	0	0	N		
2026.+	2026	Section 3A / Federal Aid Funded Planning/Adjustments/Pass-throughs	Planning/Adjustments/Pass-throughs	Award Adjustments, Change Orders, etc.	Award Adjustments, Change Orders, etc.	S13253	Statewide		Awards, Adjustments, Change Orders, etc. (FFY 2026)		NHPP	17,368,600	13,894,880	3,473,720	N	0	0	N		
2026.+	2026	Section 3A / Federal Aid Funded Planning/Adjustments/Pass-throughs	Planning/Adjustments/Pass-throughs	Award Adjustments, Change Orders, etc.	Award Adjustments, Change Orders, etc.	S13253	Statewide		Awards, Adjustments, Change Orders, etc. (FFY 2026)		STBG	1,969,306	1,575,445	393,861	N	0	0	N		
2026.+	2026	Section 3A / Federal Aid Funded Planning/Adjustments/Pass-throughs	Planning/Adjustments/Pass-throughs	Award Adjustments, Change Orders, etc.	Award Adjustments, Change Orders, etc.	S13253	Statewide		Awards, Adjustments, Change Orders, etc. (FFY 2026)		TAP	817,025	653,620	163,405	N	0	0	N		
2026.+	2026	Section 3A / Federal Aid Funded Planning/Adjustments/Pass-throughs	Planning/Adjustments/Pass-throughs	Award Adjustments, Change Orders, etc.	Award Adjustments, Change Orders, etc.	S13253	Statewide		Awards, Adjustments, Change Orders, etc. (FFY 2026)		PRCT	898,399	718,719	179,680	N	0	0	N		
2026.+	2026	Section 3A / Federal Aid Funded Planning/Adjustments/Pass-throughs	Planning/Adjustments/Pass-throughs	Carbon Reduction	Carbon Reduction	S13266	Statewide		Carbon Reduction Program Placeholder (FFY 2026-2030) - Flex to FTA for use by MBTA		CRP	6,229,951	4,983,961	1,245,990	Y	1	5	N		Boston Urban Area
2026.+	2026	Section 3A / Federal Aid Funded Planning/Adjustments/Pass-throughs	Planning/Adjustments/Pass-throughs	Carbon Reduction	Carbon Reduction	S13267	Statewide		Carbon Reduction Program Placeholder (FFY 2026-2030) - Flex to FTA for use by RTAs		CRP	6,986,121	5,588,897	1,397,224	Y	1	5	N		
2026.+	2026	Section 3A / Federal Aid Funded Planning/Adjustments/Pass-throughs	Planning/Adjustments/Pass-throughs	GANS Repayment	GANS Repayment	S13246	Statewide		ABP GANS (FFY 2026)		NHPP-G	133,620,000	133,620,000	0	N	0	0	N		
2026.+	2026	Section 3A / Federal Aid Funded Planning/Adjustments/Pass-throughs	Planning/Adjustments/Pass-throughs	Metropolitan Planning	Metropolitan Planning	S13237	Statewide		Metropolitan Planning (FFY 2027 UPWPs) - PL & SPR		PLM	14,157,257	11,325,806	2,831,451	N	0	0	N		
2026.+	2026	Section 3A / Federal Aid Funded Planning/Adjustments/Pass-throughs	Planning/Adjustments/Pass-throughs	Recreational Trails	Recreational Trails	S13236	Statewide		RECREATIONAL TRAILS PROGRAM (FFY 2026)		REC	1,483,411	1,186,729	296,682	N	0	0	N		

Version	Year	STIP Section Number and Description	Budget Program to match Program Targets	STIP / CIP Program	STIP SubProgram	MassDOT ProjectID	MPO	Municipality	MassDOT Description	District	Funding	Total Programmed Funds	Federal Funds	Non-Federal Funds	AC (Y/N)	AC YR in STIP	AC Total Years	OA Exempt	Eligible Urbanized Area	Urbanized Area Suballocation
2026.+	2026	Section 3A / Federal Aid Funded Planning/Adjustments/Pass-throughs	Planning/Adjustments/Pass-throughs	SRTS Education	SRTS Education	S12991	Statewide		Safe Routes To School (SRTS) Education (FFY 2024-2026)		TAP	2,502,992	2,002,394	500,598	Y	3	3	N		
2026.+	2026	Section 3A / Federal Aid Funded Planning/Adjustments/Pass-throughs	Planning/Adjustments/Pass-throughs	State Planning & Research	State Planning & Research	S13238	Statewide		State Planning & Research (SPR) 1 Work Program (FFY 2027)		PLS	15,184,931	12,147,945	3,036,986	N	0	0	N		
2026.+	2026	Section 3A / Federal Aid Funded Planning/Adjustments/Pass-throughs	Planning/Adjustments/Pass-throughs	State Planning & Research	State Planning & Research	S13238	Statewide		State Planning & Research (SPR) 1 Work Program (FFY 2027)		STBG	3,565,069	2,852,055	713,014	N	0	0	N		
2026.+	2026	Section 3A / Federal Aid Funded Planning/Adjustments/Pass-throughs	Planning/Adjustments/Pass-throughs	State Planning & Research	State Planning & Research	S13240	Statewide		State Planning & Research (SPR) 2 Work Program (FFY 2027)		PLS	6,250,000	5,000,000	1,250,000	N	0	0	N		
2026.+	2026	Section 3B / Non-Federal Aid Funded	Reliability	Bridge	Bridge On-system NHS	607349	Statewide	Multiple	NORWELL- PEMBROKE-BRIDGE REPLACEMENT, N-24-004=P-05-008, ROUTE 3 (NB & SB) OVER NORTH RIVER	5	NGBP	52,061,711	0	52,061,711	N	0	0	Y		

Version	Year	STIP Section Number and Description	Budget Program to match Program Targets	STIP / CIP Program	STIP SubProgram	MassDOT ProjectID	MPO	Municipality	MassDOT Description	District	Funding	Total Programmed Funds	Federal Funds	Non-Federal Funds	AC (Y/N)	AC YR in STIP	AC Total Years	OA Exempt	Eligible Urbanized Area	Urbanized Area Suballocation
2026.+	2027	Section 1B / Earmark or Discretionary Grant Funded Projects	Modernization	Ferry Boat Program	Ferry Boat Program	S13273	Statewide		Ferry Boat Program Placeholder (FFY 2026-2030)		FBP	2,414,770	1,931,816	482,954	Y	2	5	Y		
2026.+	2027	Section 1B / Earmark or Discretionary Grant Funded Projects	Planning/Adjustments/Pass-throughs	Metropolitan Planning	Metropolitan Planning	S13249	Statewide		Metropolitan Planning (FFY 2028 UPWPs) - PL & SPR		MP5303	5,317,740	4,254,192	1,063,548	N	0	0	Y		
2026.+	2027	Section 1B / Earmark or Discretionary Grant Funded Projects	Reliability	Bridge	Bridge Systematic Maintenance NB	612506	Multiple	Multiple	HATFIELD- WHATELY- BRIDGE PRESERVATION, H-11-030, W-33-019, W-33-020, ROUTES 5 & 10 OVER I-91 (SEPARATE CROSSINGS)	2	HIP-BR	18,952,723	15,162,178	3,790,545	Y	1	2	Y		
2026.+	2027	Section 1B / Earmark or Discretionary Grant Funded Projects	Reliability	Bridge	Bridge Systematic Maintenance NB	S13265	Statewide		Bridge Preservation Projects (Additional)		HIP-BR	1	1	0	Y	2	5	Y		
2026.+	2027	Section 2A / Federal Aid Funded State Prioritized Reliability Projects	Reliability	Bridge	Bridge Inspections	S12633	Statewide		2026 Bridge Inspection & Data Control		NHPP	11,047,515	8,838,012	2,209,503	Y	2	2	N		
2026.+	2027	Section 2A / Federal Aid Funded State Prioritized Reliability Projects	Reliability	Bridge	Bridge Off-system	S13276	Statewide		Off System Bridge Projects (Additional)		STBG-BR-Off	31,311,639	25,049,311	6,262,328	Y	2	4	N		
2026.+	2027	Section 2A / Federal Aid Funded State Prioritized Reliability Projects	Reliability	Highway Resiliency Improvement Program	Highway Resiliency Improvement Program	613940	Statewide		DISTRICT 4- SOIL RESTORATION TO PROMOTE POLLINATOR HABITAT AND STORMWATER INFILTRATION	4	PRCT	725,024	580,019	145,005	N	0	0	N		
2026.+	2027	Section 2A / Federal Aid Funded State Prioritized Reliability Projects	Reliability	Highway Resiliency Improvement Program	Highway Resiliency Improvement Program	S13214	Statewide		Statewide - Culvert and Drainage Inventory Mapping		PRCT	7,407,579	5,926,063	1,481,516	Y	1	1	N		
2026.+	2027	Section 2A / Federal Aid Funded State Prioritized Reliability Projects	Reliability	Safety Improvements	Safety Improvements	S13217	Statewide		SHSP STRATEGIES IMPLEMENTATION TO ADDRESS EMPHASIS AREAS (SAFETY PROGRAM - 2027)		VUS	1,000,000	900,000	100,000	N	0	0	N		
2026.+	2027	Section 2A / Federal Aid Funded State Prioritized Reliability Projects	Reliability	Safety Improvements	Safety Improvements	S13217	Statewide		SHSP STRATEGIES IMPLEMENTATION TO ADDRESS EMPHASIS AREAS (SAFETY PROGRAM - 2027)		HSIP	4,000,000	3,600,000	400,000	N	0	0	N		
2026.+	2027	Section 2A / Federal Aid Funded State Prioritized Reliability Projects	Reliability	Safety Improvements	Safety Improvements	S13219	Statewide		VRU SYSTEMIC SAFETY NEAR BUS STOPS - 2027		VUS	4,000,000	3,600,000	400,000	N	0	0	N		
2026.+	2027	Section 2A / Federal Aid Funded State Prioritized Reliability Projects	Reliability	Safety Improvements	Safety Improvements	S13220	Statewide		GUIDE AND TRAFFIC SIGN REPLACEMENT PLACEHOLDER		HSIP	4,266,032	3,839,429	426,603	N	0	0	N		

Version	Year	STIP Section Number and Description	Budget Program to match Program Targets	STIP / CIP Program	STIP SubProgram	MassDOT ProjectID	MPO	Municipality	MassDOT Description	District	Funding	Total Programmed Funds	Federal Funds	Non-Federal Funds	AC (Y/N)	AC YR in STIP	AC Total Years	OA Exempt	Eligible Urbanized Area	Urbanized Area Suballocation
2026.+	2027	Section 2A / Federal Aid Funded State Prioritized Reliability Projects	Reliability	Safety Improvements	Safety Improvements	S13233	Statewide		IMPACT DEVELOPMENT/PORTAL UPDATE		HSIP	2,000,000	1,800,000	200,000	N	0	0	N		
2026.+	2027	Section 2B / Federal Aid Funded State Prioritized Modernization Projects	Modernization	Accessibility Improvements	Accessibility Improvements	613669	Statewide		DISTRICT 2- ACCESSIBILITY IMPROVEMENTS AT MULTIPLE LOCATIONS (CENTRAL PROJECT)	2	STBG	1,630,370	1,304,296	326,074	N	0	0	N		
2026.+	2027	Section 2B / Federal Aid Funded State Prioritized Modernization Projects	Modernization	Accessibility Improvements	Accessibility Improvements	613721	Statewide		DISTRICT 6- ACCESSIBILITY IMPROVEMENTS AT MULTIPLE LOCATIONS (SOUTHERN PROJECT)	6	STBG	1,522,997	1,218,398	304,599	N	0	0	N		Boston Urban Area
2026.+	2027	Section 2B / Federal Aid Funded State Prioritized Modernization Projects	Modernization	Freight	Freight	613696	Statewide	Multiple	STATEWIDE- WIM STATION ENHANCEMENTS AND EXPANSION AT 15 LOCATIONS	1	NFP-I	12,416,601	11,174,941	1,241,660	Y	2	2	N		
2026.+	2027	Section 2B / Federal Aid Funded State Prioritized Modernization Projects	Modernization	Freight	Freight	S13210	Statewide		MassDOT Freight-focused Improvements		NFP-I	5,646,069	5,081,462	564,607	N	0	0	N		
2026.+	2027	Section 2B / Federal Aid Funded State Prioritized Modernization Projects	Modernization	Intelligent Transportation Systems	Intelligent Transportation Systems	S12783	Statewide		STATEWIDE ITS Program - 2024-2028		NHPP	10,309,868	8,247,894	2,061,974	Y	4	5	N		
2026.+	2027	Section 2B / Federal Aid Funded State Prioritized Modernization Projects	Modernization	Intersection Improvements	Intersection Improvements	S13229	Statewide		District 3 - Safety at Multiple Locations		HSIP	4,160,000	3,744,000	416,000	N	0	0	N		
2026.+	2027	Section 2B / Federal Aid Funded State Prioritized Modernization Projects	Modernization	Safe Routes to School	Safe Routes to School	S13204	Statewide		STATEWIDE - SAFE ROUTES TO SCHOOL IMPROVEMENT PROJECTS (PLACEHOLDER FOR 27)		TAP	2,000,000	1,600,000	400,000	N	0	0	N		
2026.+	2027	Section 3A / Federal Aid Funded Planning/Adjustments/Pass-throughs	Planning/Adjustments/Pass-throughs	Award Adjustments, Change Orders, etc.	Award Adjustments, Change Orders, etc.	S13254	Statewide		Awards, Adjustments, Change Orders, etc. (FFY 2027)		STBG-BR-Off	1,600,222	1,280,178	320,044	N	0	0	N		
2026.+	2027	Section 3A / Federal Aid Funded Planning/Adjustments/Pass-throughs	Planning/Adjustments/Pass-throughs	Award Adjustments, Change Orders, etc.	Award Adjustments, Change Orders, etc.	S13254	Statewide		Awards, Adjustments, Change Orders, etc. (FFY 2027)		CMAQ	2,971,470	2,377,176	594,294	N	0	0	N		
2026.+	2027	Section 3A / Federal Aid Funded Planning/Adjustments/Pass-throughs	Planning/Adjustments/Pass-throughs	Award Adjustments, Change Orders, etc.	Award Adjustments, Change Orders, etc.	S13254	Statewide		Awards, Adjustments, Change Orders, etc. (FFY 2027)		HSIP	1,874,978	1,687,480	187,498	N	0	0	N		
2026.+	2027	Section 3A / Federal Aid Funded Planning/Adjustments/Pass-throughs	Planning/Adjustments/Pass-throughs	Award Adjustments, Change Orders, etc.	Award Adjustments, Change Orders, etc.	S13254	Statewide		Awards, Adjustments, Change Orders, etc. (FFY 2027)		NHPP	17,368,600	13,894,880	3,473,720	N	0	0	N		
2026.+	2027	Section 3A / Federal Aid Funded Planning/Adjustments/Pass-throughs	Planning/Adjustments/Pass-throughs	Award Adjustments, Change Orders, etc.	Award Adjustments, Change Orders, etc.	S13254	Statewide		Awards, Adjustments, Change Orders, etc. (FFY 2027)		STBG	1,969,306	1,575,445	393,861	N	0	0	N		

Version	Year	STIP Section Number and Description	Budget Program to match Program Targets	STIP / CIP Program	STIP SubProgram	MassDOT ProjectID	MPO	Municipality	MassDOT Description	District	Funding	Total Programmed Funds	Federal Funds	Non-Federal Funds	AC (Y/N)	AC YR in STIP	AC Total Years	OA Exempt	Eligible Urbanized Area	Urbanized Area Suballocation
2026.+	2027	Section 3A / Federal Aid Funded Planning/Adjustments/Pass-throughs	Planning/Adjustments/Pass-throughs	Award Adjustments, Change Orders, etc.	Award Adjustments, Change Orders, etc.	S13254	Statewide		Awards, Adjustments, Change Orders, etc. (FFY 2027)		TAP	817,025	653,620	163,405	N	0	0	N		
2026.+	2027	Section 3A / Federal Aid Funded Planning/Adjustments/Pass-throughs	Planning/Adjustments/Pass-throughs	Award Adjustments, Change Orders, etc.	Award Adjustments, Change Orders, etc.	S13254	Statewide		Awards, Adjustments, Change Orders, etc. (FFY 2027)		PRCT	898,399	718,719	179,680	N	0	0	N		
2026.+	2027	Section 3A / Federal Aid Funded Planning/Adjustments/Pass-throughs	Planning/Adjustments/Pass-throughs	Carbon Reduction	Carbon Reduction	S13266	Statewide		Carbon Reduction Program Placeholder (FFY 2026-2030) - Flex to FTA for use by MBTA		CRP	15,238,830	12,191,064	3,047,766	Y	2	5	N		
2026.+	2027	Section 3A / Federal Aid Funded Planning/Adjustments/Pass-throughs	Planning/Adjustments/Pass-throughs	Carbon Reduction	Carbon Reduction	S13267	Statewide		Carbon Reduction Program Placeholder (FFY 2026-2030) - Flex to FTA for use by RTAs		CRP	7,125,844	5,700,675	1,425,169	Y	2	5	N		Barnstable Urban Area, Springfield, Chicopee, Holyoke, Worcester Urban Area, Providence, Pawtucket
2026.+	2027	Section 3A / Federal Aid Funded Planning/Adjustments/Pass-throughs	Planning/Adjustments/Pass-throughs	Metropolitan Planning	Metropolitan Planning	S13249	Statewide		Metropolitan Planning (FFY 2028 UPWPs) - PL & SPR		PLM	14,440,402	11,552,322	2,888,080	N	0	0	N		
2026.+	2027	Section 3A / Federal Aid Funded Planning/Adjustments/Pass-throughs	Planning/Adjustments/Pass-throughs	Recreational Trails	Recreational Trails	S13269	Statewide		RECREATIONAL TRAILS PROGRAM (FFY2027)		REC	1,483,411	1,186,729	296,682	N	0	0	N		
2026.+	2027	Section 3A / Federal Aid Funded Planning/Adjustments/Pass-throughs	Planning/Adjustments/Pass-throughs	SRTS Education	SRTS Education	S13260	Statewide		Safe Routes to School (SRTS) Education (FFY 2027)		TAP	2,439,183	1,951,346	487,837	N	0	0	N		
2026.+	2027	Section 3A / Federal Aid Funded Planning/Adjustments/Pass-throughs	Planning/Adjustments/Pass-throughs	State Planning & Research	State Planning & Research	S13239	Statewide		State Planning & Research (SPR) 1 Work Program (FFY 2028)		PLS	15,612,005	12,489,604	3,122,401	N	0	0	N		
2026.+	2027	Section 3A / Federal Aid Funded Planning/Adjustments/Pass-throughs	Planning/Adjustments/Pass-throughs	State Planning & Research	State Planning & Research	S13239	Statewide		State Planning & Research (SPR) 1 Work Program (FFY 2028)		STBG	3,137,995	2,510,396	627,599	N	0	0	N		
2026.+	2027	Section 3A / Federal Aid Funded Planning/Adjustments/Pass-throughs	Planning/Adjustments/Pass-throughs	State Planning & Research	State Planning & Research	S13241	Statewide		State Planning & Research (SPR) 2 Work Program (FFY 2028)		PLS	6,250,000	5,000,000	1,250,000	N	0	0	N		

Version	Year	STIP Section Number and Description	Budget Program to match Program Targets	STIP / CIP Program	STIP SubProgram	MassDOT ProjectID	MPO	Municipality	MassDOT Description	District	Funding	Total Programmed Funds	Federal Funds	Non-Federal Funds	AC (Y/N)	AC YR in STIP	AC Total Years	OA Exempt	Eligible Urbanized Area	Urbanized Area Suballocation
2026.+	2028	Section 1B / Earmark or Discretionary Grant Funded Projects	Modernization	Ferry Boat Program	Ferry Boat Program	S13273	Statewide		Ferry Boat Program Placeholder (FFY 2026-2030)		FBP	2,463,065	1,970,452	492,613	Y	3	5	Y		
2026.+	2028	Section 1B / Earmark or Discretionary Grant Funded Projects	Planning/Adjustments/Pass-throughs	Metropolitan Planning	Metropolitan Planning	S13250	Statewide		Metropolitan Planning (FFY 2029 UPWPs) - PL & SPR		MP5303	5,424,095	4,339,276	1,084,819	N	0	0	Y		
2026.+	2028	Section 1B / Earmark or Discretionary Grant Funded Projects	Reliability	Bridge	Bridge Off-system Local NB	613141	Multiple	Multiple	ATHOL- ORANGE- BRIDGE REPLACEMENT, A-15-017=O-03-001, LOGAN ROAD OVER THE EAST BRANCH OF THE TULLY RIVER	2	BROFF	3,561,890	3,561,890	0	N	0	0	Y		
2026.+	2028	Section 1B / Earmark or Discretionary Grant Funded Projects	Reliability	Bridge	Bridge Systematic Maintenance NB	612506	Multiple	Multiple	HATFIELD- WHATELY- BRIDGE PRESERVATION, H-11-030, W-33-019, W-33-020, ROUTES 5 & 10 OVER I-91 (SEPARATE CROSSINGS)	2	HIP-BR	16,716,191	13,372,953	3,343,238	Y	2	2	Y		
2026.+	2028	Section 1B / Earmark or Discretionary Grant Funded Projects	Reliability	Bridge	Bridge Systematic Maintenance NB	S13265	Statewide		Bridge Preservation Projects (Additional)		HIP-BR	7,118,918	5,695,134	1,423,784	Y	3	5	Y		
2026.+	2028	Section 2A / Federal Aid Funded State Prioritized Reliability Projects	Reliability	Bridge	Bridge Inspections	S12759	Statewide		2028 Bridge Inspection & Data Control		STBG-BR-Off	8,959,825	7,167,860	1,791,965	Y	1	2	N		
2026.+	2028	Section 2A / Federal Aid Funded State Prioritized Reliability Projects	Reliability	Bridge	Bridge Inspections	S12759	Statewide		2028 Bridge Inspection & Data Control		NHPP	8,940,175	7,152,140	1,788,035	Y	1	2	N		
2026.+	2028	Section 2A / Federal Aid Funded State Prioritized Reliability Projects	Reliability	Bridge	Bridge Off-system	S13276	Statewide		Off System Bridge Projects (Additional)		STBG-BR-Off	36,217,011	28,973,609	7,243,402	Y	3	4	N		
2026.+	2028	Section 2A / Federal Aid Funded State Prioritized Reliability Projects	Reliability	Safety Improvements	Safety Improvements	S13221	Statewide		SHSP STRATEGIES IMPLEMENTATION TO ADDRESS EMPHASIS AREAS (SAFETY PROGRAM - 2028)		VUS	1,000,000	900,000	100,000	N	0	0	N		
2026.+	2028	Section 2A / Federal Aid Funded State Prioritized Reliability Projects	Reliability	Safety Improvements	Safety Improvements	S13221	Statewide		SHSP STRATEGIES IMPLEMENTATION TO ADDRESS EMPHASIS AREAS (SAFETY PROGRAM - 2028)		HSIP	4,000,000	3,600,000	400,000	N	0	0	N		
2026.+	2028	Section 2A / Federal Aid Funded State Prioritized Reliability Projects	Reliability	Safety Improvements	Safety Improvements	S13222	Statewide		VRU SYSTEMIC SAFETY NEAR BUS STOPS - 2028		VUS	4,000,000	3,600,000	400,000	N	0	0	N		
2026.+	2028	Section 2A / Federal Aid Funded State Prioritized Reliability Projects	Reliability	Safety Improvements	Safety Improvements	S13223	Statewide		GUIDE AND TRAFFIC SIGN REPLACEMENT PLACEHOLDER		HSIP	7,000,000	6,300,000	700,000	N	0	0	N		

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2026.+	2028	Section 2B / Federal Aid Funded State Prioritized Modernization Projects	Modernization	Accessibility Improvements	Accessibility Improvements	613668	Statewide		DISTRICT 2- ACCESSIBILITY IMPROVEMENTS AT MULTIPLE LOCATIONS (NORTHERN PROJECT)	2	STBG	1,099,490	879,592	219,898	N	0	0	N		
2026.+	2028	Section 2B / Federal Aid Funded State Prioritized Modernization Projects	Modernization	Accessibility Improvements	Accessibility Improvements	613671	Statewide		DISTRICT 3- ACCESSIBILITY IMPROVEMENTS AT MULTIPLE LOCATIONS (SOUTHERN PROJECT)	3	STBG	1,733,971	1,387,177	346,794	N	0	0	N		
2026.+	2028	Section 2B / Federal Aid Funded State Prioritized Modernization Projects	Modernization	Accessibility Improvements	Accessibility Improvements	613723	Statewide		DISTRICT 5- ACCESSIBILITY IMPROVEMENTS AT MULTIPLE LOCATIONS (SOUTHERN PROJECT)	5	STBG	1,226,354	981,083	245,271	N	0	0	N		
2026.+	2028	Section 2B / Federal Aid Funded State Prioritized Modernization Projects	Modernization	Intelligent Transportation Systems	Intelligent Transportation Systems	S12783	Statewide		STATEWIDE ITS Program - 2024-2028		NHPP	10,309,868	8,247,894	2,061,974	Y	5	5	N		
2026.+	2028	Section 3A / Federal Aid Funded Planning/Adjustments/Pass-throughs	Planning/Adjustments/Pass-throughs	Award Adjustments, Change Orders, etc.	Award Adjustments, Change Orders, etc.	S13255	Statewide		Awards, Adjustments, Change Orders, etc. (FFY 2028)		STBG-BR-Off	1,600,222	1,280,178	320,044	N	0	0	N		
2026.+	2028	Section 3A / Federal Aid Funded Planning/Adjustments/Pass-throughs	Planning/Adjustments/Pass-throughs	Award Adjustments, Change Orders, etc.	Award Adjustments, Change Orders, etc.	S13255	Statewide		Awards, Adjustments, Change Orders, etc. (FFY 2028)		CMAQ	2,971,470	2,377,176	594,294	N	0	0	N		
2026.+	2028	Section 3A / Federal Aid Funded Planning/Adjustments/Pass-throughs	Planning/Adjustments/Pass-throughs	Award Adjustments, Change Orders, etc.	Award Adjustments, Change Orders, etc.	S13255	Statewide		Awards, Adjustments, Change Orders, etc. (FFY 2028)		HSIP	1,874,978	1,687,480	187,498	N	0	0	N		
2026.+	2028	Section 3A / Federal Aid Funded Planning/Adjustments/Pass-throughs	Planning/Adjustments/Pass-throughs	Award Adjustments, Change Orders, etc.	Award Adjustments, Change Orders, etc.	S13255	Statewide		Awards, Adjustments, Change Orders, etc. (FFY 2028)		NHPP	17,368,600	13,894,880	3,473,720	N	0	0	N		
2026.+	2028	Section 3A / Federal Aid Funded Planning/Adjustments/Pass-throughs	Planning/Adjustments/Pass-throughs	Award Adjustments, Change Orders, etc.	Award Adjustments, Change Orders, etc.	S13255	Statewide		Awards, Adjustments, Change Orders, etc. (FFY 2028)		STBG	1,969,306	1,575,445	393,861	N	0	0	N		
2026.+	2028	Section 3A / Federal Aid Funded Planning/Adjustments/Pass-throughs	Planning/Adjustments/Pass-throughs	Award Adjustments, Change Orders, etc.	Award Adjustments, Change Orders, etc.	S13255	Statewide		Awards, Adjustments, Change Orders, etc. (FFY 2028)		TAP	817,025	653,620	163,405	N	0	0	N		
2026.+	2028	Section 3A / Federal Aid Funded Planning/Adjustments/Pass-throughs	Planning/Adjustments/Pass-throughs	Award Adjustments, Change Orders, etc.	Award Adjustments, Change Orders, etc.	S13255	Statewide		Awards, Adjustments, Change Orders, etc. (FFY 2028)		PRCT	898,399	718,719	179,680	N	0	0	N		
2026.+	2028	Section 3A / Federal Aid Funded Planning/Adjustments/Pass-throughs	Planning/Adjustments/Pass-throughs	Carbon Reduction	Carbon Reduction	S13266	Statewide		Carbon Reduction Program Placeholder (FFY 2026-2030) - Flex to FTA for use by MBTA		CRP	15,543,607	12,434,886	3,108,721	Y	3	5	N		Boston Urban Area
2026.+	2028	Section 3A / Federal Aid Funded Planning/Adjustments/Pass-throughs	Planning/Adjustments/Pass-throughs	Carbon Reduction	Carbon Reduction	S13267	Statewide		Carbon Reduction Program Placeholder (FFY 2026-2030) - Flex to FTA for use by RTAs		CRP	7,268,361	5,814,689	1,453,672	Y	3	5	N		Barnstable Urban Area, Worcester Urban Area, Pawtucket

Version	Year	STIP Section Number and Description	Budget Program to match Program Targets	STIP / CIP Program	STIP SubProgram	MassDOT ProjectID	MPO	Municipality	MassDOT Description	District	Funding	Total Programmed Funds	Federal Funds	Non-Federal Funds	AC (Y/N)	AC YR in STIP	AC Total Years	OA Exempt	Eligible Urbanized Area	Urbanized Area Suballocation
2026.+	2028	Section 3A / Federal Aid Funded Planning/Adjustments/Pass-throughs	Planning/Adjustments/Pass-throughs	Metropolitan Planning	Metropolitan Planning	S13250	Statewide		Metropolitan Planning (FFY 2029 UPWPs) - PL & SPR		PLM	14,729,210	11,783,368	2,945,842	N	0	0	N		
2026.+	2028	Section 3A / Federal Aid Funded Planning/Adjustments/Pass-throughs	Planning/Adjustments/Pass-throughs	Recreational Trails	Recreational Trails	S13271	Statewide		RECREATIONAL TRAILS PROGRAM (FFY2028)		REC	1,483,411	1,186,729	296,682	N	0	0	N		
2026.+	2028	Section 3A / Federal Aid Funded Planning/Adjustments/Pass-throughs	Planning/Adjustments/Pass-throughs	SRTS Education	SRTS Education	S13261	Statewide		Safe Routes to School (SRTS) Education (FFY 2028)		TAP	2,439,183	1,951,346	487,837	N	0	0	N		
2026.+	2028	Section 3A / Federal Aid Funded Planning/Adjustments/Pass-throughs	Planning/Adjustments/Pass-throughs	State Planning & Research	State Planning & Research	S13242	Statewide		State Planning & Research (SPR) 2 Work Program (FFY 2029)		PLS	6,250,000	5,000,000	1,250,000	N	0	0	N		
2026.+	2028	Section 3A / Federal Aid Funded Planning/Adjustments/Pass-throughs	Planning/Adjustments/Pass-throughs	State Planning & Research	State Planning & Research	S13247	Statewide		State Planning & Research (SPR) 1 Work Program (FFY 2029)		PLS	16,049,244	12,839,395	3,209,849	N	0	0	N		
2026.+	2028	Section 3A / Federal Aid Funded Planning/Adjustments/Pass-throughs	Planning/Adjustments/Pass-throughs	State Planning & Research	State Planning & Research	S13247	Statewide		State Planning & Research (SPR) 1 Work Program (FFY 2029)		STBG	2,700,756	2,160,605	540,151	N	0	0	N		

Version	Year	STIP Section Number and Description	Budget Program to match Program Targets	STIP / CIP Program	STIP SubProgram	MassDOT ProjectID	MPO	Municipality	MassDOT Description	District	Funding	Total Programmed Funds	Federal Funds	Non-Federal Funds	AC (Y/N)	AC YR in STIP	AC Total Years	OA Exempt	Eligible Urbanized Area	Urbanized Area Suballocation
2026.+	2029	Section 1B / Earmark or Discretionary Grant Funded Projects	Modernization	Ferry Boat Program	Ferry Boat Program	S13273	Statewide		Ferry Boat Program Placeholder (FFY 2026-2030)		FBP	2,512,326	2,009,861	502,465	Y	4	5	Y		
2026.+	2029	Section 1B / Earmark or Discretionary Grant Funded Projects	Planning/Adjustments/Pass-throughs	Metropolitan Planning	Metropolitan Planning	S13251	Statewide		Metropolitan Planning (FFY 2030 UPWPs) - PL & SPR		MP5303	5,532,577	4,426,062	1,106,515	N	0	0	Y		
2026.+	2029	Section 1B / Earmark or Discretionary Grant Funded Projects	Reliability	Bridge	Bridge Systematic Maintenance NB	S13265	Statewide		Bridge Preservation Projects (Additional)		HIP-BR	49,658,872	39,727,098	9,931,774	Y	4	5	Y		
2026.+	2029	Section 2A / Federal Aid Funded State Prioritized Reliability Projects	Reliability	Bridge	Bridge Inspections	S12759	Statewide		2028 Bridge Inspection & Data Control		STBG-BR-Off	6,116,246	4,892,997	1,223,249	Y	2	2	N		
2026.+	2029	Section 2A / Federal Aid Funded State Prioritized Reliability Projects	Reliability	Bridge	Bridge Inspections	S12759	Statewide		2028 Bridge Inspection & Data Control		NHPP	11,481,728	9,185,382	2,296,346	Y	2	2	N		
2026.+	2029	Section 2A / Federal Aid Funded State Prioritized Reliability Projects	Reliability	Bridge	Bridge Off-system	S13276	Statewide		Off System Bridge Projects (Additional)		STBG-BR-Off	28,681,776	22,945,421	5,736,355	Y	4	4	N		
2026.+	2029	Section 2A / Federal Aid Funded State Prioritized Reliability Projects	Reliability	Safety Improvements	Safety Improvements	S13224	Statewide		VRU SYSTEMIC SAFETY NEAR BUS STOPS - 2029		VUS	4,000,000	3,600,000	400,000	N	0	0	N		
2026.+	2029	Section 2A / Federal Aid Funded State Prioritized Reliability Projects	Reliability	Safety Improvements	Safety Improvements	S13225	Statewide		GUIDE AND TRAFFIC SIGN REPLACEMENT PLACEHOLDER		HSIP	7,000,000	6,300,000	700,000	N	0	0	N		
2026.+	2029	Section 2A / Federal Aid Funded State Prioritized Reliability Projects	Reliability	Safety Improvements	Safety Improvements	S13235	Statewide		SHSP STRATEGIES IMPLEMENTATION TO ADDRESS EMPHASIS AREAS (SAFETY PROGRAM - 2029)		VUS	1,000,000	900,000	100,000	N	0	0	N		
2026.+	2029	Section 2A / Federal Aid Funded State Prioritized Reliability Projects	Reliability	Safety Improvements	Safety Improvements	S13235	Statewide		SHSP STRATEGIES IMPLEMENTATION TO ADDRESS EMPHASIS AREAS (SAFETY PROGRAM - 2029)		HSIP	4,000,000	3,600,000	400,000	N	0	0	N		
2026.+	2029	Section 2B / Federal Aid Funded State Prioritized Modernization Projects	Modernization	Accessibility Improvements	Accessibility Improvements	613670	Statewide		DISTRICT 2- ACCESSIBILITY IMPROVEMENTS AT MULTIPLE LOCATIONS (SOUTHERN PROJECT)	2	STBG	2,078,100	1,662,480	415,620	N	0	0	N		
2026.+	2029	Section 2B / Federal Aid Funded State Prioritized Modernization Projects	Modernization	Accessibility Improvements	Accessibility Improvements	613672	Statewide		DISTRICT 3- ACCESSIBILITY IMPROVEMENTS AT MULTIPLE LOCATIONS (NORTHERN PROJECT)	3	STBG	1,967,833	1,574,266	393,567	N	0	0	N		

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2026.+	2029	Section 2B / Federal Aid Funded State Prioritized Modernization Projects	Modernization	Accessibility Improvements	Accessibility Improvements	613673	Statewide		DISTRICT 3- ACCESSIBILITY IMPROVEMENTS AT MULTIPLE LOCATIONS (CENTRAL PROJECT)	3	STBG	1,543,671	1,234,937	308,734	N	0	0	N		
2026.+	2029	Section 2B / Federal Aid Funded State Prioritized Modernization Projects	Modernization	Accessibility Improvements	Accessibility Improvements	613720	Statewide		DISTRICT 5- ACCESSIBILITY IMPROVEMENTS AT MULTIPLE LOCATIONS (CENTRAL PROJECT)	5	STBG	1,657,693	1,326,154	331,539	N	0	0	N		
2026.+	2029	Section 2B / Federal Aid Funded State Prioritized Modernization Projects	Modernization	Accessibility Improvements	Accessibility Improvements	613722	Statewide		DISTRICT 6- ACCESSIBILITY IMPROVEMENTS AT MULTIPLE LOCATIONS (CENTRAL PROJECT)	6	STBG	1,772,746	1,418,197	354,549	N	0	0	N		Boston Urban Area
2026.+	2029	Section 2B / Federal Aid Funded State Prioritized Modernization Projects	Modernization	Freight	Freight	S13213	Statewide		MassDOT Freight-focused Improvements		NFP-I	12,151,784	10,936,606	1,215,178	N	0	0	N		
2026.+	2029	Section 2C / Federal Aid Funded State Prioritized Expansion Projects	Expansion	Bicycle and Pedestrian	Bicycle and Pedestrian	S13231	Statewide		SHARED USE PATH IMPROVEMENTS (PLACEHOLDER)		CMAQ	8,000,000	6,400,000	1,600,000	Y	1	2	N		
2026.+	2029	Section 3A / Federal Aid Funded Planning/Adjustments/Pass-throughs	Planning/Adjustments/Pass-throughs	Award Adjustments, Change Orders, etc.	Award Adjustments, Change Orders, etc.	S13256	Statewide		Awards, Adjustments, Change Orders, etc. (FFY 2029)		STBG-BR-Off	1,600,222	1,280,178	320,044	N	0	0	N		
2026.+	2029	Section 3A / Federal Aid Funded Planning/Adjustments/Pass-throughs	Planning/Adjustments/Pass-throughs	Award Adjustments, Change Orders, etc.	Award Adjustments, Change Orders, etc.	S13256	Statewide		Awards, Adjustments, Change Orders, etc. (FFY 2029)		CMAQ	2,971,470	2,377,176	594,294	N	0	0	N		
2026.+	2029	Section 3A / Federal Aid Funded Planning/Adjustments/Pass-throughs	Planning/Adjustments/Pass-throughs	Award Adjustments, Change Orders, etc.	Award Adjustments, Change Orders, etc.	S13256	Statewide		Awards, Adjustments, Change Orders, etc. (FFY 2029)		HSIP	1,874,978	1,687,480	187,498	N	0	0	N		
2026.+	2029	Section 3A / Federal Aid Funded Planning/Adjustments/Pass-throughs	Planning/Adjustments/Pass-throughs	Award Adjustments, Change Orders, etc.	Award Adjustments, Change Orders, etc.	S13256	Statewide		Awards, Adjustments, Change Orders, etc. (FFY 2029)		NHPP	17,368,600	13,894,880	3,473,720	N	0	0	N		
2026.+	2029	Section 3A / Federal Aid Funded Planning/Adjustments/Pass-throughs	Planning/Adjustments/Pass-throughs	Award Adjustments, Change Orders, etc.	Award Adjustments, Change Orders, etc.	S13256	Statewide		Awards, Adjustments, Change Orders, etc. (FFY 2029)		STBG	1,969,306	1,575,445	393,861	N	0	0	N		
2026.+	2029	Section 3A / Federal Aid Funded Planning/Adjustments/Pass-throughs	Planning/Adjustments/Pass-throughs	Award Adjustments, Change Orders, etc.	Award Adjustments, Change Orders, etc.	S13256	Statewide		Awards, Adjustments, Change Orders, etc. (FFY 2029)		TAP	817,025	653,620	163,405	N	0	0	N		
2026.+	2029	Section 3A / Federal Aid Funded Planning/Adjustments/Pass-throughs	Planning/Adjustments/Pass-throughs	Award Adjustments, Change Orders, etc.	Award Adjustments, Change Orders, etc.	S13256	Statewide		Awards, Adjustments, Change Orders, etc. (FFY 2029)		PRCT	898,399	718,719	179,680	N	0	0	N		
2026.+	2029	Section 3A / Federal Aid Funded Planning/Adjustments/Pass-throughs	Planning/Adjustments/Pass-throughs	Carbon Reduction	Carbon Reduction	S13266	Statewide		Carbon Reduction Program Placeholder (FFY 2026-2030) - Flex to FTA for use by MBTA		CRP	15,854,480	12,683,584	3,170,896	Y	4	5	N		Boston Urban Area

Version	Year	STIP Section Number and Description	Budget Program to match Program Targets	STIP / CIP Program	STIP SubProgram	MassDOT ProjectID	MPO	Municipality	MassDOT Description	District	Funding	Total Programmed Funds	Federal Funds	Non-Federal Funds	AC (Y/N)	AC YR in STIP	AC Total Years	OA Exempt	Eligible Urbanized Area	Urbanized Area Suballocation
2026.+	2029	Section 3A / Federal Aid Funded Planning/Adjustments/Pass-throughs	Planning/Adjustments/Pass-throughs	Carbon Reduction	Carbon Reduction	S13267	Statewide		Carbon Reduction Program Placeholder (FFY 2026-2030) - Flex to FTA for use by RTAs		CRP	7,413,728	5,930,982	1,482,746	Y	4	5	N		Barnstable Urban Area, Worcester Urban Area, Providence, Pawtucket
2026.+	2029	Section 3A / Federal Aid Funded Planning/Adjustments/Pass-throughs	Planning/Adjustments/Pass-throughs	Metropolitan Planning	Metropolitan Planning	S13251	Statewide		Metropolitan Planning (FFY 2030 UPWPs) - PL & SPR		PLM	15,023,794	12,019,035	3,004,759	N	0	0	N		
2026.+	2029	Section 3A / Federal Aid Funded Planning/Adjustments/Pass-throughs	Planning/Adjustments/Pass-throughs	Recreational Trails	Recreational Trails	S13272	Statewide		RECREATIONAL TRAILS PROGRAM (FFY 2029)		REC	1,483,411	1,186,729	296,682	N	0	0	N		
2026.+	2029	Section 3A / Federal Aid Funded Planning/Adjustments/Pass-throughs	Planning/Adjustments/Pass-throughs	SRTS Education	SRTS Education	S13262	Statewide		Safe Routes to School (SRTS) Education (FFY 2029)		TAP	2,439,183	1,951,346	487,837	N	0	0	N		
2026.+	2029	Section 3A / Federal Aid Funded Planning/Adjustments/Pass-throughs	Planning/Adjustments/Pass-throughs	State Planning & Research	State Planning & Research	S13244	Statewide		State Planning & Research (SPR) 2 Work Program (FFY 2030)		PLS	6,250,000	5,000,000	1,250,000	N	0	0	N		
2026.+	2029	Section 3A / Federal Aid Funded Planning/Adjustments/Pass-throughs	Planning/Adjustments/Pass-throughs	State Planning & Research	State Planning & Research	S13248	Statewide		State Planning & Research (SPR) 1 Work Program (FFY 2030)		PLS	16,495,230	13,196,184	3,299,046	N	0	0	N		
2026.+	2029	Section 3A / Federal Aid Funded Planning/Adjustments/Pass-throughs	Planning/Adjustments/Pass-throughs	State Planning & Research	State Planning & Research	S13248	Statewide		State Planning & Research (SPR) 1 Work Program (FFY 2030)		STBG	2,254,770	1,803,816	450,954	N	0	0	N		

Version	Year	STIP Section Number and Description	Budget Program to match Program Targets	STIP / CIP Program	STIP SubProgram	MassDOT ProjectID	MPO	Municipality	MassDOT Description	District	Funding	Total Programmed Funds	Federal Funds	Non-Federal Funds	AC (Y/N)	AC YR in STIP	AC Total Years	OA Exempt	Eligible Urbanized Area	Urbanized Area Suballocation
2026.+	2030	Section 1B / Earmark or Discretionary Grant Funded Projects	Modernization	Ferry Boat Program	Ferry Boat Program	S13273	Statewide		Ferry Boat Program Placeholder (FFY 2026-2030)		FBP	2,562,573	2,050,058	512,515	Y	5	5	Y		
2026.+	2030	Section 1B / Earmark or Discretionary Grant Funded Projects	Planning/Adjustments/Pass-throughs	Metropolitan Planning	Metropolitan Planning	S13252	Statewide		Metropolitan Planning (FFY 2031 UPWPs) - PL & SPR		MP5303	5,643,228	4,514,582	1,128,646	N	0	0	Y		
2026.+	2030	Section 1B / Earmark or Discretionary Grant Funded Projects	Reliability	Bridge	Bridge Systematic Maintenance NB	S13265	Statewide		Bridge Preservation Projects (Additional)		HIP-BR	65,000,000	52,000,000	13,000,000	Y	5	5	Y		
2026.+	2030	Section 2A / Federal Aid Funded State Prioritized Reliability Projects	Reliability	Bridge	Bridge Inspections	S13277	Statewide		2030 Bridge Inspection & Data Control		NHPP	2,500,000	2,000,000	500,000	Y	1	2	N		
2026.+	2030	Section 2A / Federal Aid Funded State Prioritized Reliability Projects	Reliability	Interstate Pavement	Interstate Pavement	609099	Statewide	Multiple	MILFORD- HOPKINTON- WESTBOROUGH- SOUTHBOROUGH- RESURFACING AND RELATED WORK ON I-495N	3	NHPP-I	15,217,715	13,695,944	1,521,772	N	0	0	N		
2026.+	2030	Section 2A / Federal Aid Funded State Prioritized Reliability Projects	Reliability	Safety Improvements	Safety Improvements	S13226	Statewide		GUIDE AND TRAFFIC SIGN REPLACEMENT PLACEHOLDER		HSIP	7,000,000	6,300,000	700,000	N	0	0	N		
2026.+	2030	Section 2A / Federal Aid Funded State Prioritized Reliability Projects	Reliability	Safety Improvements	Safety Improvements	S13227	Statewide		SHSP STRATEGIES IMPLEMENTATION TO ADDRESS EMPHASIS AREAS (SAFETY PROGRAM - 2030)		VUS	1,000,000	900,000	100,000	N	0	0	N		
2026.+	2030	Section 2A / Federal Aid Funded State Prioritized Reliability Projects	Reliability	Safety Improvements	Safety Improvements	S13227	Statewide		SHSP STRATEGIES IMPLEMENTATION TO ADDRESS EMPHASIS AREAS (SAFETY PROGRAM - 2030)		HSIP	4,000,000	3,600,000	400,000	N	0	0	N		
2026.+	2030	Section 2A / Federal Aid Funded State Prioritized Reliability Projects	Reliability	Safety Improvements	Safety Improvements	S13228	Statewide		VRU SYSTEMIC SAFETY NEAR BUS STOPS - 2030		VUS	4,000,000	3,600,000	400,000	N	0	0	N		
2026.+	2030	Section 2B / Federal Aid Funded State Prioritized Modernization Projects	Modernization	Accessibility Improvements	Accessibility Improvements	613661	Statewide		DISTRICT 1- ACCESSIBILITY IMPROVEMENTS AT MULTIPLE LOCATIONS (WESTERN PROJECT)	1	STBG	4,941,600	3,953,280	988,320	N	0	0	N		
2026.+	2030	Section 2B / Federal Aid Funded State Prioritized Modernization Projects	Modernization	Accessibility Improvements	Accessibility Improvements	613719	Statewide		DISTRICT 5- ACCESSIBILITY IMPROVEMENTS AT MULTIPLE LOCATIONS (NORTHERN PROJECT)	5	STBG	2,398,297	1,918,638	479,659	N	0	0	N		
2026.+	2030	Section 2B / Federal Aid Funded State Prioritized Modernization Projects	Modernization	Accessibility Improvements	Accessibility Improvements	613724	Statewide		DISTRICT 6- ACCESSIBILITY IMPROVEMENTS AT MULTIPLE LOCATIONS (NORTHERN PROJECT)	6	STBG	1,707,812	1,366,250	341,562	N	0	0	N		Boston Urban Area

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2026.+	2030	Section 2B / Federal Aid Funded State Prioritized Modernization Projects	Modernization	Accessibility Improvements	Accessibility Improvements	613880	Statewide	Multiple	DISTRICT 4- ACCESSIBILITY IMPROVEMENTS AT MULTIPLE LOCATIONS (CENTRAL PROJECT)	4	STBG	1,898,370	1,518,696	379,674	N	0	0	N		Boston Urban Area
2026.+	2030	Section 2B / Federal Aid Funded State Prioritized Modernization Projects	Modernization	Freight	Freight	S13211	Statewide		MassDOT Freight-focused Improvements		NFP-I	8,731,603	7,858,443	873,160	N	0	0	N		
2026.+	2030	Section 2B / Federal Aid Funded State Prioritized Modernization Projects	Modernization	Safe Routes to School	Safe Routes to School	S13205	Statewide		STATEWIDE - SAFE ROUTES TO SCHOOL (SRTS) IMRPOVEMENT PROJECTS (PLACEHOLDER FOR 2030)		TAP	15,000,000	12,000,000	3,000,000	N	0	0	N		
2026.+	2030	Section 2C / Federal Aid Funded State Prioritized Expansion Projects	Expansion	Bicycle and Pedestrian	Bicycle and Pedestrian	S13231	Statewide		SHARED USE PATH IMPROVEMENTS (PLACEHOLDER)		CMAQ	6,500,000	5,200,000	1,300,000	Y	2	2	N		
2026.+	2030	Section 3A / Federal Aid Funded Planning/Adjustments/Pass-throughs	Planning/Adjustments/Pass-throughs	Award Adjustments, Change Orders, etc.	Award Adjustments, Change Orders, etc.	S13257	Statewide		Awards, Adjustments, Change Orders, etc. (FFY 2030)		STBG-BR-Off	1,600,222	1,280,178	320,044	N	0	0	N		
2026.+	2030	Section 3A / Federal Aid Funded Planning/Adjustments/Pass-throughs	Planning/Adjustments/Pass-throughs	Award Adjustments, Change Orders, etc.	Award Adjustments, Change Orders, etc.	S13257	Statewide		Awards, Adjustments, Change Orders, etc. (FFY 2030)		CMAQ	2,971,470	2,377,176	594,294	N	0	0	N		
2026.+	2030	Section 3A / Federal Aid Funded Planning/Adjustments/Pass-throughs	Planning/Adjustments/Pass-throughs	Award Adjustments, Change Orders, etc.	Award Adjustments, Change Orders, etc.	S13257	Statewide		Awards, Adjustments, Change Orders, etc. (FFY 2030)		HSIP	1,874,978	1,687,480	187,498	N	0	0	N		
2026.+	2030	Section 3A / Federal Aid Funded Planning/Adjustments/Pass-throughs	Planning/Adjustments/Pass-throughs	Award Adjustments, Change Orders, etc.	Award Adjustments, Change Orders, etc.	S13257	Statewide		Awards, Adjustments, Change Orders, etc. (FFY 2030)		NHPP	17,368,600	13,894,880	3,473,720	N	0	0	N		
2026.+	2030	Section 3A / Federal Aid Funded Planning/Adjustments/Pass-throughs	Planning/Adjustments/Pass-throughs	Award Adjustments, Change Orders, etc.	Award Adjustments, Change Orders, etc.	S13257	Statewide		Awards, Adjustments, Change Orders, etc. (FFY 2030)		STBG	1,969,306	1,575,445	393,861	N	0	0	N		
2026.+	2030	Section 3A / Federal Aid Funded Planning/Adjustments/Pass-throughs	Planning/Adjustments/Pass-throughs	Award Adjustments, Change Orders, etc.	Award Adjustments, Change Orders, etc.	S13257	Statewide		Awards, Adjustments, Change Orders, etc. (FFY 2030)		TAP	817,025	653,620	163,405	N	0	0	N		
2026.+	2030	Section 3A / Federal Aid Funded Planning/Adjustments/Pass-throughs	Planning/Adjustments/Pass-throughs	Award Adjustments, Change Orders, etc.	Award Adjustments, Change Orders, etc.	S13257	Statewide		Awards, Adjustments, Change Orders, etc. (FFY 2030)		PRCT	898,399	718,719	179,680	N	0	0	N		
2026.+	2030	Section 3A / Federal Aid Funded Planning/Adjustments/Pass-throughs	Planning/Adjustments/Pass-throughs	Carbon Reduction	Carbon Reduction	S13266	Statewide		Carbon Reduction Program Placeholder (FFY 2026-2030) - Flex to FTA for use by MBTA		CRP	16,171,569	12,937,255	3,234,314	Y	5	5	N		Boston Urban Area
2026.+	2030	Section 3A / Federal Aid Funded Planning/Adjustments/Pass-throughs	Planning/Adjustments/Pass-throughs	Carbon Reduction	Carbon Reduction	S13267	Statewide		Carbon Reduction Program Placeholder (FFY 2026-2030) - Flex to FTA for use by RTAs		CRP	7,562,002	6,049,602	1,512,400	Y	5	5	N		Barnstable Urban Area, Springfield, Chicopee, Holyoke, Worcester Urban Area, Providence, Pawtucket

Version	Year	STIP Section Number and Description	Budget Program to match Program Targets	STIP / CIP Program	STIP SubProgram	MassDOT ProjectID	MPO	Municipality	MassDOT Description	District	Funding	Total Programmed Funds	Federal Funds	Non-Federal Funds	AC (Y/N)	AC YR in STIP	AC Total Years	OA Exempt	Eligible Urbanized Area	Urbanized Area Suballocation
2026.+	2030	Section 3A / Federal Aid Funded Planning/Adjustments/Pass-throughs	Planning/Adjustments/Pass-throughs	Metropolitan Planning	Metropolitan Planning	S13252	Statewide		Metropolitan Planning (FFY 2031 UPWPs) - PL & SPR		PLM	15,324,270	12,259,416	3,064,854	N	0	0	N		
2026.+	2030	Section 3A / Federal Aid Funded Planning/Adjustments/Pass-throughs	Planning/Adjustments/Pass-throughs	Recreational Trails	Recreational Trails	S13270	Statewide		RECREATIONAL TRAILS PROGRAM (FFY 2030)		REC	1,483,411	1,186,729	296,682	N	0	0	N		
2026.+	2030	Section 3A / Federal Aid Funded Planning/Adjustments/Pass-throughs	Planning/Adjustments/Pass-throughs	SRTS Education	SRTS Education	S13263	Statewide		Safe Routes to School (SRTS) Education (FFY 2030)		TAP	2,439,183	1,951,346	487,837	N	0	0	N		
2026.+	2030	Section 3A / Federal Aid Funded Planning/Adjustments/Pass-throughs	Planning/Adjustments/Pass-throughs	State Planning & Research	State Planning & Research	S13245	Statewide		State Planning & Research (SPR) 2 Work Program (FFY 2031)		PLS	6,250,000	5,000,000	1,250,000	N	0	0	N		
2026.+	2030	Section 3A / Federal Aid Funded Planning/Adjustments/Pass-throughs	Planning/Adjustments/Pass-throughs	State Planning & Research	State Planning & Research	S13259	Statewide		State Planning & Research (SPR) 1 Work Program (FFY 2031)		PLS	16,825,135	13,460,108	3,365,027	N	0	0	N		
2026.+	2030	Section 3A / Federal Aid Funded Planning/Adjustments/Pass-throughs	Planning/Adjustments/Pass-throughs	State Planning & Research	State Planning & Research	S13259	Statewide		State Planning & Research (SPR) 1 Work Program (FFY 2031)		STBG	1,924,865	1,539,892	384,973	N	0	0	N		