

FFY 2023 – 2027 Transportation Improvement Program

MONTACHUSETT METROPOLITAN PLANNING ORGANIZATION

MPO ENDORSED May 18th, 2022



Prepared in cooperation with the Massachusetts Department of Transportation and the U.S. Department of Transportation. The views and opinions of the Montachusett Regional Planning Commission expressed herein do not necessarily state or reflect those of the Massachusetts Department of Transportation or the U.S. Department of Transportation.

The Montachusett MPO and the MRPC fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. The Montachusett MPO operates without regard to race, color, national origin, English Proficiency, ancestry, creed, income, gender, age and/or disability. Any person who believes him/herself or any specific class of persons, to be subject to discrimination prohibited by Title VI may by him/herself or by representative file a written complaint with the MRPC or the MMPO. Complaints are to be filed no later than 180 days from the date of the alleged discrimination. Please contact Glenn Eaton at 978-345-7376 ext. 310 for more information.

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MONTACHUSETT

REGIONAL PLANNING COMMISSION

Offices: 464 Abbott Ave., Leominster, Massachusetts 01453
(978) 345-7376 Fax: (978) 348-2490



MONTACHUSETT METROPOLITAN PLANNING ORGANIZATION ENDORSEMENT OF THE FFY 2023 – 2027 TRANSPORTATION IMPROVEMENT PROGRAM

Whereas, the Montachusett Metropolitan Planning Organization (MMPO) has completed its review in accordance with 23 CFR Part 450 Section 324 (Development and content of the Metropolitan Transportation Plan) and 23 CFR Part 450 Section 326 (Transportation Improvement Program: General) and hereby certifies that the FFY 2023-2027 TIP is financially constrained and that it conforms to the Montachusett 2020-2040 Regional Transportation Plan. Based on the results of the review and analyses, the Montachusett 2020-2040 Regional Transportation Plan and FFY 2023-2027 TIP are consistent with the air quality goals of, and in conformity with, the Massachusetts State Implementation Plan.

Therefore, the Committee of Signatories representing the Montachusett Metropolitan Planning Organization (MMPO) by a majority vote hereby endorses the Montachusett Region FFY 2023-2027 Transportation Improvement Program (TIP).

The Committee of Signatories representing the Montachusett Metropolitan Planning Organization (MMPO) by a majority vote hereby endorses the FFY 2023-2027 TIP for the Montachusett MPO with the chair signing on behalf of all members.

A handwritten signature in black ink, appearing to read "Jamey Tesler for".

*Jamey Tesler, Secretary and CEO
Massachusetts Department of Transportation*

5/18/2022

Date

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Certification of the Montachusett Region MPO 3C Transportation Planning Process

Concurrent with the submittal of the proposed TIP to the FHWA and FTA, The Montachusett Region Metropolitan Planning Organization (MPO) 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 for applicable State Implementation Plan projects;
3. Title VI of the Civil Rights Act of 1964, as amended (42 USC 2000d-1) and 49 CFR Part 21;
4. 49 USC 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity.
5. Section 1101(b) of the Fast Act (Pub. L. 114-94) 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 US DOT and the Americans with Disabilities Act of 1990 (42 USC 12101 et seq.) and 49 CFR Parts 27, 37, and 38;
8. The Older Americans Act, as amended (42 USC 6101), prohibiting discrimination on the basis of age in programs or activities receiving federal financial assistance;
9. Section 324 of Title 23 USC regarding the prohibition of discrimination based on gender;
10. Section 504 of the Rehabilitation Act of 1973 (29 USC 794) and 49 CFR Part 27 regarding discrimination against individuals with disabilities;
11. Anti-lobbying restrictions found in 49 USC Part 20. No appropriated funds may be expended by a recipient to influence or attempt to influence an officer or employee of any agency, or a member of Congress, in connection with the awarding of any federal contract.

The Committee of Signatories representing the Montachusett Metropolitan Planning Organization (MMPO) by a majority vote hereby endorses the Self Certification Compliance Statement for the Montachusett MPO with the chair signing on behalf of all members.

A handwritten signature in black ink, appearing to read "Jamey Tesler", is written over a horizontal line.

*Jamey Tesler, Secretary and CEO
Massachusetts Department of Transportation*

5/18/2022

Date

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MONTACHUSETT

REGIONAL PLANNING COMMISSION

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Certification of the Montachusett Region MPO Transportation Planning Process 310 CMR 60.05: Global Warming Solutions Act Requirements for the Transportation Sector and the Massachusetts Department of Transportation

This will certify that the FFY 2023-2027 Transportation Improvement Program for the Montachusett Metropolitan Planning Organization is in compliance with all applicable requirements in the State Regulation 310 CMR 60.05: Global Warming Solutions Act Requirements for the Transportation Sector and the Massachusetts Department of Transportation. The regulation requires the Metropolitan Planning Organizations (MPOs) to:

1. 310 CMR 60.05, 5(a)(1): Evaluate and report the aggregate transportation GHG emissions and 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 analysis of RTPs and TIPs;
8. 310 CMR 60.05, 8(a)(2)(d): Calculate aggregate transportation GHG emissions for RTPs and TIPs;
9. 310 CMR 60.05, 8(a)(2)(e): Develop public consultation procedures for aggregate transportation GHG 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.
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 or projects within 30 days of endorsement to the Department for review of the GHG assessment.

The Committee of Signatories representing the Montachusett Metropolitan Planning Organization (MMPO) by a majority vote hereby endorses the GWSA Statement for the Montachusett MPO with the chair signing on behalf of all members.

A handwritten signature in black ink, appearing to read "Jamey Tesler", is written over a horizontal line.

*Jamey Tesler, Secretary and CEO
Massachusetts Department of Transportation*

5/18/2022

Date

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Notice of Nondiscrimination Rights and Protections to Beneficiaries

Federal "Title VI/Nondiscrimination" Protections

The Montachusett Regional Planning Commission (MRPC) operates its programs, services, and activities in compliance with federal nondiscrimination laws including Title VI of the Civil Rights Act of 1964 (Title VI), the Civil Rights Restoration Act of 1987, and related statutes and regulations. Title VI prohibits discrimination in federally assisted programs and requires that no person in the United States of America shall, on the grounds of race, color, or national origin (including limited English proficiency), be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity receiving federal assistance. Related federal nondiscrimination laws administered by the Federal Highway Administration, the Federal Transit Administration, or both prohibit discrimination on the basis of age, sex, and disability. These protected categories are contemplated within MRPC's Title VI Programs consistent with federal interpretation and administration. Additionally, MRPC provides meaningful access to its programs, services, and activities to individuals with limited English proficiency, in compliance with US Department of Transportation policy and guidance on federal Executive Order 13166.

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MRPC also complies with the Massachusetts Public Accommodation Law, M.G.L. c 272 §§ 92a, 98, 98a, prohibiting making any distinction, discrimination, or restriction in admission to or treatment in a place of public accommodation based on race, color, religious creed, national origin, sex, sexual orientation, disability, or ancestry. Likewise, MRPC complies with the Governor's Executive Order 526, section 4 requiring all programs, activities, and services provided, performed, licensed, chartered, funded, regulated, or contracted for by the state shall be conducted without unlawful discrimination based on race, color, age, gender, ethnicity, sexual orientation, gender identity or expression, religion, creed, ancestry, national origin, disability, veteran's status (including Vietnam-era veterans), or background.

Additional Information

To request additional information regarding Title VI and related federal and state nondiscrimination obligations, please contact:

Montachusett Metropolitan Planning Organization (MMPO)
and Montachusett Regional Planning Commission (MRPC)
Title VI Coordinator
MRPC
464 Abbott Ave.
Leominster, MA 01453
(978) 345-7376
geaton@mrpc.org

Complaint Filing

To file a complaint alleging a violation of Title VI or related federal nondiscrimination law, contact the Title VI Specialist (above) within 180 days of the alleged discriminatory conduct.

To file a complaint alleging a violation of the state's Public Accommodation Law, contact the Massachusetts Commission Against Discrimination within 300 days of the alleged discriminatory conduct at:

Massachusetts Commission Against Discrimination (MCAD)
One Ashburton Place, 6th Floor
Boston, MA 02109
617-994-6000 ~~~ TTY: 617-994-6196

Language Assistance

English: If this information is needed in another language, please contact the MRPC Title VI Coordinator at 978-345-7376.

Spanish: Si necesita esta información en otro idioma, por favor contacte el coordinador del MRPC del Título VI al 978-345-7376.

Portuguese: Caso esta informação seja necessária em outro idioma, favor contar o Coordenador em Título VI do MRPC pelo telefone 978-345-7376.

French: Si cette information est nécessaire dans une autre langue, s'il vous plaît communiquer avec le coordonnateur MRPC Titre VI au 978-345-7376.

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MONTACHUSETT METROPOLITAN PLANNING ORGANIZATION SIGNATORIES

| | |
|--|----------------------------|
| Massachusetts Department of Transportation (MassDOT) Secretary | Jamey L. Tesler |
| MassDOT Highway Division Administrator | Jonathan L. Gulliver |
| Montachusett Regional Planning Commission (MRPC) Chairman | Guy Corbosiero |
| Montachusett Regional Transit Authority (MART) Chairman/Mayor City of Leominster | Mayor Dean Mazzarella |
| Mayor City of Gardner | Mayor Michael J. Nicholson |
| Mayor City of Fitchburg | Mayor Stephen DiNatale |
| Winchendon Board of Selectmen <i>Subregion 1</i> | Barbara Anderson |
| Ashburnham Board of Selectmen <i>Subregion 2</i> | Rosemarie Meissner |
| Lunenburg Board of Selectmen <i>Subregion 3</i> | Michael-Ray Jeffreys |
| Lancaster Board of Selectmen <i>Subregion 4</i> | Jason Allison |

MPO SUB-SIGNATORY COMMITTEE MEMBERS

David Mohler, Director OTP, MassDOT, for Secretary Jamey L. Tesler
 Arthur Frost, Project Development Engineer for Administrator Jonathan L. Gulliver
 Glenn Eaton, Executive Director, MRPC, for Chairman Guy Corbosiero
 Bruno Fisher, Administrator, MART, for Chairman Mayor Dean Mazzarella

EXOFFICIO MEMBERS

| | |
|---|--------------------------------|
| Jeffrey H. McEwen, Division Administrator | Federal Highway Administration |
| Peter Butler, Administrator | Federal Transit Administration |

MONTACHUSETT REGIONAL PLANNING COMMISSION (MRPC) OFFICERS

| | |
|-------------------------------|-------------|
| Guy Corbosiero, Chairman | Winchendon |
| John Telepciak, Vice Chairman | Phillipston |
| Laura Shifrin, Treasurer | Townsend |
| Roger Hoyt, Asst. Treasurer | Ashburnham |
| Shaun Copeland, Secretary | Ayer |

MONTACHUSETT JOINT TRANSPORTATION COMMITTEE (MJTC) OFFICERS

| | |
|-----------------------------|------------|
| Chairman | |
| Dick Kilhart, Vice Chairman | Athol |
| Guy Corbosiero, Secretary | Winchendon |

MONTACHUSETT REGIONAL PLANNING COMMISSION STAFF

Glenn Eaton, Executive Director
 Holly Ford, Administrative Manager
 Linda Quinlivan, Fiscal Director
 Christopher McNamara, Fiscal Assistant
 Brad Harris, Transportation Project Director
 George Snow, Principal Transportation Planner
 Sheri Bean, Principal Transportation Planner
 Brian Doherty, AICP, Principal Transportation Planner
 Karen Chapman, Planning and Development Director
 Jonathan Vos, Regional Planner
 Jennifer Burney, Senior Planner
 Meagen Donoghue, Senior Planner
 Jeffrey Legros, Principal Planner
 Tyler Godin, Regional Planner
 Ryan Doherty, Economic Development Intern
 Jason Stanton, GIS & IT Director

Kayla Kress, GIS & IT Analyst

MONTACHUSETT JOINT TRANSPORTATION COMMITTEE

| <u>COMMUNITY</u> | <u>APPOINTED BY SELECTMEN/MAYOR</u> | <u>APPOINTED BY PLANNING BOARD</u> |
|------------------|-------------------------------------|------------------------------------|
| Ashburnham | Rosemarie Meissner | Roger Hoyt |
| Ashby | | Alan Pease |
| Athol | Dick Kilhart | |
| Ayer | Shaun Copeland | Mark Archambault |
| Clinton | Phil Duffy | |
| Fitchburg | Nicolas Bosonetto | Paula Caron |
| Gardner | Trevor Beauregard | Robert Swartz |
| Groton | | Russell Burke |
| Harvard | Tim Kilhart | Stacia Donahue |
| Hubbardston | Travis Brown | Alice Livdahl |
| Lancaster | | Roy Mirabito |
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| Sterling | Richard Maki | Kirsten Newman |
| Templeton | | Charles Carroll II |
| Townsend | Veronica Kell | Beth Faxon |
| Westminster | | Gregg Buckman |
| Winchendon | Brian Croteau | Guy Corbosiero |

EXOFFICIO MEMBERS

| | |
|-------------------|---|
| Derek Krevat | Office of Transportation Planning (OTP), Massachusetts Department of Transportation (MassDOT) |
| Jeffrey H. McEwen | Federal Highway Administration (FHWA), Division Administrator |
| Peter Butler | Federal Transit Administration (FTA), Administrator Department of Environmental Protection (DEP) |
| Paula Simmons | MassDOT Highway Division - District 2 |
| Arthur Frost | MassDOT Highway Division - District 3 Montachusett Regional Planning Commission (MRPC) |
| Bruno Fisher | Montachusett Regional Transit Authority (MART) |

ORGANIZATION MEMBERS

| | |
|------------------------|---|
| Al Futterman | Nashua River Watershed Association (NRWA) Amalgamated Transit Union #690 (ATU 690) |
| Richard Liberatore | Fitchburg Airport Commission |
| Roy M. Nascimento | North Central MA Chamber of Commerce |
| Joan Goodwin | Fitchburg Council on Aging |
| Jessica Strunkin | Mass Development |
| Peter Lowitt | Devens Enterprise Commission (DEC) Montachusett Opportunity Council, Inc. |
| Joshua Preville | The ARC of Opportunity |

INTRODUCTION

This document is the product of a comprehensive, continuous and cooperative effort to improve and sustain the transportation systems of the Montachusett Region. The decisions and priorities established within are derived and shaped through outreach to and input from local officials, the Montachusett Joint Transportation Committee (MJTC), the Montachusett Regional Transit Authority (MART), the Montachusett Regional Planning Commission (MRPC), the Massachusetts Department of Transportation (MassDOT), the MassDOT Highway Division and any and all interested individuals, organizations and stakeholders in the public at large. Throughout the development and decision-making process, all individuals in the Region are strongly encouraged to participate in the transportation planning process, voice any opinions or concerns and help shape and guide the development of this document.

TRANSPORTATION IMPROVEMENT PROGRAM (TIP) DEVELOPMENT PROCESS

Requirement for Transportation Improvement Program (TIP)

The TIP is required under Federal Regulations issued jointly by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). This TIP is a prioritized listing of transportation projects proposed for implementation for the Montachusett Region during the future five federal fiscal years. This time period is broken down into the coming year (Year 1 Element) and the following four years (Year 2 through Year 5). The TIP projects are also identified by funding category so that where necessary priorities may be established for projects within each funding program. Unless otherwise noted, the agency responsible for advertising highway projects is the Massachusetts Department of Transportation Highway Division and, for transit projects, the Montachusett Regional Transit Authority. The reader will note that some of the same projects may be found again in this year's Year 1 Element because they have been delayed by various problems in their design or environmental requirements, while other projects found in last year's TIP have been removed due to implementation.

Procedures for Development of TIP

The MRPC staff annually develops the TIP project listing. Sources used include the MassDOT's eSTIP online project application, MassDOT Project Information System, MassDOT Highway Division Districts 2 and 3, local officials, the Montachusett Joint Transportation Committee (MJTC), the Regional Transportation Plan (RTP), the Montachusett Metropolitan Planning Organization (MMPO), regional stakeholders, the general public and Transportation Control Measures (TCMs) identified in the Transportation Element of the State Implementation Plan (TESIP).

The local planning process conforms to the private enterprise requirements of the FTA Act, Section 5309, Section 5303 and Section 5307. Specifically, this is demonstrated in the FTA Section 5307 Urban Area Formula Program. Funding from each of these grants is supplied to private transportation providers who provide, under contract, mass transportation services to the Montachusett Regional Transit Authority and to various communities to through Council on Aging services. The private operators are Management of Transportation Services, Inc., Management of Transportation Services Gardner, Inc., Dial-A-Mart Services, Inc., and Management of Transportation Services Gardner, Athol Division. Input from all the providers is utilized in the planning process.

Public Participation Procedures

The Montachusett Public Participation Program (PPP) establishes the procedures utilized to ensure “opportunities for any and all interested individuals to participate early and often in the transportation decision making process.” The PPP also seeks to outline “the process that the MMPO will use to reach out to persons identified under the regulations/laws of Title VI, Environmental Justice (EJ), Limited English Proficiency (LEP), Americans With Disabilities Act (ADA) and as well as any other traditionally underrepresented population.” The MRPC recently amended the PPP in order to change the length for public review and comment periods for the TIP, the Unified Planning Work Program (UPWP), the Regional Transportation Plan (RTP) and other major transportation related documents from 30 days to 21 days. This change allows for a more consistent review process and schedule while still providing ample opportunity for public involvement. After a 45-day public review and comment period, the amended PPP was endorsed by the MPO on March 15, 2017 and became effective as of this date. The PPP also includes provisions for the MPO to reduce the comment period for required documents to a minimum of 10 days under extraordinary circumstances. The PPP is “considered a living document that will change, grow and adapt in order to help the MMPO sustain its work to engage diverse community members throughout its Region. Therefore, the MMPO will modify its public participation methods and activities over time, based on ideas and feedback from community members and the MMPO’s evaluation of its public participation process and effectiveness.” Future updates and/or revisions will also be undertaken as requirements and/or changes are identified due to the passage of the FAST Act, and any future continuing resolutions or federal authorizing legislation.

In conformance with the amended PPP, the draft TIP is distributed for a 21-day public review and comment period. Following completion of the 21-day review period, any comments or issues received are addressed and reflected in the final TIP. This document is then reviewed by the MJTC/MRPC and MMPO and is recommended for endorsement by the Montachusett Metropolitan Planning Organization (MMPO) at a subsequent MMPO meeting.

The fully endorsed TIP is then distributed to Federal, State and local agencies and groups, including FTA, FHWA, the Environmental Protection Agency (EPA) and the Department of Environmental Protection (DEP), again, in conformance with the PPP.

Throughout the development procedure, the Montachusett Transportation Improvement Program (TIP) is compiled in accordance with Title 23 CFR Section 450.324 and 310 CMR 60.03(6)h that requires that the TIP development provide an adequate opportunity for public review and comment. As such, during the TIP development process, a memo announcing the commencement of the TIP was distributed to members of the MPO outreach list including those identified as serving the Title VI and EJ populations. The memo was also translated into Spanish based on our current LEP (Limited English Proficiency) Plan. These memos identified upcoming times and dates where the TIP was to be discussed. It also invited comments and input from all potentially impacted populations including those of Title VI and EJ. These memos were also published to the MRPC webpage. For a listing of the groups contacted as well as a list of meeting dates, please refer to the Coordination/Consultation Process section later in this document.

The Montachusett Regional Transit Authority, a FTA Section 5307/5310/5339 applicant, has consulted with the Montachusett Regional Planning Commission and concurs that the public involvement process adopted by the MPO for the development of the TIP satisfies the public hearing requirements that pertain to the development of the “Program of Projects” (POP) for regular Section 5307, Urbanized Area Formula Program, grant applications including the provision for public notice and the time established for public review and comment.

For FTA projects that are not routine, i.e. applications that require an environmental assessment or an environmental impact statement, the public involvement provided for herein for the TIP review is not sufficient. Additional public involvement, as presented in the joint FHWA/FTA environmental regulations, 23 CFR part 771 will be required by FTA for grant approval.

Coordination/Consultation Process

During the development process of the TIP, the MRPC coordinates with:

- MassDOT Highway Division Districts 2 and 3;
- MassDOT Office of Transportation Planning;
- Montachusett Regional Transit Authority;
- Montachusett Metropolitan Planning Organization;
- Montachusett Joint Transportation Committee.

In addition to specific meetings scheduled for TIP project and Transportation Evaluation Criteria (TEC) review, public meetings of the MJTC and MRPC provide opportunity for input from the general public and interested groups. Notices related to the TIP development and the public comment periods are disseminated to members of the MRPC Transportation Mailing Matrix in accordance with the Montachusett Public Participation Plan (PPP) (MPO endorsed May 25, 2016 and Amended March 25, 2017).

As part of this outreach process, efforts to ensure meeting the requirements of Environmental Justice and Title VI of the 1964 Civil Rights Act are continually examined. This includes the development of a Limited English Proficiency (LEP) Access Plan (MPO Adopted September 2019), translation of memos and certain documents into other languages (based upon the LEP, this is currently done for Spanish), the availability of translation tools for the MRPC website and the inclusion of advocates for special groups in the MJTC membership. MRPC staff maintains a continual review and update process of electronic contact information, i.e. email addresses, in order to correct issues such as broken or non-existent addresses and personnel changes. This electronic mailing list comprises the major PPP distribution list for transportation issues and notices. The update of this electronic mailing list remains an important aspect of our public participation process.

Members of the outreach list include but are not limited to:

Public/Private Groups - Montachusett Joint Transportation Committee (MJTC) Members; Montachusett Regional Planning Commission (MRPC) Members; Montachusett Metropolitan Planning Organization (MMPO) Members; Mayors; Boards of Selectmen; Planning Departments; Planning Boards; City and Town Clerks; Town Administrators; Police Departments; Fire Departments; Public Work Departments; Conservation Commissions; Congressmen; Senators; State Senators and Representatives ; Local Media; Libraries; Councils on Aging; Private Transportation Providers; Regional Transit Authority; Chambers of Commerce; City Councilors; Environmental Protection Agency; Department of Environmental Management; State and Federal Agencies; Housing Authorities; School Districts; Hospitals and Medical Centers; Trail Advocacy Groups and Organizations; Community Development Corporations; and Emergency Management Agencies and Directors.

Special Interest Groups - Montachusett Opportunity Council; Local Transit Union; Cleghorn Neighborhood Center; Spanish American Center; MA Rehab Commission; Fitchburg Spanish Council; Local Community Development Corporations; Airport Managers; Neighborhood Groups; Community Action Groups

The FFY 2023 – 2027 TIP has been or will be discussed at the following scheduled meetings:

- January 6, 2022 – MRPC Meeting
- January 12, 2022 – MJTC Meeting
- January 29, 2022 – Montachusett MPO Meeting
- February 3, 2022 – MRPC Meeting
- February 8, 2022 – TIP Readiness Day
- February 19, 2022 – MJTC Meeting
- February 16, 2022 – Montachusett MPO Meeting
- March 3, 2022 – MRPC Meeting
- March 9, 2022 – MJTC Meeting
- March 16, 2022 – Montachusett MPO Meeting
- April 13, 2022 – MJTC Meeting
- April 20, 2022 – Montachusett MPO Meeting
- May 5, 2022 – MRPC Meeting
- May 11, 2022 – MJTC Meeting
- May 18, 2022 – Montachusett MPO Meeting
- June 2, 2022 – MRPC Meeting

Through this extensive mailing and notification process, it is anticipated that local and state agencies and officials, as well as other groups/organizations, will be notified of the TIP development process and further coordination and/or consultation will occur as decisions and documents are prepared. As stated in 23 CFR 450.316 (3) (b) the MPO continues to seek to consult with “agencies and officials responsible for other planning activities within the Metropolitan Planning Area (MPA) that are affected by transportation or coordinate its planning process (to the maximum extent practicable) with such planning activities”.

In addition, notices and information encouraging input to the TIP development process have been placed on the MRPC website. This includes all appropriate meeting dates, memos announcing the start of the comment period and the availability of draft documents as well as the draft document itself. These posting were also made to the website in a Spanish language version. Upon endorsement of the TIP by the MPO, final versions of the TIP as well as a project summary are then made available via the MRPC website. All comments received during the public comment and review period, as well as appropriate responses to them, are detailed in the Appendix Comments and Responses at the end of this document.

Project Selection/Prioritization – Transportation Evaluation Criteria

For the purposes of project selection and programming, any project listed in Year 1 of the endorsed TIP will be considered to have the concurrence of the MPO without further action required. Prioritization of projects will have taken place by virtue of placement of a project in Years 1 to 5 of the TIP. Out years may contain unallocated funding amounts based upon anticipated federal aid regional target funds. These yearly listing will be further defined as specific projects in subsequent year TIPs.

Prioritization of projects is based upon input from MassDOT regarding project design and implementation status, local prioritization from chief elected officials, scoring of the project based upon the Transportation Evaluation Criteria (TEC), fiscal constraints for the Montachusett Region, consensus vote by the MJTC and formal adoption by the MPO. Throughout this procedure, input from local citizens are reviewed and considered where appropriate in the prioritization process.

As indicated, an initial project listing is obtained from MassDOT and the local communities. These projects are then reviewed one by one to ascertain their current status as to design and potential advertising dates. Projects are then scored and

evaluated utilizing the Transportation Evaluation Criteria (TEC). The TEC is a series of criteria to “be applied by the appropriate implementing agency during the project development stage to ensure that our limited budgetary and staff resources are committed to the best proposals; to assist the MPO process of programming federal funding through the regional Transportation Improvement Programs; and to examine existing projects in the pipeline to determine which should ultimately proceed to design and construction.”

The criteria are used to cover all types of transportation projects from simple resurfacing to reconstruction and expansion. Benefits and impacts are examined for transportation as well as economic development, community effects, environmental justice issues, land use and environmental impacts. Final scores based upon the TEC then become part of the decision and prioritization process.

The Montachusett TEC is based on a scoring scale of 0 to 66 with the higher the score the greater the project priority. To establish the 66-point scale, 26 separate questions were derived and grouped into six (6) categories. The categories and individual questions/criteria per category breakdowns as follows:

Montachusett TEC Category and Scoring Summary

| Category | No. of Individual Questions/Criteria | Total Maximum Category Score |
|-----------------------------------|--------------------------------------|------------------------------|
| Condition | 4 | 14 |
| Mobility | 4 | 10 |
| Safety | 4 | 13 |
| Community Effects and Support | 4 | 13 |
| Land Use and Economic Development | 5 | 11 |
| Environmental Effects | 5 | 5 |
| Totals | 26 | 66 |

The Maximum Category scores reflect the relative importance of that category as determined by the MPO during the establishment of the Montachusett TEC, i.e. Condition, Safety and Community Effects and Support were deemed to be of greater significance in the prioritization process. For a sample TEC scoring sheet, please refer to the appendix of this document.

At the start of each TIP development cycle, MPO staff reviews the latest information and status of the regions projects in order to update their individual TEC scores. As projects move forward, more details related to their scope, purpose and impacts can usually be derived. This in turn results in a better ability to score the project based on the TEC questions.

After all projects are scored, a prioritized listing is established by the MPO. This listing helps to drive the development of each of the individual federal fiscal years of the TIP. Two additional elements of the project also play into the prioritization process; the projects estimated total cost and its current design status. The current design status of a project significantly affects its potential for advertisement in a particular fiscal year. Delays in permitting, right-of-way, environmental impacts, etc. can prevent a highly-scored project from being included in particular year. Thus, close coordination with MassDOT on project development is an important aspect of developing a workable TIP. In addition, the TIP is required to be fiscally constrained, i.e. a region cannot program more projects than the anticipated federal funds available for its region. MassDOT provides each region with these federal “target” figures to assist in the development of a fiscally constrained document. These fiscal limits can impact how many projects can be allocated in a certain year, thus consensus on cost estimates are also key in the TIP process. From this, a project listing by fiscal year is developed. The listing is then reviewed by state and local

officials, as well as the MJTC and the MPO, to determine fiscal constraint by funding year. Any problems are then identified. Through the MPO, projects are adjusted and prioritized in order to resolve the identified problems.

The following table provides the Montachusett FFY 2023 – 2027 TIP Project Priority Listing based upon their respective TEC scoring.

MONTACHUSETT MPO FFY 2023-2027 TIP PROJECTS - TEC SCORING PRIORITIZED LISTING

| FFY 2022-2026 TIP Year | Project ID # | Community | Description | Condition | | | | Mobility | | | | Safety | | | | Community Efts & Sprrt | | | | Land Use & Econ Dev | | | | Environmental Effects | | | | Total | Design Status | Est Cost ProjectInfo | | |
|------------------------|--------------|------------------------|--|-----------|---|---|---|----------|---|---|---|--------|----|----|----|------------------------|----|----|----|---------------------|----|----|----|-----------------------|----|----|----|-------|---------------|----------------------|--------|--------------|
| | | | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | | | | 25 | 26 |
| 2024-2026 | 604499 | Leominster | Leominster- Resurfacing And Related Work on Rt 12 (Central St) | 4 | 2 | 4 | 2 | 2 | 2 | 2 | 0 | 3 | 1 | 0 | 0 | 2 | 2 | 1 | 1 | 4 | 1 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 1 | 38 | 25% | \$13,283,024 |
| | 612242 | Fitchburg | Reconstruction of John Fitch Highway | 3 | 4 | 3 | 1 | 0 | 1 | 1 | 1 | 0 | 2 | 1 | 0 | 2 | 2 | 2 | 3 | 3 | 1 | 1 | 1 | 3 | 0 | 1 | 0 | 0 | 1 | 37 | 25% | \$9,174,115 |
| 2026-2027 | 609213 | Harvard | Harvard- Resurfacing and Box Widening on Ayer Road, from Route 2 to the Ayer Town Line | 4 | 3 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 1 | 2 | 4 | 3 | 1 | 1 | 1 | 3 | 0 | 1 | 0 | 0 | 1 | 35 | 25% | \$10,136,843 |
| 2023 | 607432 | Westminster | Westminster - Rehabilitation & Box Widening on Rt 140, From Patricia Rd to the Princeton T.L. | 4 | 3 | 4 | 1 | 0 | 1 | 0 | 0 | 0 | 2 | 1 | 0 | 1 | 0 | 4 | 3 | 1 | 1 | 1 | 0 | 3 | 0 | 1 | 1 | 0 | 1 | 33 | 75% | \$6,375,205 |
| | 610681 | Clinton | Reconstruction of Sterling Street (Route 62), From Willow/Lawrence Street to Main Street | 4 | 3 | 2 | 1 | 0 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 2 | 2 | 1 | 2 | 4 | 1 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 1 | 31 | 25% | \$4,715,060 |
| | 608415 | Athol | Athol- Intersection Improvements at Route 2A and Brookside Road | 4 | 3 | 2 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 3 | 3 | 1 | 0 | 0 | 3 | 1 | 1 | 0 | 0 | 1 | 30 | Prelim | \$1,544,720 |
| | 606640 | Ayer | Ayer- Resurfacing & Related Work on Rt 2A (Fitchburg Rd & Park St) | 4 | 3 | 3 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 3 | 1 | 1 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 1 | 25 | Prelim | \$2,400,000 |
| 2023 | 609279 | Gardner | Gardner- Roundabout Construction at Elm Street, Pearl Street, Central Street and Green Street | 4 | 2 | 2 | 0 | 1 | 0 | 1 | 0 | 3 | 1 | 0 | 0 | 1 | 2 | 1 | 1 | 2 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 25 | 25% | \$2,511,127 |
| 2025 | 609244 | Ashburnham | Ashburnham- Roadway Rehabilitation on Rt 101 | 4 | 2 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 4 | 1 | 1 | 0 | 0 | 3 | 1 | 1 | 0 | 0 | 1 | 25 | 25% | 8,556,417 |
| 2023 | 608784 | Templeton | Templeton- Roundabout Construction at The Intersection of Patriots Road, South Main Street, North Main Street and Gardner Road | 4 | 2 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 1 | 1 | 1 | 1 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 25 | 25% | \$2,037,795 |
| | 609227 | Ayer | Ayer- Roadway Rehabilitation on Route 2A/111 (Park Street and Main Street) | 4 | 0 | 3 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 3 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 23 | Prelim | \$4,800,000 |
| | 608832 | Lancaster | Lancaster- Interchange Improvements at Route 2 Exit 34 (Old Union Turnpike) | 0 | 1 | 4 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 1 | 4 | 2 | 1 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 23 | Prelim | \$6,060,800 |
| | 611989 | Athol | Athol - Sidewalk Installation along Templeton Road (Route 2A) 0.9 miles | 0 | 1 | 3 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 2 | 2 | 3 | 1 | 1 | 1 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 23 | Prelim | \$2,590,300 |
| | 608177 | Ashby | Ashby - Reconstruction of Route 119 (Townsend Road) from Bernhardt Road to Route 31 | 4 | 1 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 1 | 1 | 0 | 0 | 3 | 0 | 0 | 1 | 1 | 1 | 21 | Prelim | \$6,727,500 |
| 2026 | 608424 | Templeton | Templeton- Reconstruction of Route 68, From King Philip Trail (Route 202) North to the Phillipston Town Line (2.65 Miles) | 4 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 1 | 18 | 75% | \$6,063,291 |
| | 608879 | Winchendon | Winchendon- Resurfacing & Related Work on Maple Street (Route 202), From Vine Street to Glenallen Street (1.36 Miles) | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 4 | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 15 | Prelim | \$1,680,444 |
| | 607604 | Sterling/West Boylston | Sterling/West Boylston - Improvements on Route 140 at I-190 | 3 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 14 | Prelim | \$3,647,110 |
| | 612612* | Sterling | Sterling- Intersection Improvements and related work at Route 140 and Route 62 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Prelim | \$3,117,500 |

* Awaiting additional information for TEC scoring

AMENDMENT/ADJUSTMENT PROCEDURES

In order to minimize constraints on programming projects, the endorsed TIP will have the provision, as adopted by the MPO, that will allow relatively minor modifications be made to the TIP without formal MPO action. Significant changes will continue to require MPO action through the amendment process.

Minor modifications may include such actions as:

- changes in funding amounts (typically less than 10% of the total cost) or categories within the same fiscal year.

Minor modifications will be accomplished through an agreed-upon administrative action with the approval of the MPO. That action will include approval of the modification by the MPO at a duly constituted meeting and written notification of the MPO members. Under an adjustment, a formal signatory endorsement and a 21-day public review period will not be required.

Significant changes to the TIP include major actions such as:

- moving a project in either direction between the sequential years, ex. Years 1 and 2, Years 2 and 3, etc.;
- the addition or deletion of a Federal Aid project;
- if the design, scope or budget of a project is found to have changed significantly as determined by the MJTC and MPO (typically cost changes of more than 10%);
- moving a project from Non-Federal Aid to one of the Federal Aid funding categories;
- moving a project in either direction between non-sequential fiscal years, ex. from Year 1 of the TIP to Year 3;
- advancing a project from the Appendix project list to either Years 1, 2, 3 or 4.
- advancing a project from the out Year 5 to either Years 1, 2 or 3.

Significant changes to the TIP will require formal endorsement of an amendment. This amendment process will include a 21-day public comment period, or an abbreviated comment period of not less than ten (10) days under what the MPO considers to be extraordinary circumstances, as outlined in the federal planning regulations and the Montachusett Public Participation Program (as endorsed May 25, 2016 and amended on March 15, 2017), approval of the amendment and signatory endorsement by MPO members at a subsequent MPO meeting.

The MPO will review each request change and determine whether the adjustment or amendment procedure is required for the proposed action. Additionally, MassDOT's Statewide Transportation Improvement Program (STIP) procedures offer more detailed examples of what would constitute an amendment or adjustment. When such an action is warranted and it is not clear from the indicators above which action that may be, the STIP procedures will be consulted to determine what action is appropriate.

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 nonfederal 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. |

COORDINATION WITH REGIONAL TRANSPORTATION PLANNING

The 2020 Montachusett Regional Transportation Plan (RTP) was completed and endorsed by the MPO on July 17, 2019. It provides the basic framework for implementing future short-range and long-range transportation and air quality improvements in the Montachusett Region. In addition, it sets the basic transportation goals and objectives for the region. These goals and objectives are consistent with the long-range land use plan and the social, economic, and environmental policies of the region.

The 2020 RTP serves as a long-term blueprint of the region's transportation system. The current network is compared to the past and envisioned 20 years into the future. Needs are identified and a framework of projects and priorities are set across all modes, i.e. highway, transit, bicycle and pedestrian, freight, etc. The RTP also serves to provide as a basis for any federally financed transportation and transit project, program or study.

The RTP decisions reflect the federally certified 3C (comprehensive, cooperative and continuous) process, and are based upon Federal, State and local policies, detailed technical analysis, and citizen participation.

Projects in the Fiscal Year 2023-2027 TIP are consistent with the previous as well as the current Regional Transportation Plan for the Montachusett Region as completed in 2003, 2007, 2012, 2016 and 2020. The transit portion of the region's transportation system and its needs is broken down into several components. These include operations of the Regional Transit Authority and its capital funding needs, as well as commuter rail services (from the MBTA) with park-and-ride managed by the RTA.

Recommendations in the Regional Transportation Plan concerning the Transit Authority component of the region's transportation system are drawn directly from transit development studies and other work tasks. Recommendations made to improve the MART transit system include:

- Continued monitoring of routes and schedules so that any beneficial changes can be identified and implemented;
- Alternative sources of funding for continued transit operations must be developed and instituted;
- The marketing effort must be upgraded and increased to inform the public of transit availability and efficiency;
- Additional support equipment, ramp equipped buses, lift equipped vans, etc., should be acquired;
- Driver safety, CPR, first aid, and sensitivity courses should be maintained;
- Transit services for the elderly and individuals with disabilities should continue to be upgraded as necessary to insure both availability and accessibility in compliance with MART's ADA complementary paratransit plan;
- Paratransit services provided by MART to social service agency clients should continue to be monitored for coordination of effort;

Recommendations for funding of the Mobility Assistance Program including the Section 5310 program are also noted in the Regional Transportation Plan. It states that in order to provide increased mobility for Montachusett residents that do not own automobiles or that choose to be less dependent on the automobile; MART will need to continue to develop and implement appropriate and innovative public transit programs. It also states that elderly and disabled services provided by MART and social service agencies should continue to be monitored for coordination of effort. The vehicles that MART is requesting under MAP would be used as replacements to the vehicles operated in the Dial-A-MART, COA, and ADA complementary Paratransit programs. The Dial-A-MART program coordinates transportation services for social service agencies, disability community advocacy organizations, etc. located in the Montachusett Region.

Capital funding needs can be broken down into three categories: vehicles for revenue service, capital equipment purchases, and construction/rehabilitation projects. The Regional Transportation Plan states that in addition to increased and improved routing and scheduling, it will be necessary for MART to maintain and improve the operating condition of its vehicle fleet. Federal Regulations under the and FAST Act the Bipartisan Infrastructure Legislation (BIL) also require that federal recipients maintain their federally funded assets in a State of Good Repair under a Transit Asset Management Plan. Vehicle fleets, equipment and facilities will be programed under the TIP in accordance with meeting the goals established in that plan.

EQUITY DISTRIBUTION ANALYSIS OF TIP PROJECTS

MassDOT and FHWA require MPO's to include a geographic and social equity analysis of past and current TIP projects. This analysis is broken into two parts. The first is an examination of federal target eligible projects contained within this TIP, i.e. FFY 2023-2027. The second involves a five year "look back" at prior TIP projects. For this analysis that would include projects from FFY 2018 to 2022.

Methodology

Projects identified for the two analyses include site specific projects, i.e. bridge replacements/rehabilitations and intersection improvements, as well as road and highway segments that may stretch several miles and across multiple communities. The identified projects were then mapped for each analysis against identified Environmental Justice (EJ) and/or Title VI populations. Staff then assessed the project locations relative to the identified populations.

For each of these analyses, the 2015-2019 American Community Survey 5-year estimates were utilized. All applicable maps can be found in the appendix of this document. For some of the data, census estimates were only available at the Census Tract level. This data dealt with Foreign Born, Disabilities and Non-English Spoken at Home populations. The remaining census data estimates were available at the Block Group level. The tables below list the ACS data sources as well as whether they were broken down to the Census Tract or Block Group level. These tables, therefore, were used to determine Environmental Justice and Title VI designated areas.

Source: 2015-2019 ACS 5-Year Estimates

By Block Group

| Variable | 2014-2018 ACS Table No. |
|--|-------------------------|
| Total Population | B03002 |
| Majority Population | B03002 |
| Poverty Determined Population | B17021 |
| Below Poverty Population | B17021 |
| Population 65 Years or Older Population | B09020 |
| Median Household Income | B19013 |
| Limited English Proficiency (LEP) Households | C16002 |

Source: 2014-2018 ACS 5-Year Estimates

By Census Tract

| Variable | 2014-2018 ACS Table No. |
|---|-------------------------|
| Total Population | B05002 |
| Foreign Born | B05002 |
| Individuals with Disabilities | S1810 |
| Percent Household Limited English Proficiency (LEP) | S1602 |
| Percent Language Spoken at Home – Non-English | DP02 |

Environmental Justice (EJ) and Title VI populations are defined differently by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). In addition, EJ analysis is based on different criteria, ex. poverty based on the statewide median income rather than the regional median income. The tables below define the Title VI and EJ criteria utilized in the regional analysis.

Environmental Justice and Title VI Definitions for Analysis

| Environmental Justice Block Groups | Analysis Criteria |
|--|---|
| 1. Block group whose annual median household income is equal to or less than 65 percent (%) of the statewide median (\$81,215 in 2019); | Statewide Median Income: \$81,215 65% of Median Household Income: \$52,790 Geography: Block Group |
| 2. Twenty-five percent (25%) or more of the residents identifying as minority; | Minority Population Equal or Greater Than 25% Geography: Block Group |
| 3. Twenty-five percent (25%) or more of the households having no one over the age of 14 who speaks English as their primary language or have a limited ability to read, speak, write, or understand English - Limited English Proficiency (LEP). | Limited English Proficiency Equal or Greater Than 25% Geography: Block Group |

| FTA Title VI Communities | Analysis Criteria |
|---|--|
| 1. Minority – Percent of population including Hispanic or Latino of any race that is considered non-white and is higher than the regional average | Regional Average: 12.12% Geography: Block Group |
| 2. Low Income - Percent estimated below poverty level that is higher than the regional average | Regional Average: 9.42% Geography: Block Group |

| FHWA Title VI Communities | Analysis Criteria |
|---|---|
| 1. Elderly – Percent of Total Population > 65 that is higher than the regional average | Regional Average: 15.42% Geography: Block Group |
| 2. Individuals with Disabilities – Percent of population with a disability that is higher than the regional average | Regional Average: 11.79% Geography: Census Tract |
| 3. Minority – Percent of population including Hispanic or Latino of any race that is considered non-white and is higher than the regional average | Regional Average: 12.12% Geography: Block Group |
| 4. Foreign Born – Percent of population that is Foreign Born and is higher than the regional average | Regional Average: 8.67% Geography: Census Tract |
| 5. Language – Percent of Population Spoken Language Other than English that is higher than the regional average | Regional Average: 15.70% Geography: Census Tract |

FFY 2023-2027 Target Eligible Projects

To assess the possible benefits or burdens of the projects within the FFY 2023-2027 TIP, those projects identified as federal aid target eligible were identified. The analysis for this TIP is limited to these projects as they are the projects with the most programming control of the MPO. Bridge projects as well as those on the Interstate system, etc., are prioritized at the state level.

The following table identifies 18 target eligible projects in the Montachusett Region, listed by their calculated TEC score as well as their anticipated FFY year listing for this TIP. Some of the projects are identified as being listed in the Appendix of the TIP. The Appendix is a listing of projects without an identified funding source or program year due to design status and/or fiscal constraint issues.

FFY 2023-2027 Target Eligible Projects

| TIP Year | MassDOT ID # | Community | Description | TEC | Est Cost FFY 2021 Dollars |
|----------|--------------|------------------------|--|-----|---------------------------------|
| 2024-25' | 604499 | Leominster | Leominster- Resurfacing and Related Work on Rt 12 (Central St) | 38 | \$13,283,024 |
| | 612242 | Fitchburg | Reconstruction of John Fitch Highway | 37 | \$9,174,115 |
| 2023 | 607432 | Westminster | Westminster - Rehabilitation & Box Widening on Rt 140, From Patricia Rd to the Princeton T.L. | 33 | \$6,375,205 |
| 2026-27' | 609213 | Harvard | Harvard- Resurfacing and Box Widening on Ayer Road, from Route 2 to the Ayer Town Line | 32 | \$10,136,843 |
| 2027 | 610681 | Clinton | Clinton- Reconstruction of Sterling Street (Route 62), from Willow/Lawrence Street to Main Street | 31 | \$4,715,060 |
| 2027 | 608415 | Athol | Athol- Intersection Improvements at Route 2A and Brookside Road | 30 | \$1,544,720 |
| | 606640 | Ayer | Ayer- Resurfacing & Related Work on Rt 2A (Fitchburg Rd & Park St) | 25 | \$2,400,000 |
| 2023 | 609279 | Gardner | Gardner- Roundabout Construction at Elm Street, Pearl Street, Central Street and Green Street | 25 | \$2,571,433 |
| 2025 | 609244 | Ashburnham | Ashburnham- Roadway Rehabilitation on Rt 101 | 25 | \$8,556,417 |
| 2023 | 608784 | Templeton | Templeton- Roundabout Construction at The Intersection of Patriots Road, South Main Street, North Main Street and Gardner Road | 25 | \$2,037,795 |
| | 609227 | Ayer | Ayer- Roadway Rehabilitation on Route 2A/111 (Park Street and Main Street) | 23 | \$4,800,000 |
| | 608832 | Lancaster | Lancaster- Interchange Improvements at Route 2 Exit 34 (Old Union Turnpike) | 23 | \$6,060,800 |
| | 608177 | Ashby | Ashby - Reconstruction of Route 119 (Townsend Road) from Bernhardt Road to Route 31. | 21 | \$6,727,500 |
| 2026 | 608424 | Templeton | Templeton- Reconstruction of Route 68, From King Phillip Trail (Route 202) North to the Phillipston Town Line (2.65 Miles) | 18 | \$6,063,291 |
| | 608879 | Winchendon | Winchendon- Resurfacing & Related Work on Maple Street (Route 202), From Vine Street to Glenallen Street (1.36 Miles) | 15 | \$1,680,444 |
| | 607604 | Sterling/West Boylston | Sterling/West Boylston - Improvements on Route 140 at I-190 | 14 | \$3,647,110 |
| | 611989 | Athol | Athol - Sidewalk Installation along Templeton Road (Route 2A) 0.9 mi | 23 | \$2,590,300 |
| | 612612 | Sterling | Sterling - Intersection Improvements at Route 140 and Route 62 | TBD | \$3,117,500 |

FFY 2023-2027 Target Eligible Projects Equity Analysis

An analysis of the geographic distribution of the nine projects within the 2023-2027 TIP resulted in an understanding of the percentage of TIP projects and TIP funds allocated within Environmental Justice and Title VI geographic areas. The results of this analysis are as follows:

- The total regional population was determined, along with the population of each identified Environmental Justice and Title IV group (Row 1), from which the percentage of total population was determined for each group (Row 2).
- Of the 9 projects analyzed based on EJ and Title VI identified populations, a dollar amount which was programmed within each geographic area was determined (Row 3). It was then determined what percent of total funds were spent within each group (Row 4)
- Row 5 displays the comparison of the percentage of total population to the percentage of funding spent.

FFY 2023-2027 TIP Target Eligible Projects Equity Analysis Summary

| | | Total Regional Population | EJ Block Groups | | | FTA Title VI Block Groups | | FHWA Title VI Block Groups | | FHWA Title VI Census Tracts | | |
|---|---------------------------------------|---------------------------|-----------------|-------------|---------|---------------------------|--------------|----------------------------|--------------|-----------------------------|--------------|--------------|
| | | | Income** | Minority | LEP HH* | Minority | Low Income** | Elderly | Minority | Disabilities | Foreign Born | Language*** |
| 1 | Population | 244,482 | 22,232 | 29,624 | 2,501 | 29,624 | 22,232 | 37,775 | 29,624 | 28,827 | 21,200 | 36,236 |
| 2 | Percent of Total Regional Population | 100% | 9.09% | 12.12% | 1.02% | 12.12% | 9.09% | 15.45% | 12.12% | 11.79% | 8.67% | 14.82% |
| 3 | Total Cost of TIP Projects | \$55,283,788 | \$19,542,804 | \$1,544,720 | \$0 | \$17,399,177 | \$22,114,237 | \$46,986,213 | \$17,399,177 | \$19,542,804 | \$29,679,647 | \$17,998,084 |
| 4 | Percent of Regional Cost of Projects | 100% | 35.35% | 2.79% | 0.00% | 31.47% | 40.00% | 84.99% | 31.47% | 35.35% | 53.69% | 32.56% |
| 5 | Difference in % Cost and % Population | 0.00% | 26.26% | -9.32% | -1.02% | 19.36% | 30.01% | 69.54% | 19.36% | 23.56% | 45.01% | 17.57% |

* Percentage of Total Montachusset Region Households (91,878)

** Percentage of Poverty determined Montachusset Population (235,956)

*** Percentage of Montachusset Region Total Population Five Years and Older (230,739)

- An examination of Row 5 shows the majority of identified groups benefit disproportionately in these investments when compared to their overall regional population.
- There were two groups who saw less total percentage cost than percentage population, they are
 - The EJ population of Limited English Proficiency (LEP) per Household, in which there is only one such Block Group regionwide
 - The EJ population of Minority, which saw only a difference in investments compared to population (-9.32%). It should be noted that according to FTA Title VI block groups for minority populations, investments far outweigh the percentage of population (+19.36%).

2018-2022 Projects Five Year Lookback

The following table identifies 14 projects for the Montachusett Region implemented in the last five years, i.e. from FFY 2018 to FFY 2022. All projects appeared in a prior TIP and were advertised for construction, initiated construction or completed construction prior to the development of this TIP.

FFY 2018-2022 TIP Five Year Look Back Projects

| TIP Year | MassDOT ID # | Community | Description | Est Cost |
|----------|--------------|--|--|-------------|
| 2018 | 608188 | Gardner/ Leominster/ Sterling | Intersection Improvements at 3 Locations | \$2,622,497 |
| 2018 | 606124 | Fitchburg/ Lunenburg/ Leominster | Reconstruction of Summer Street and North Street | \$9,939,131 |
| 2019 | 608728 | Winchendon | Resurfacing & Related Work on Route 202, From the Templeton Town Line to Main Street (3.1 Miles) | \$1,795,875 |
| 2019 | 604961 | Clinton | Resurfacing & Related Work on Route 110 (High Street) | \$3,153,674 |
| 2019 | 607848 | Hubbardston | Resurfacing & Related Work on Route 68, From Williamsville Road to the Gardner C.L. | \$4,190,296 |
| 2019 | 607446 | Westminster | Intersection Improvements, Route 2A at Route 140 | \$2,139,574 |
| 2020 | 605651 | Leominster | Reconstruction on Route 13, From Hawes Street to Prospect Street | \$5,994,626 |
| 2020 | 607902 | Ayer | Reclamation & Related Work on Route 2A, From Harvard Road to Main Street | \$3,837,875 |
| 2021 | 607431 | Westminster | Westminster - Resurfacing & Related Work on Route 140, From Route 2A to Patricia Road | \$1,668,791 |
| 2021 | 608548 | Winchendon | Winchendon- Improvements & Related work on Central Street (Route 202), from Front Street to Maple Street (0.5 Miles) | \$4,900,253 |
| 2021 | 608657 | Lunenburg | Lunenburg- Bridge rehabilitation, L-17-009, Route 2A over Pearl Hill Brook | \$1,755,772 |
| 2021 | 608888 | Gardner | Gardner- Reclamation and related work on Pearson Boulevard | \$1,264,648 |
| 2021 | 608891 | Gardner | Gardner- Resurfacing and rumble strip installation on Route 140 | \$1,791,202 |
| 2022 | 608779 | Lancaster | Lancaster- Intersection Improvements on Route 117/Route 70 at Lunenburg Road and Route 117/Route 70 at Main Street | \$5,747,806 |
| 2022 | 608793 | Hubbardston | Hubbardston- Highway Reconstruction of Route 68 (Main Street), from 1,000 ft North of Williamsville Road to Elm Street | \$5,241,283 |

2018-2022 Projects Five Year Lookback Equity Analysis

An examination of projects funded over the last five TIPs, identified 15 individual projects with an estimated total cost of \$56,043,303. As with the current Target Projects, a geographic distribution of these 15 projects against those areas categorized as Environmental Justice (EJ) or Title VI areas resulted in the following:

- The total regional population was determined, along with the population of each identified Environmental Justice and Title IV group (Row 1), from which the percentage of total population was determined for each group (Row 2).
- Of the 15 projects analyzed based on EJ and Title VI identified populations, a dollar amount which was spent within each geographic area was determined (Row 3). It was then determined what percent of total funds were spent within each group (Row 4)
- Row 5 displays the comparison of the percentage of total population to the percentage of funding spent.

FFY 2018-2022 TIP Five Year Look Back Projects Equity Analysis Summary

| | Total Regional Population | EJ Block Groups | | | FTA Title VI Block Groups | | FHWA Title VI Block Groups | | FHWA Title VI Census Tracts | | | |
|---|---------------------------------------|-----------------|-------------|--------------|---------------------------|--------------|----------------------------|--------------|-----------------------------|--------------|--------------|--------------|
| | | Income ** | Minority | LEP HH* | Minority | Low Income** | Elderly | Minority | Disabilities | Foreign Born | Language*** | |
| 1 | Population | 244,482 | 22,232 | 29,624 | 2,501 | 29,624 | 22,232 | 37,775 | 29,624 | 28,827 | 21,200 | 36,236 |
| 2 | Percent of Total Regional Population | 100% | 9.09% | 12.12% | 1.02% | 12.12% | 9.09% | 15.45% | 12.12% | 11.79% | 8.67% | 14.82% |
| 3 | Total Cost of TIP Projects | \$56,043,303 | \$8,787,398 | \$20,347,456 | \$0 | \$32,239,258 | \$16,212,350 | \$44,309,326 | \$32,239,258 | \$15,357,874 | \$31,295,609 | \$27,457,734 |
| 4 | Percent of Regional Cost of Projects | 100% | 15.68% | 36.31% | 0.00% | 57.53% | 28.93% | 79.06% | 57.53% | 27.40% | 55.84% | 48.99% |
| 5 | Difference in % Cost and % Population | 0.00% | 6.59% | 24.19% | -2.83% | 45.41% | 18.94% | 63.61% | 45.41% | 15.61% | 47.17% | 34.00% |

* Percentage of Total Montachusset Region Households (91,878)
 ** Percentage of Poverty determined Montachusset Population (235,956)
 *** Percentage of Montachusset Region Total Population Five Years and Older (230,739)

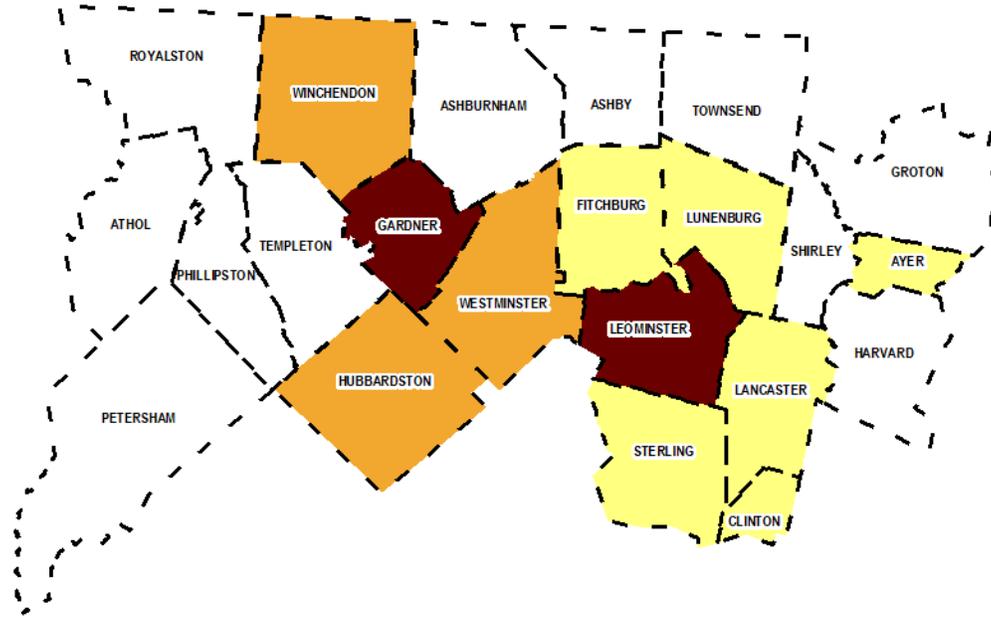
- An examination of Row 5 shows the majority of identified groups benefit disproportionately in these investments when compared to their overall regional population.
- There was one group who saw less total percentage cost than percentage population:
 - The EJ population of Limited English Proficiency (LEP) per Household, in which there is only one such Block Group regionwide

Summary of Equity Analysis

The percentage of TIP funds that have been allocated in Environmental Justice and FHWA or FTA areas is greater than the percentage of the region’s population that reside in those areas. Overall, it can be determined that the projects implemented through the TIP process in the past five years have benefitted the Environmental Justice and Title VI populations in an equitable manner. Such analysis will be conducted on a yearly basis to ensure that the Environmental Justice and Title VI populations continue to benefit from the transportation planning process in the Montachusset Region.

Summary of Community Distribution

The map below shows the geographic equity analysis that was also conducted based on the projects conducted over the past five years for those specific communities. This map corresponds with the five-year lookback table on the previous page. The darker color shows where the most projects were conducted, and the communities shown in white had no projects that were specific to that community over the past five years (2018 – 2022).



| Number of Projects | |
|--------------------|---|
| | 3 |
| | 2 |
| | 1 |

Based upon this analysis and review, it would appear that the Montachusett MPO is making an effort to address transportation planning issues in Title VI and EJ communities in the Region. Projects compiled in the last five years have been developed in an attempt to locate them in communities which either have an Environmental Justice population, FHWA Title VI population, FTA Title VI population, or a combination of all three. Future efforts should focus on the communities in which no funding has been spent in the recent past. Efforts will be made to continue to monitor such trends and encourage communities, especially those which have not been taking advantage of TIP funds, to engage in the process and develop projects for inclusion.

SPECIAL EFFORTS FOR ELDERLY AND DISABLED

The U.S. Department of Transportation's regulations regarding Nondiscrimination on the Basis of Handicap requires that transit operators certify that "special efforts are being made in its service to provide transportation that handicapped persons, including wheelchair users and semi-ambulatory persons can use." The Montachusett Regional Transit Authority (MART) has been so certified by FTA. The Montachusett Regional Planning Commission annually monitors and updates MART's compliance with the Americans with Disabilities Act Regulations. In compliance with a DOT rule to implement the transportation provisions of the ADA, MART has submitted an ADA compliance Para-transit plan and at this time has met all six criteria established by the Regulations; therefore, the ADA plan is complete. The following policies regarding special efforts are currently in effect.

- half fare on fixed route transit for eligible elderly and disabled individuals;
- fixed route service designed to serve elderly housing, shopping centers, medical facilities, and elderly social centers;
- curb-to-curb service with lift equipped vans provided by local Councils on Aging/private operators;
- continuation of next day ADA eligible van service which operates the same hours as fixed route service;
- operation of Dial-A-MART program which is a coordination of transportation needs of clients of social service agencies;
- no restriction on trip purpose for ADA Para-transit services;
- a thirty-three and one third percent discount on monthly bus passes for eligible elderly and disabled individuals;

FY23 Projects

Projects in the FY23 TIP in the Section 5307 category contain program elements for the elderly and disabled. The estimated costs in the Year 1 Element in the Section 5307 category include the costs of operating the special services described above. Section 5310 projects are awarded by the state through a grant process. Projects awarded within the Montachusett region will be amended into the TIP after award.

FEDERAL LEGISLATION

Infrastructure Investment and Jobs Act

“On November 15, 2021, President Biden signed the [Infrastructure Investment and Jobs Act \(IIJA\) \(Public Law 117-58, also known as the “Bipartisan Infrastructure Law”\)](#) into law. The Bipartisan Infrastructure Law (BIL) is the largest long-term investment in our infrastructure and economy in our Nation’s history. It provides \$550 billion over fiscal years 2022 through 2026 in new Federal investment in infrastructure, including in roads, bridges, and mass transit, water infrastructure, resilience, and broadband.” (FHWA) The BIL provides approximately \$350 billion for Federal highway programs over a five-year period (fiscal years 2022 through 2026). Most of this funding is apportioned (distributed) to States based on formulas specified in Federal law. However, the BIL Infrastructure Law also provides funding through a wide range of competitive grant programs.

The BIL continues the Metropolitan Planning Program, which establishes a cooperative, continuous, and comprehensive (3C) framework for making transportation investment decisions in metropolitan areas. Program oversight remains a joint Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) responsibility. Except as specified within the BIL legislation, the BIL continues all funding features that applied to Metropolitan Planning (PL) funding under the FAST Act.

The BIL does continue all requirements that applied to the Metropolitan Planning Program under the Fixing America’s Surface Transportation (FAST) Act. It also adds the following requirements, changes and/or standards to the program.

- Requires each MPO to use at least 2.5% of its PL funds (and each State to use 2.5% of its State Planning and Research funding) on specified planning activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities. A State or MPO may opt out of the requirement, with the approval of the Secretary, if the State or MPO has Complete Streets standards and policies in place and has developed an up-to-date Complete Streets prioritization plan that identifies a specific list of Complete Streets projects to improve the safety, mobility, or accessibility of a street.

While the Commonwealth and several Montachusett communities (21 of the 23 including Devens) have Complete Streets standards, policies and/or prioritization plans in place, no opt out of this requirement has been sought by the Montachusett MPO at this time.

In December 2015, the Federal Surface Transportation Authorization known as Fixing America’s Surface Transportation (FAST) Act passed into law. The FAST Act “largely maintains current structures and funding shares between highways and transit” and “makes changes and reforms to many Federal transportation programs, including streamlining the approval processes for new transportation projects, providing new safety tools, and establishing new programs to advance critical freight projects” (source: U. S. DOT website). The FAST Act retains most of the planning requirements of prior federal regulations, i.e. Moving Ahead for Progress in the 21st Century (MAP-21) and the Safe Accountable Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).

The FAST Act added two additional factors to the eight planning factors for both metro and statewide planning identified in MAP-21:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency;
- Increase the safety of the transportation system for all motorized and non-motorized users;
- Increase the ability of the transportation system to support homeland security and to safeguard the personal security of motorized and non-motorized users;
- Increase accessibility and mobility of people and freight;
- Protect and enhance the environment, promote energy conservation, improve the quality of life and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- Promote efficient system management and operation;
- Emphasize the preservation of the existing transportation system;
- Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
- Enhance travel and tourism.

A key feature of the FAST Act legislation that is maintained from prior legislation “is the establishment of a performance- and outcome-based program. The objective...is for States to invest resources in projects that collectively will make progress toward the achievement of the national goals.” National performance goals have been established in seven areas:

- Safety - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- Infrastructure condition - To maintain the highway infrastructure asset system in a state of good repair.
- Congestion reduction - To achieve a significant reduction in congestion on the National Highway System.
- System reliability - To improve the efficiency of the surface transportation system.
- Freight movement and economic vitality - To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- Environmental sustainability - To enhance the performance of the transportation system while protecting and enhancing the natural environment.
- Reduced project delivery delays - To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies’ work practices.

Performance measures and targets are required to be established by FHWA, state DOTs, MPOs and other stakeholders in consultation with each other over the upcoming years. The Montachusett MPO is committed to working with MassDOT, FHWA and other partners to develop and track the performance of elements of the regional transportation system and to utilize these performance measures as a tool or guide in the transportation planning process.

Regional Transportation Plan – Performance Measures

MRPC staff has continued to review available data, information, state and federal goals and requirements to develop and expand regional local performance measures. A series of performance measures were identified during the development of the 2016 Regional Transportation Plan (RTP) and revisited in the 2020 RTP. These performance measures form the basis for system monitoring in the Montachusett Region only. Additionally, the regional performance measures are incorporated into the decision-making process for the TIP and where applicable are linked to transportation investment decisions, i.e., the

Transportation Evaluation Criteria (TEC). As these measures are further defined and reviewed by the MPO, it is expected that the TEC will also be revised and/or updated to reflect them. Data for the regional performance measures are derived from a combination of agency data collection efforts, studies and statewide databases made available to the MRPC.

The following tables outline the RTP defined Goals, Objectives and Performance Measures that address the seven National performance goals.

Regional Transportation Plan Goals, Objectives and Performance Measures Summary

| Goal 1 – Improve and Maintain Safety and Security | |
|--|---|
| Objectives | Performance Measures |
| <ul style="list-style-type: none"> Seek to reduce the number and severity of vehicular crashes within the region across all modes. | 1. Reduce the Regional EPDO and percentage of fatal and injury crashes among vehicles, bicycles and pedestrians by 10% over a 10-year period. |
| <ul style="list-style-type: none"> Promote projects that are designed to address high crash locations and prioritize their implementation. | 2. Reduce the fatality rate by 10% and the serious injury rate by 10% from current levels in 10 years. |
| <ul style="list-style-type: none"> Promote and encourage education outreach programs to drivers, pedestrians and bicyclists regarding rules and responsibilities. | 3. Identify and/or implement 4 to 5 corrective projects at identified top 10 high incident locations over a 10-year period. |
| <ul style="list-style-type: none"> Expand community involvement with federal and state programs and education initiatives such as Safe Routes to School. | 4. Conduct 1 to 2 Road Safety Audits at identified high crash locations every 2 years. |
| <ul style="list-style-type: none"> Seek to improve user awareness along all transportation networks through better identification, pavement markings and signage with an emphasis on bicycle and pedestrian routes. | 5. Increase the number of communities involved in the Safe Routes to School program. |

| Goal 1 – Improve and Maintain Safety and Security (cont.) | |
|--|--|
| Objectives | Performance Measures |
| <ul style="list-style-type: none"> Seek to expand the number and use of variable message signs along major roads such as Route 2 and I-190 to inform drivers of potential unsafe conditions and important alerts. | 6. Maintain involvement with the Central MA Regional Homeland Security Council and evacuation planning efforts. |
| <ul style="list-style-type: none"> Promote projects that address key identified emergency and evacuation routes in order to maintain effectiveness. | 7. Maintain the average number of preventable fixed route crashes under 2+ per month and demand responsive crashes under 5+ per month. |

| Goal 2 – Reduce Congestion and Improve Mobility | |
|--|---|
| Objectives | Performance Measures |
| <ul style="list-style-type: none"> Monitor locations and promote projects that address congested roadways within the region. | 1. Conduct Travel Time data collection along 3 to 5 major roadways throughout region on an annual basis. |
| <ul style="list-style-type: none"> Support programs that quickly and efficiently address bridge deficiencies across all modes with an emphasis on freight and rail locations. | 2. Identify 1 bottleneck location and conduct a study every 2 years in order to develop and/or implement corrective measures. |
| <ul style="list-style-type: none"> Encourage communities to address local mobility issues in order to promote mode shift options in congested areas. | 3. Increase the number of Complete Street certified communities within the region. Seek to have a majority of communities formally certified within 10 years. |
| <ul style="list-style-type: none"> Seek to increase travel options within the region through the promotion of trails, Complete Streets, transit, land use and their interactions. | |

| Goal 3 – Promote and Seek Equitable Transportation for All | |
|--|---|
| Objectives | Performance Measures |
| <ul style="list-style-type: none"> Seek to increase access to transit options through improved dissemination of available service information. | 1. Increase formal membership and public outreach within Montachusett Joint Transportation Committee (MJTC) of Title VI and Environmental Justice groups. |
| <ul style="list-style-type: none"> Improve outreach and partnerships between RTA's and social service agencies, schools, health centers, neighborhood organizations, etc. | 2. Conduct benefits/burdens review of federal aid projects identified through the TIP process on an annual basis. |

| | |
|---|---|
| <ul style="list-style-type: none"> • Seek to expand and increase transit service operations to improve job access and commercial services for all users. | 3. Continue to work with the Montachusett Regional Transit Authority (MART) to expand outreach to and usage by Title VI and Environmental Justice communities through promotions and training methods on how to utilize the system. |
| <ul style="list-style-type: none"> • Promote the development of improvements and options across all modes for areas that serve Title VI and Environmental Justice populations. | |
| <ul style="list-style-type: none"> • Monitor fee options in order to maintain equitability for all users. | |
| <ul style="list-style-type: none"> • Actively seek and identify organizations and agencies of Title VI and Environmental Justice populations and conduct direct outreach to encourage involvement and participation in the planning process. | |

| Goal 4 – Improve System Preservation and Maintenance of All Modes | |
|--|--|
| Objectives | Performance Measures |
| <ul style="list-style-type: none"> • Seek to encourage and prioritize preservation projects within communities in order to maintain a state of good repair for all modes. | 1. Continue pavement management data collection and analysis efforts on an annual basis through a rotating 3-year schedule of federal aid eligible roadways. |

| Goal 4 – Improve System Preservation and Maintenance of All Modes (cont.) | |
|--|--|
| Objectives | Performance Measures |
| <ul style="list-style-type: none"> • Continue to monitor, and revise as needed, the Transportation Evaluation Criteria (TEC) to encourage those projects that help to maintain a state of good repair. | 2. Increase the percentage of categorized “Good” to “Excellent” federal aid eligible roadway miles within the region over a 10-year period. |
| <ul style="list-style-type: none"> • Continue the promotion and prioritization of bridge projects throughout the region. | 3. Decrease the number of identified “Structurally Deficient” bridges within the Region. |
| <ul style="list-style-type: none"> • Encourage communities to maintain and monitor trials that provide transportation options throughout the year. | 4. Review and revise the Transportation Evaluation Criteria (TEC) every 2 to 5 years to maintain a viable prioritization process. |
| <ul style="list-style-type: none"> • Seek to encourage additional funds for maintenance as well as the development of a potential federal/state funded preservation program. | 5. Maintain the number of road service calls due to mechanical failures on the fixed route and demand responsive systems under 10 per month. |
| <ul style="list-style-type: none"> • Encourage and support continued operation, maintenance, state of good repair and expansion of the transit system. | 6. Maintain a percentage of operated scheduled trips per month at 90% or better. |
| <ul style="list-style-type: none"> • Encourage communities with viable preservation projects to seek funding and implementation through and in collaboration with the Transportation Improvement Program (TIP) process. | 7. Achieve an average on time ranking on the fixed route system of 95% by 2040. |
| <ul style="list-style-type: none"> • Encourage state and local officials to evaluate the benefits of a joint procurement process for equipment, materials and services to help reduce costs. | |

| Goal 5 – Improve Economic Vitality and Freight Movement | |
|--|--|
| Objectives | Performance Measures |
| <ul style="list-style-type: none"> • Seek to promote economic advantages of the regional trail network and recreational destinations. | 1. Revise, update and distribute a Regional Trail map, in coordination with the Montachusett Regional Trail Coalition (MRTC), by 2020. |

| | |
|---|---|
| <ul style="list-style-type: none"> • Seek to establish and prioritize major trail connections throughout the region. | <p>2. Review and analyze 1 to 2 freight corridors through development of a Unified Planning Work Program (UPWP) task every 5 years.</p> |
| <ul style="list-style-type: none"> • Seek to promote and expand commuter transit and rail options beyond the urban centers. | |
| <ul style="list-style-type: none"> • Prioritize and improve railroad and other restricted bridges in order to enhance freight mobility. | |
| <ul style="list-style-type: none"> • Seek to improve freight and general vehicle access and connection to Route 2 throughout the region. | |

| Goal 6 – Improve Transportation Options and Promote Healthy Modes | |
|---|---|
| Objectives | Performance Measures |
| <ul style="list-style-type: none"> • Seek to expand travel options and modes across the region through improved connections and services. | 1. Increase the number of bicycle facilities, ex. Bicycle racks and lockers and on-board bus racks, at transit centers within 12 years. |
| <ul style="list-style-type: none"> • Promote additional bicycle facilities for transit centers and vehicles. | 2. Conduct 3 to 4 walk audits over a 12-year period in interested communities. |
| <ul style="list-style-type: none"> • Promote an improved local review process that addresses issues related to Complete Streets, trail development, sidewalk implementation and mobility improvement as well as mode shift options within their community. | 3. Establish a top 5 list of prioritized trail connections, within and across communities, in 4 years with updates every 4 years. |

| Goal 6 – Improve Transportation Options and Promote Healthy Modes (cont.) | |
|---|-----------------------------|
| Objectives | Performance Measures |
| <ul style="list-style-type: none"> • Seek to increase and encourage a shift from single occupant vehicles to transit, bicycle and pedestrian modes through improved transit, van/car pool and trail options. • Improve infrastructure, i.e. sidewalks, benches, shelters, shared lanes, etc., along competing modes to encourage increased usage. | |

| Goal 7 – Reduce Green House Gas and Promote Environmental Practices and Sustainability | |
|---|--|
| Objectives | Performance Measures |
| <ul style="list-style-type: none"> • Seek to reduce Greenhouse Gas emissions through support and implementation of Congestion Mitigation Air Quality (CMAQ) and Transportation Alternative Program (TAP) projects as well as state mode shift goals. | 1. Increase percentage of alternative fuel vehicles within the overall transit fleet by 2020. |
| <ul style="list-style-type: none"> • Prioritize vehicle replacement in the transit fleet with applicable and cost effective alternative fuel vehicles. | 2. Program and implement 100% of Congestion Mitigation Air Quality (CMAQ) projects within the regional Transportation Improvement Program (TIP). |
| <ul style="list-style-type: none"> • Encourage communities to promote and support Green Streets through Low Impact (LID) and Transit Oriented (TOD) Development projects as well as stormwater drainage improvement. | |
| <ul style="list-style-type: none"> • Encourage and promote transit options to new residential and smart growth developments. | |
| <ul style="list-style-type: none"> • Encourage and support the use of alternative fuel vehicles by the public with infrastructure support services and by transit systems through vehicle replacement programs. | |

As previously stated, these performance measures are to be utilized on a regional level to assist in monitoring RTP goals. They are not intended to replace any state performance measure adopted by the MPO.

Statewide and Regional Transportation Performance Management

FHWA defines Transportation Performance Management as a strategic approach that uses system information to make investment and policy decisions to achieve national performance goals. In short, Transportation Performance Management:

- Is systematically applied, a regular ongoing process
- Provides key information to help decision makers allowing them to understand the consequences of investment decisions across transportation assets or modes
- Improving communications between decision makers, stakeholders and the traveling public.
- Ensuring targets and measures are developed in cooperative partnerships and based on data and objective information

On a regional level, MRPC relies on its regional Performance Measures (systems information) to inform the TEC process (investment and policy decisions) to achieve regional performance goals. On the national level, FHWA has established its own Performance Measures to inform decision making.

Effective on April 14, 2016 FHWA established a final rule on the first of its Performance Measures, Safety Measures (PM1). For Calendar Year (CY) 2022, targets related to PM1 were set by MassDOT and adopted by the Montachusett MPO on January 19, 2022. Subsequently, FHWA established two additional performance measures that state Departments of Transportation and MPOs needed to adopt and track. The National Highway System Bridge and Pavement Condition Performance Measure (PM 2) and the Systems Performance Measures, Congestion, Reliability and Emissions (PM 3) were required to be established by the end of 2018. MassDOT then provided statewide target information for PM 2 and PM 3 to the Montachusett MPO for their review and either their adoption by the MPO or the establishment of their own regional PM 2 and PM 3. After review and discussion, the Montachusett formally adopted the statewide PM 2 targets on October 17, 2018 and PM 3 targets on September 19, 2019.

Safety Performance Measures (PM1)

Montachusett MPO has chosen to adopt the statewide safety performance measure targets set by MassDOT for Calendar Year (CY) 2022. In setting these targets, MassDOT has followed FHWA guidelines by using statewide crash data and Highway Performance Monitoring System (HPMS) data for vehicle miles traveled (VMT) in order to calculate 5-year, rolling average trend lines for all FHWA-defined safety measures.

MassDOT CY22 Safety Performance Measure Targets (PM1)¹:

Statewide Total Fatalities: Per Federal Highway Administration (FHWA) guidance, the CY22 target setting process began with a trend line projection based on the most recent available data. Due to reduced vehicle miles traveled (VMT) related to the pandemic, actual 2020 fatalities did not follow this trend, so CY21 projections were based on trends from CY19 with CY20 data disregarded given the unique circumstances surrounding data from that year. CY22 projections are based on a 2.5% reduction in fatalities from CY21 resulting in a five-year average fatalities projection of 340 (see Figure 1 below). It is projected that fatalities will decrease based on MassDOT efforts in the areas of speed management and safe systems, among other

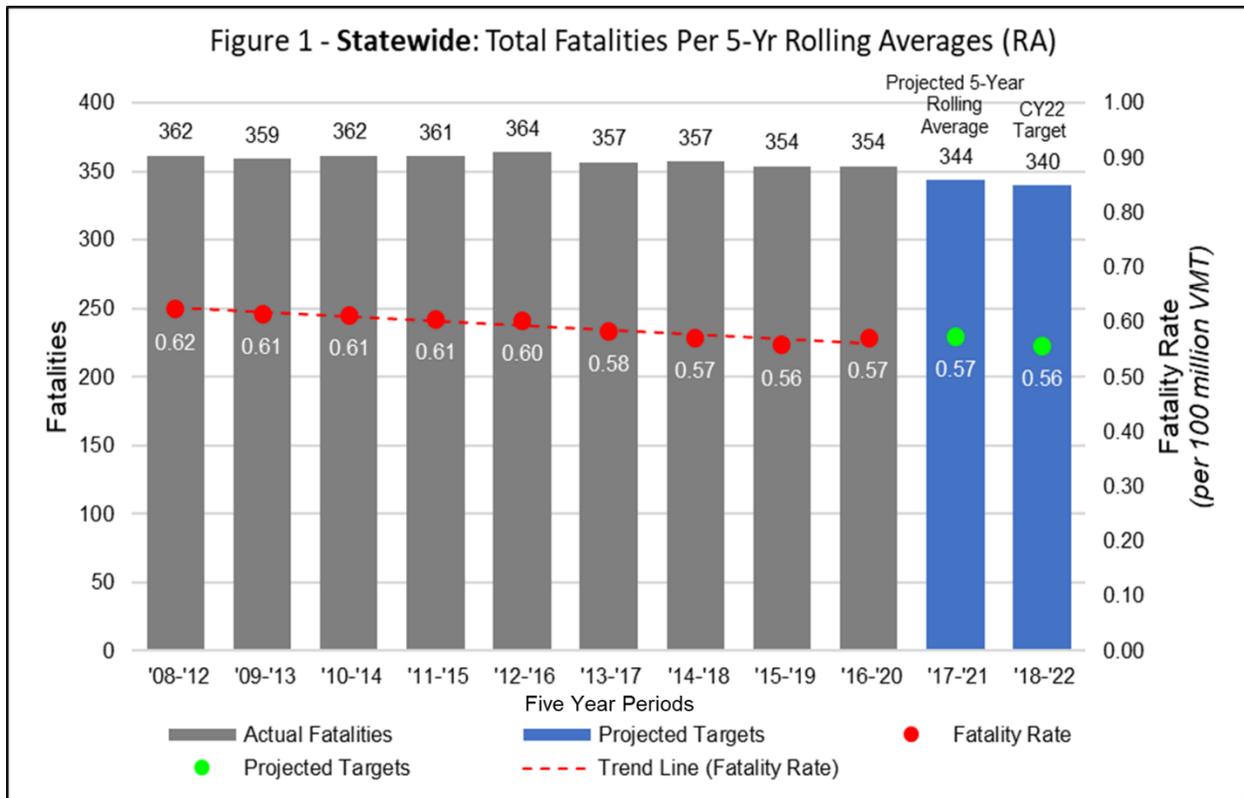
¹ Safety Performance Measures CY22 - Regional Partner Handout.docx (MassDOT)

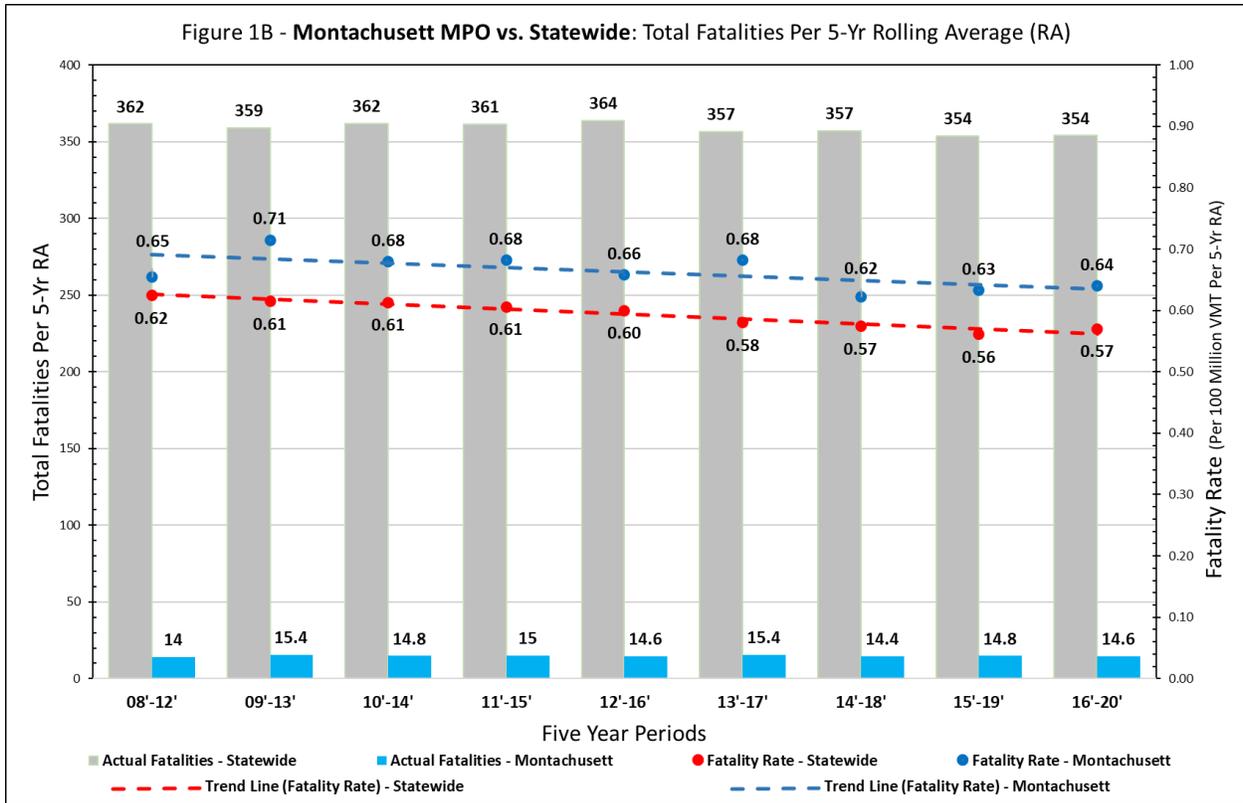
safety strategies. As always, MassDOT’s overarching goal is zero deaths and this goal will be pursued by implementing Strategic Highway Safety Plan (SHSP) strategies.

Montachusett Region Total Fatalities: In the Montachusett region, the 5-year average fatalities for the years 2016-2020 was 14.6 (see Figure 1B below).

Statewide 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. The 2022 projection is now 0.56 fatalities per 100 million vehicle miles traveled for 2022 (five-year average of 2018-2022) (see Figure 1 below). The long-term goal is towards zero deaths, so the long-term fatality rate target is 0 fatalities per 100 million VMTs.

Montachusett Region Fatality Rate: In the Montachusett region, the average fatality rate for years 2016-2020 was 0.64 and generally follows the same downward trend as the statewide trend (see Figure 1B below).



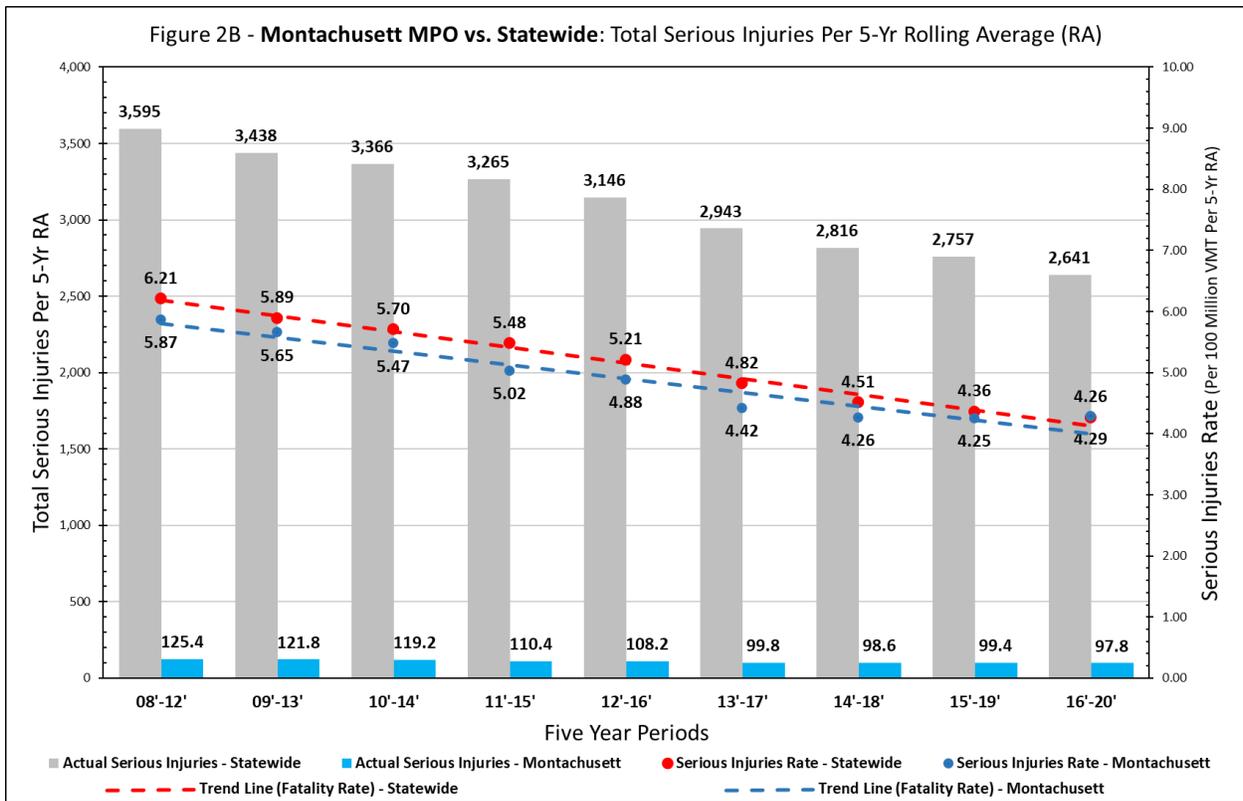
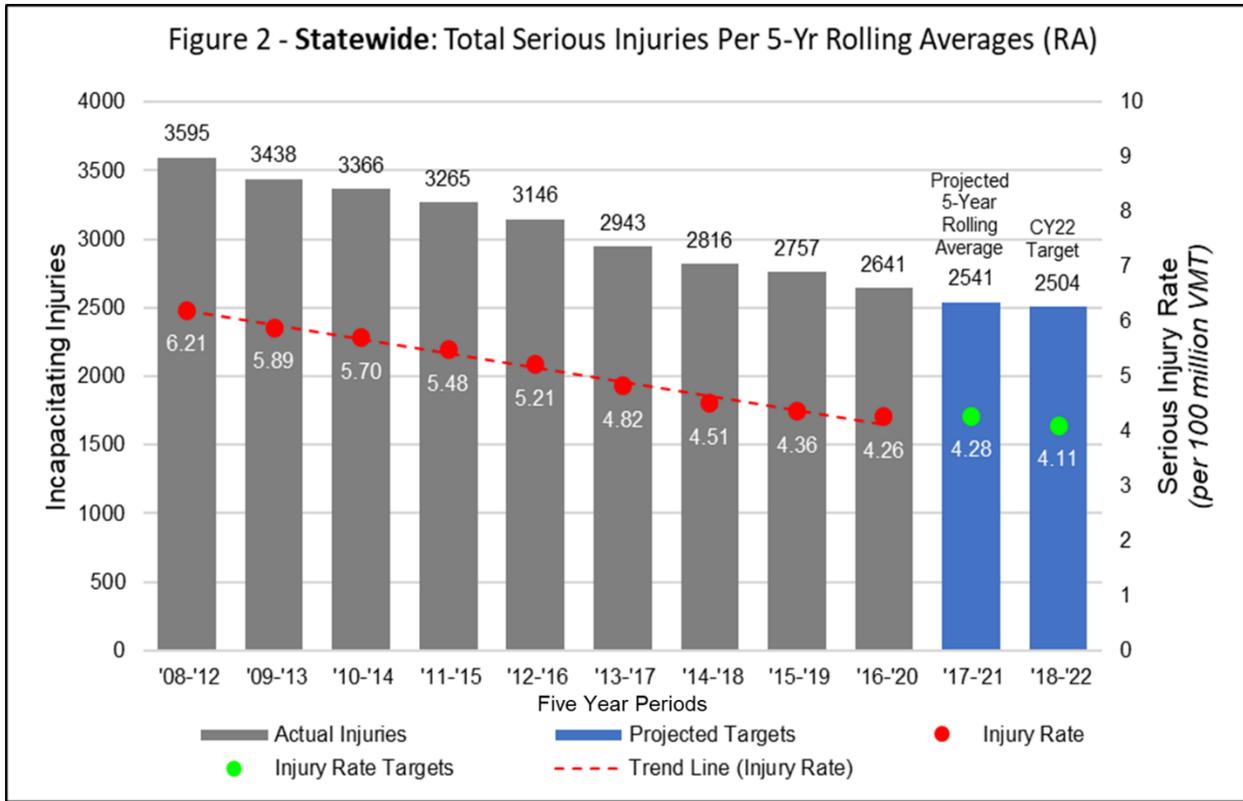


Statewide Total Serious Injuries: It is anticipated that there will be an overall decrease in the number of serious injuries due to a continual downward trend line as well as the implementation of countermeasures that are being developed as part of the 2018 SHSP. MassDOT projections in this category have used CY19 as a base to reflect changes in VMT due to the pandemic, and the CY22 target of 2,504 was set to reflect this trend (see Figure 2 below). Due to unpredictable fluctuations between 2019 and 2020 data and an overall decreasing trendline, a 3% reduction in annual serious injuries from 2018 to 2021, and a 4% annual reduction from 2021 to 2022, were assumed to calculate the CY22 target .

Montachusett Region Total Serious Injuries: In the Montachusett region, the 5-year average number of serious injuries for the years 2016-2020 was 97.8 (see Figure 2B below).

Statewide Serious Injuries Rate: Similar to the fatality rate, it is anticipated that the downward trend line will result in a drop in the rate of serious injuries from 4.28 per 100 million VMT between 2017–2021 to 4.11 between 2018–2022. Five-year VMT data were used between 2018 – 2022 to calculate this rate.

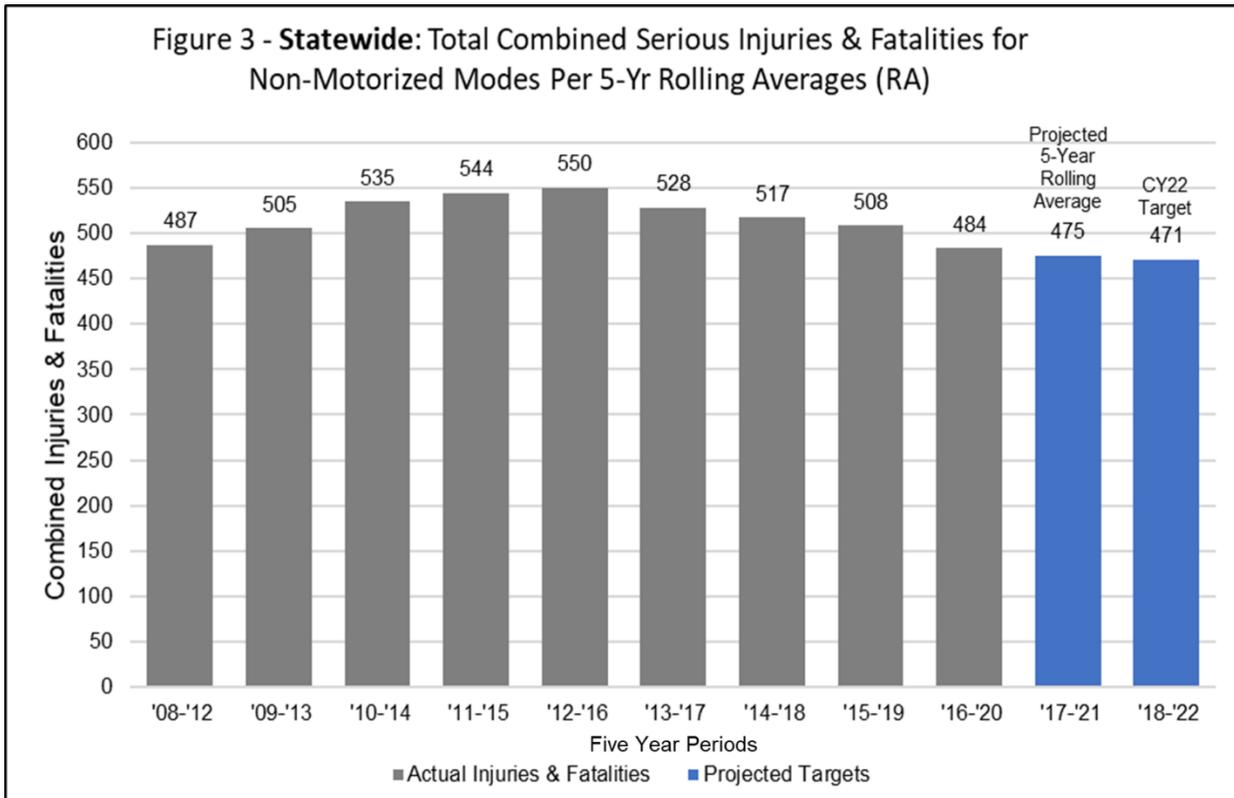
Montachusett Region Serious Injuries Rate: Although the Montachusett rate generally follows the same statewide downward trend, the 2016-2020 Montachusett rate of 4.29 was 0.03 of a point higher than the statewide rate of 4.26 (see Figure 2B below).



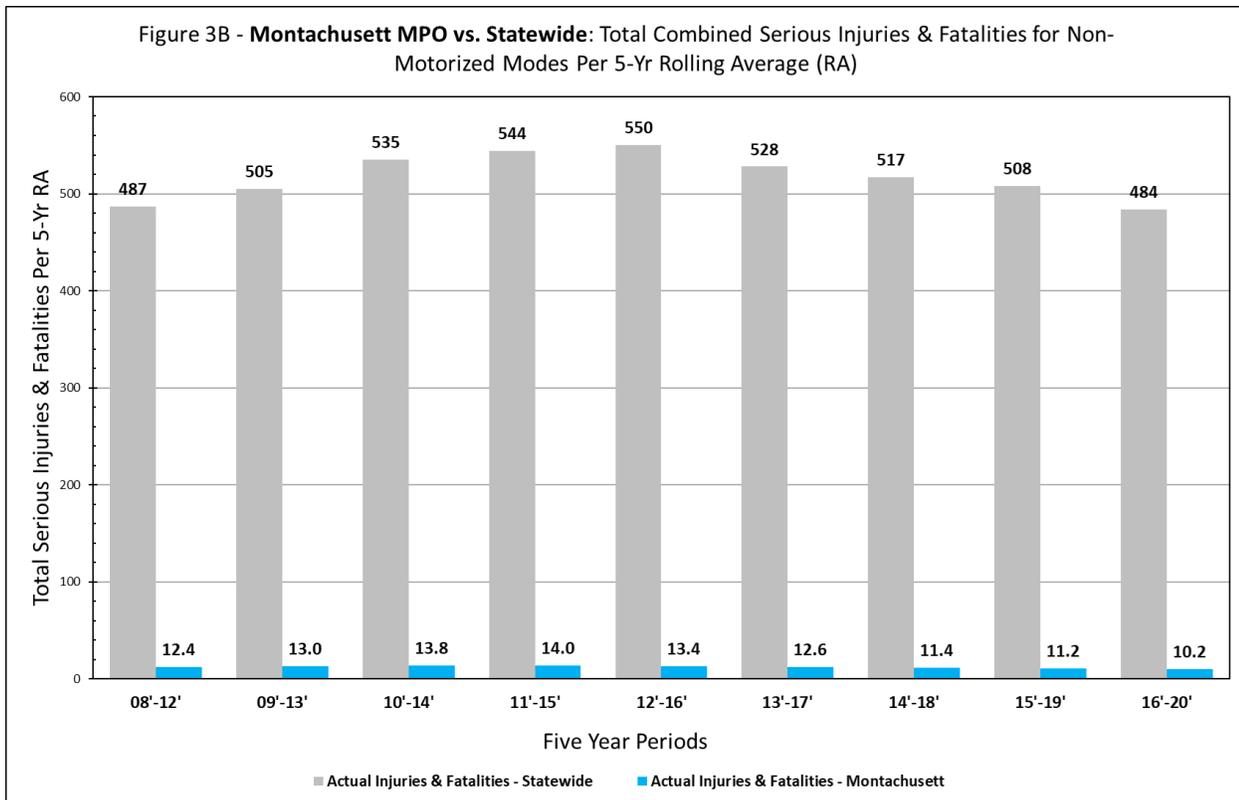
Statewide Total Number of Non-Motorized Fatalities and Serious Injuries: In 2020, during the COVID-19 pandemic, Massachusetts experienced a steep decline in both non-motorized fatalities and serious injuries. Because of the high fluctuations in the data, to establish MassDOT’s CY22 target, CY21 non-motorist fatalities and suspected serious injuries were set to be equal to the average of CY17, CY18 and CY19 data. To project the non-motorist fatality and serious injuries for CY22, a 2% reduction was estimated. Overall, this translated to a CY22 5-year average of 471 fatalities and serious injuries combined for non-motorists (see Figure 3 below).

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

Montachusett Region Total Number of Non-Motorized Fatalities and Serious Injuries: In the Montachusett region, the 5-year average total number of non-motorized fatalities and serious injuries for the years 2016-2020 was 10.2 (see Figure 3B below).



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



MassDOT's effort to increase non-motorized mode share throughout the Commonwealth has posed a challenge to simultaneously reducing non-motorized serious injuries and fatalities. Rather than adopt a target that depicts an increase in the trend line, MassDOT has elected to establish a target of non-motorized serious injuries and fatalities and for CY 2022 that remains constant. MassDOT and the Montachusett MPO have invested in "complete streets," bicycle and pedestrian infrastructure, intersection, and safety improvements in both the Capital Investment Plan (CIP) and Statewide Transportation Improvement Program (STIP) to address increasing mode share and to incorporate safety mitigation elements into projects. Moving forward, Montachusett MPO, alongside MassDOT, is actively seeking to improve data collection and methodology for bicycle and pedestrian VMT counts and to continue analyzing crash clusters and crash counts that include both motorized and non-motorized modes in order to address safety issues at these locations.

In all safety categories, MassDOT has established a long-term target of "Toward Zero Deaths" through MassDOT's Performance Measures Tracker² and will be establishing safety targets for the MPO to consider for adoption each calendar year. While the MPO is not required by FHWA to report on annual safety performance targets, FHWA guidelines require MPOs to adopt MassDOT's annual targets or to establish their own each year.

Bridge & Pavement Performance Measures (PM2)

Montachusett MPO has chosen to adopt the 2-year (2020) and 4-year (2022) statewide bridge and pavement performance measure targets set by MassDOT. MassDOT was required to adopt a statewide target by May 20th, 2018, with MPOs either adopting the statewide target or establishing their own by November 2018. In setting these targets, MassDOT has followed

² <https://www.mass.gov/lists/tracker-annual-performance-management-reports>

FHWA guidelines by measuring bridges and pavement condition using the 9-point National Bridge Inventory Standards (NBIS); the International Roughness Index (IRI); the presence of pavement rutting; and the presence of pavement cracking. 2-year and 4-year targets were set for six individual performance measures: percent of bridges in good condition; percent of bridges in poor condition; percent of Interstate pavement in good condition; percent of Interstate pavement in poor condition; percent of non-Interstate pavement in good condition; and percent of non-Interstate pavement in poor condition. All of the above performance measures are tracked in greater detail in MassDOT's Transportation Asset Management Plan (TAMP), which was finalized in July 2019.

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.

Original performance targets for pavement-related performance measures were based on a single year of data collection. These measures were revisited at the 2-year mark (2020), once three years of data were available, for more informed target setting.

MassDOT continues to measure pavement quality and to set statewide short-term and long-term targets in the MassDOT Performance Management Tracker using the Pavement Serviceability Index (PSI), which differs from IRI. These measures and targets are used in conjunction with federal measures to inform program sizing and project selection.

Reliability, Congestion, & Emissions Performance Measures (PM3)

Montachusett MPO has chosen to adopt the 2-year (2020) and 4-year (2022) statewide reliability, congestion, and emissions performance measure targets set by MassDOT. MassDOT was required to adopt a statewide target by May 20th, 2018, with MPOs either adopting the statewide target or establishing their own by November 2018. In 2020, a review of targets was conducted by MassDOT and the Montachusett MPO adopted the updated targets in November 2020.

MassDOT followed FHWA regulation in measuring Level of Travel Time Reliability (LOTTR) on both the Interstate and non-Interstate NHS as well as Truck Travel Time Reliability (TTTR) on the Interstate system using the National Performance Management Research Dataset (NPMRDS) provided by FHWA. These performance measures aim to identify the predictability of travel times on the roadway network by comparing the average travel time along a given segment against longer travel times. For LOTTR, the performance of all segments of the Interstate and of the non-Interstate NHS are defined as either reliable or unreliable based on a comparison between the 50th percentile travel time and the 80th percentile travel time, and the proportion of reliable segments is reported. For TTTR, the ratio between the 50th percentile travel time and the 90th percentile travel time for trucks only along the Interstate system is reported as a statewide measure. As this data set has but one year of consistent data, FHWA guidance has been to set conservative targets and to adjust future targets once more data becomes available. To that end, MassDOT's reliability performance targets are set to remain the same.

Montachusett MPO — an agency whose planning area includes communities in the Boston Urbanized Area (UZA), and as a signatory to the 2018 Boston UZA Memorandum of Understanding (Boston UZA MOU)—has also adopted 2-year (2020) and 4-year (2022) Boston UZA-wide congestion performance measure targets. These performance measures are the percentage of non-single occupancy vehicle (SOV) travel and the Peak Hour Excessive Delay (PHED). Targets were developed in coordination with state Departments of Transportation and neighboring MPOs with planning responsibility for portions of the Boston UZA.

The percentage of non-SOV travel is approximated using the U.S. Census Bureau’s American Community Survey (ACS) Journey-to-Work data. In the Boston UZA, the proportion of non-SOV travel has been steadily increasing and is projected to continue increasing at a rate of 0.32% annually.

PHED is measured by totaling the number of hours spent in excessive delay (defined as travel time at 20 miles per hour or at 60% of the posted speed limit, whichever is greater) in peak hours (between 6:00am and 10:00, and between 3:00pm and 7:00pm) divided by the total UZA population. As of target-setting, there was only one year of data available. As such, the performance targets have been set flat until further data is available.

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

Summary of Performance Measures and Targets

| Performance Measures | Baseline | 2-Year Condition/ Performance | 2-Year Target | 4-Year Target | 4-Year Adjustment |
|---|----------|-------------------------------|---------------|---------------|-------------------|
| Percentage of Pavements of the Interstate System in Good Condition | | 75.6% | | 70.0% | |
| Percentage of Pavements of the Interstate System in Poor Condition | | 0.1% | | 4.0% | |
| Percentage of Pavements of the Non-Interstate NHS in Good Condition | 32.9% | 34.1% | 30.0% | 30.0% | |
| Percentage of Pavements of the Non-Interstate NHS in Good Condition (Full Distress + IRI) | | | | | |
| Percentage of Pavements of the Non-Interstate NHS in Poor Condition | 31.4% | 31.4% | 30.0% | 30.0% | |
| Percentage of Pavements of the Non-Interstate NHS in Poor Condition (Full Distress + IRI) | | | | | |
| Percentage of NHS Bridges Classified as in Good Condition | 15.1% | 15.6% | 15.0% | 16.0% | |
| Percentage of NHS Bridges Classified as in Poor Condition | 13.1% | 13.5% | 13.0% | 12.0% | |
| Percent of the Person-Miles Traveled on the Interstate That Are Reliable | 70.0% | 69.1% | 68.0% | 68.0% | |
| Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable | | 82.4% | | 80.0% | |
| Truck Travel Time Reliability (TTTR) Index | 1.84 | 1.86 | 1.85 | 1.85 | |
| Annual Hours of Peak Hour Excessive Delay Per Capita: Urbanized Area 1 | | 25.6% | | 18.3% | |
| Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel: Urbanized Area 1 | 33.6% | 34.6% | 34.5% | 35.1% | 35.8% |
| Total Emission Reductions: PM2.5 | 0.000 | | 0.000 | 0.000 | |
| Total Emission Reductions: NOx | 0.742 | 0.490 | 0.500 | 1.600 | 1.710 |
| Total Emission Reductions: VOC | 1.667 | 0.534 | 0.600 | 0.900 | 0.559 |
| Total Emission Reductions: PM10 | 0.000 | | 0.000 | | |
| Total Emission Reductions: CO | 24.452 | 6.637 | 1596.510 | 1596.510 | 6.530 |

Transit Asset Management

In 2012, the Moving Ahead for Progress in the 21st Century Act (MAP-21) mandated, and in 2015 the Fixing America's Surface Transportation Act (FAST) reauthorized, FTA to develop a rule to establish a strategic and systematic process of operating, maintaining and improving public transportation capital assets effectively through their entire life cycle. FTA's national Transit Asset Management System Rule:

- Defines "state of good repair"
- Requires grantees to develop a TAM plan
- Establishes performance measures
- Establishes annual reporting requirements to the National Transit Database
- Requires FTA to provide technical assistance

In July 2016, FTA published a Final Rule for Transit Asset Management. The rule requires FTA grantees to develop asset management plans for their public transportation assets, including vehicles, facilities, equipment, and other infrastructure.

TAM requirements in this final rule are part of a larger performance management context. MAP-21 created a performance-based and multimodal program to strengthen the U.S. transportation system, which is comprised of a series of nine rules overseen by FTA and the Federal Highway Administration (FHWA). FTA is tasked with developing other rules, including the National Public Transit Safety Plan and the Public Transportation Agency Safety Plan, and has worked jointly with FHWA on a rule to manage Statewide and Metropolitan Planning.

The Montachusett Regional Transit Authority (MART) completed a TAM plan in September of 2018 and presented it to the Montachusett MPO. The Montachusett MPO has adopted targets in the following categories in the spring of 2019

- Rolling Stock
- Equipment
- Facilities

MART sets new TAM target goals and certifies their plan annually. The TAM Plan was last self-certified by MART on February 4, 2022. The TAM Plan is required to be updated every four years. The next update is due prior to October 1, 2022 in timing with the TIP process.

As dictated by the Final Rule, a Tier I TAM Plan must include the following nine elements:

- 1) Inventory of Capital Assets – An inventory of the number and type of capital assets. The inventory must include all capital assets that a provider owns, except equipment with an acquisition value under \$50,000 that is not a service vehicle.
- 2) Condition Assessment – A condition assessment of those inventoried assets for which a provider owns or has direct capital responsibility.
- 3) Identification of Decision Support Tool or Processes – A description of analytical processes or decision-support tools that a provider uses to estimate capital investment needs over time and develop its investment prioritization.

- 4) Investment Prioritization – A project-based prioritization of investments.
- 5) TAM and SGR policy – A TAM policy is the executive-level direction regarding expectations for transit asset management; a TAM strategy consists of the actions that support the implementation of the TAM policy.
- 6) Implementation strategy – The operational actions that a transit provider decides to conduct, in order to achieve its TAM goals and policies.
- 7) List of key annual activities – The actions needed to implement a TAM plan for each year of the plan's horizon.
- 8) Identification of resources – A summary or list of the resources, including personnel, that a provider needs to develop and carry out the TAM plan.
- 9) Evaluation plan – An outline of how a provider will monitor, update, and evaluate, as needed, its TAM plan and related business practices to ensure the continuous improvement.

TAM Performance Measures and Targets

| Asset Category - Performance Measure | Asset Class | 2022 Target | 2023 Target | 2024 Target | 2025 Target | 2026 Target | 2027 Target |
|--|--|-------------|-------------|-------------|-------------|-------------|-------------|
| REVENUE VEHICLES | | | | | | | |
| Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB) | <i>BU - Bus</i> | 10% | 10% | 5% | 0% | 0% | 50% |
| | <i>CU - Cutaway Bus</i> | 20% | 20% | 20% | 15% | 15% | 10% |
| | <i>MB - Mini-bus</i> | 0% | 0% | 0% | 0% | 0% | 0% |
| | <i>MV - Mini-van</i> | N/A | | | | | |
| | <i>VN - Van</i> | 0% | 0% | 0% | 90% | 90% | 0% |
| EQUIPMENT | | | | | | | |
| Age - % of vehicles that have met or exceeded their Useful Life Benchmark (ULB) | <i>Non Revenue/Service Automobile</i> | 0% | 0% | 0% | 0% | 0% | 0% |
| | <i>Steel Wheel Vehicles</i> | N/A | | | | | |
| | <i>Trucks and other Rubber Tire Vehicles</i> | 17% | 12% | 10% | 10% | 5% | 5% |
| | <i>Generators</i> | 0% | 0% | 0% | 0% | 0% | 0% |
| | <i>Solar Panel Arrays</i> | 0% | 0% | 0% | 0% | 0% | 0% |
| FACILITIES | | | | | | | |
| Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale | <i>Administration</i> | 0% | 0% | 0% | 0% | 0% | 0% |
| | <i>Maintenance</i> | 0% | 0% | 0% | 0% | 0% | 0% |
| | <i>Parking Structures</i> | 0% | 0% | 0% | 0% | 0% | 0% |
| | <i>Passenger Facilities</i> | 0% | 0% | 0% | 0% | 0% | 0% |
| | <i>Operations/Vehicle Storage</i> | 0% | 0% | 0% | 0% | 0% | 0% |

Public Transit Agency Safety Plan (PTASP)

On November 15, 2021, President Biden signed into law the Bipartisan Infrastructure Law, which authorizes \$108 billion over the next five years for public transportation – the most significant federal investment in transit in the nation’s history. The Bipartisan Infrastructure Law amends FTA’s safety program at 49 U.S.C. Section 5329(d) (Section 5329(d)) by adding to the public transportation agency safety plan (PTASP) requirements. The requirements under the Bipartisan Infrastructure Law apply to those transit agencies that must have an Agency Safety Plan in place under the PTASP regulation (49 CFR Part 673). The Bipartisan Infrastructure Law establishes additional PTASP requirements. Most of these requirements are based on the size of the Urbanized Areas (UZA) that the transit agencies serve.

MART is currently classified as a Small Urban UZA. However new UZA boundaries are being developed with data from the 2020 Census which will affect MART’s UZA. New UZA Maps will be released in the summer of 2022. The population will change and there are four possible outcomes which will affect MART’s PTASP.

1. The Leominster-Fitchburg UZA will remain a Small Urbanized Zone Area with a total population of less than 200,000.
2. The Leominster-Fitchburg UZA will change from a Small Urban to a Large Urban with a total population above 200,000.
3. The Leominster-Fitchburg UZA will be split into new Urbanized Zones with some municipalities brought into the Boston UZA and some creating a new Small Urban UZA. If Fitchburg and Leominster are brought into the Boston UZA our plan must abide by the Large Urban rules.
4. The Leominster-Fitchburg UZA will be absorbed into the Boston UZA completely, also changing to a Large Urban UZA.

New Requirements:

- §(1) Each recipient or State shall certify that the recipient or State has established a comprehensive agency safety plan (ASP) that includes:
 - (A) For each recipient serving an urbanized area with a population of fewer than 200,000, a requirement that the agency safety plan be developed in cooperation with frontline employee representatives, followed by the board of directors (or equivalent entity) of the recipient approve, the agency safety plan and any updates to the agency safety plan. If the transit agency is not already compliant with the new PTASP requirements, an update to the agency’s ASP must be updated to incorporate these new requirements by December 31, 2022.
 - (B) OR, in the case of a recipient receiving assistance under section 5307 that is serving an urbanized area with a population of 200,000 or more, the safety committee of the entity established under paragraph (5), followed by the board of directors (or equivalent entity) of the recipient approve, the agency safety plan and any updates to the agency safety plan;
 - (C) Strategies to minimize the exposure of the public, personnel, and property to hazards and unsafe conditions, and consistent with guidelines of the Centers for Disease Control and Prevention or a State health authority, minimize exposure to infectious diseases. Each transit agency should consider identifying mitigations or strategies related to exposure to infectious diseases through the safety risk management process described in the agency’s ASP.

(D) In the case of a recipient receiving assistance under section 5307 that is serving an urbanized area with a population of 200,000 or more, a risk reduction program for transit operations to improve safety by reducing the number and rates of accidents, injuries, and assaults on transit workers based on data submitted to the National Transit Database.

- (i) A reduction of vehicular and pedestrian accidents involving buses that includes measures to reduce visibility impairments for bus operators that contribute to accidents, including retrofits to buses in revenue service and specifications for future procurements that reduce visibility impairments; and
 - (ii) The mitigation of assaults on transit workers, including the deployment of assault mitigation infrastructure and technology on buses, including barriers to restrict the unwanted entry of individuals and objects into the workstations of bus operators when a risk analysis performed by the transit agency determines that such barriers or other measures would reduce assaults on transit workers and injuries to transit workers.
- § No updates to sections 2 and 3.
- § (4) In general, the transit agency (in a large urban area) shall establish performance targets for the risk reduction program using a 3-year rolling average of the data submitted by the recipient to the national transit database under section 5335. Performance targets for a risk reduction program are not required to be in place until FTA has updated the National Public Transportation Safety Plan to include applicable performance measures by December 31, 2022. Find additional guidance on planning and target setting on FTA's [Performance-Based Planning](#) pages. Transit operators also must certify they have a safety plan in place meeting the new additional requirements of the rule by December 31, 2022. The plan must be updated and certified by the transit agency annually.
- § (5) In general. —For purposes of this subsection, the safety committee of a recipient (in a large urban area) shall—
 - (i) be convened by a joint labor-management process;
 - (ii) consist of an equal number of—
 - a. frontline employee representatives, selected by a labor organization representing the plurality of the frontline workforce employed by the recipient or, if applicable, a contractor to the recipient, to the extent frontline employees are represented by labor organizations; and
 - b. management representatives; and
 - (iii) have, at a minimum, responsibility for—
 - a. identifying and recommending risk-based mitigations or strategies necessary to reduce the likelihood and severity of consequences identified through the agency's safety risk assessment;
 - b. identifying mitigations or strategies that may be ineffective, inappropriate, or were not implemented as intended; and
 - c. identifying safety deficiencies for purposes of continuous improvement

Safety Performance Targets

Specify performance targets based on the safety performance measures established under the National Public Transportation Safety Plan.

The targets below are based on the review of the previous five years of MART's safety performance data.

| Mode of Transit Service | Fatalities (Total) | Fatalities (Rate) | Injuries (Total) | Injuries (Rate) | Safety Events (Total) | Safety Events (Rate) | System Reliability (Miles between Failures) |
|-------------------------|--------------------|-------------------|------------------|-----------------|-----------------------|----------------------|---|
| Fixed Route | 0 | 0 | 5 | 7.5 | 5 | 7.5 | 20,000 |
| Demand Response | 0 | 0 | 5 | 2 | 5 | 2 | 100,000 |

*Rates are per 1,000,000 vehicle revenue miles

Safety Performance Target Coordination

Describe the coordination with the State and Metropolitan Planning Organization(s) (MPO) in the selection of State and MPO safety performance targets.

The Accountable Executive shares our ASP, including safety performance targets, with the Metropolitan Planning Organization (MPO) in our service area each year after its formal adoption by the Advisory Board. MART's Accountable Executive also provides a copy of our formally adopted plan to the Massachusetts Department of Transportation (MassDOT). MART staff are available to coordinate with MassDOT and the MPO in the selection of MassDOT and MPO safety performance targets upon request.

| | | |
|----------------------------------|---|--------------------------|
| Targets Transmitted to the State | State Entity Name | Date Targets Transmitted |
| | MassDOT | 06/01/20 |
| Targets Transmitted to the MPOs | MPO Name | Date Targets Transmitted |
| | Montachusett Metropolitan Planning Organization | 9/16/20 |
| | | |

TRANSPORTATION FUNDING PROGRAMS

Description of Highway Programs

Federal Aid is received by the State as reimbursement, and the State is required to contribute a matching share to most projects receiving Federal funds.

The BIL has generally maintained the program structure of FAST-Act that had combined several activities previously carried out under existing formula programs into a new core formula program structure. The BIL includes the following:

- National Highway Performance Program (NHPP)
- Surface Transportation Block Grant Program (STBGP)
- Highway Safety Improvement Program (HSIP)
- Carbon Reduction (CRP)
- Congestion Mitigation and Air Quality Improvement Program (CMAQ)
- National Highway Freight Program (NHFP)
- Promoting Resilient Operations for Transformative, Efficient, and Cost Saving Transportation (PROTECT)

This TIP includes projects funded under these programs as well as potentially carried over programs from prior federal authorizations such as High Priority Program (HPP) funds.

All of the programs listed are administered by the MassDOT. A project may be initiated by MassDOT or the local community. If approved, the project is submitted to Federal Highway Administration for funding. A description of each of these programs follows:

- National Highway Performance Program (NHPP): The enhanced National Highway Performance Program (NHPP) is composed of rural and urban roads serving major population centers, international border crossings, intermodal transportation facilities, and major travel destinations. It includes the Interstate System, all principal arterials (including some not previously designated as part of the NHS) and border crossings on those routes, highways that provide motor vehicle access between the NHS and major intermodal transportation facilities, and the network of highways important to U.S. strategic defense (STRAHNET) and its connectors to major military installations. The funding split for this program is generally 80% federal 20% state.
- Surface Transportation Block Grant Program (STBGP): The STBG promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs. As under FAST Act, the BIL directs FHWA to apportion funding as a lump sum for each State then divide that total among apportioned programs. Each State's STBG apportionment is calculated based on a percentage specified in law. The funding split for this program is generally 80% federal 20% state.
- Highway Safety Improvement Program (HSIP): The BIL continues the Highway Safety Improvement Program (HSIP) to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal lands. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance. The funding split is 90% federal and 10% state.

- Congestion Mitigation and Air Quality (CMAQ): The CMAQ program is continued in the BIL to provide a flexible funding source to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to 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 funding split for this program is generally 80% federal 20% state.
- STBGP Set-Aside: The FAST Act eliminates the MAP-21 Transportation Alternatives Program (TAP) and replaces it with a set-aside of Surface Transportation Block Grant (STBG) program funding for transportation alternatives (TA). These set-aside funds include all projects and activities that were previously eligible under TAP, encompassing a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity. The funding split for this program is generally 80% federal 20% state.
- Nationally Significant Freight & Highway Projects (NSFHP) Program: The NSFHP program provides financial assistance through competitive grants known as FASTLANE grants or credit assistance to nationally and regionally significant freight and highway projects that align with the program goals, i.e. improve safety, efficiency and reliability, generate economic benefits, reduce highway congestion and bottlenecks, improve freight connectivity, enhance the resiliency of critical highway infrastructure, improve roadways vital to national energy security, and address the impacts of population growth on freight and people movement. The funding split is generally 60% federal and 40% other sources. An additional 20% may be funded with other federal assistance dollars.
- High Priority Projects: This program provides designated funding for specific projects identified in SAFETEA-LU. Projects are identified with a specified amount of funding over the 5 years of SAFETEA-LU. The funds designated for a project are available only for that project until expended. HPP projects are fully funded and are included on the TIP when they are expected to be “ready to go.” The funding split is 80% federal and 20% state.
- Carbon Reduction Program (CRP): The purpose of the Carbon Reduction Program (CRP) is to reduce transportation emissions through the development of State carbon reduction strategies and by funding projects designed to reduce transportation emissions
- Promoting Resilient Operations for Transformative, Efficient, and Cost Saving Transportation (PROTECT): – PROTECT will provide formula funding to states and competitive grants to eligible entities to increase the resilience of our transportation system. This includes funding for evacuation routes, coastal resilience, making existing infrastructure more resilient, or efforts to move infrastructure to nearby locations not continuously impacted by extreme weather and natural disasters.

BIL funding information from FHWA Fact Sheets can be found on the FHWA website:

<https://www.fhwa.dot.gov/bipartisan-infrastructure-law/>

Glossary of Terms

The terms used in the main part of this TIP are defined as follows:

- MassDOT Project ID: indicates Massachusetts Department of Transportation Highway Division Project Identification Number.
- MassDOT Project Description: indicates the city or town in which the project is to be implemented and gives details of the type of work to be performed and specific locations.
- MassDOT District: indicates in which MassDOT Highway Division District of the Montachusett Region the project occurs. The communities in the MRPC Region fall within District 2, with offices in Northampton, and District 3, with offices in Worcester.
- Funding Source: indicates funding program under which the project is eligible for dollar allocations, such as National Highway Performance Program or Surface Transportation Block Grant Program.
- Total Programmed Funds, Federal Funds, Non-Federal Funds: presented for each project for each fiscal year are estimated total costs and the source/share of the funds, i.e. Federal or State. Projects where costs and activity are not available will be labeled NA.
- Additional Information: indicates information pertinent to the project in order to provide the reader with a more detail look at the project. This includes, if applicable: a) Planning / Design / or Construction; b) total project cost and funding sources used; c) advance construction status; d) MPO project TEC score; e) name of entity receiving a transfer; f) name of entity paying the non-state non-federal match; g) earmark details; h) TAP project proponent; i) other information such as the current cost of the project (in Year 1 dollars) and the Year of Expenditure (YOE) cost based on the inflation factor for that year (i.e. Year 2 – YOE increase of 4%; Year 3 – YOE increase of 8%; Year 4 – YOE increase of 12%; and Year 5 – YOE increase of 16%).

Description of Transit Funding Programs

Formula Grants

- Urbanized Area Formula Program (5307) Funds: This formula program makes funds available on the basis of a statutory formula to all urbanized areas in the country. Eligible activities are capital projects, planning and job access/reverse commute projects. Operating assistance is continued as an eligible expense under Section 5307. Operating assistance caps are now in place for urbanized areas over 200,000 but operating fewer than 100 buses (no rail), not just those under 200,000 (as determined by the U.S. Census Bureau), as is the case in previous law.
- Transportation for Elderly Persons and Persons with Disabilities (5310) Funds: This program provides capital funding for transportation services for elderly and disabled persons. Authorization under MAP-21 has moved the formula allocation from a single statewide allocation to an Urbanized Area allocation. The funds may go to private, non-profit organizations or to public bodies which coordinate service. Also funds available to our area are in a single allocation with two other “Small Urban” areas, therefore MassDOT has made all the apportioned funds a competitive application. No less than 55% of these funds must be used for capital projects. Up to 45% may be used for operating assistance projects that would formerly been eligible under New Freedom funds. No more than 10% may be used be a recipient for Administrative Expenses associated with a project. The Rail and Transit Division of the Massachusetts Department of Transportation through the State Transportation Bond authorization program, makes

capital grants available through its Mobility Assistance Program to public agencies to purchase vehicles and related equipment for transporting elderly and disabled persons.

- Formula Grants for Other than Urbanized Areas (5311) Funds: program provides capital, planning, and operating assistance to states to support public transportation in rural areas with populations of less than 50,000, where many residents often rely on public transit to reach their destinations. The program also provides funding for state and national training and technical assistance through the Rural Transportation Assistance Program. States must spend at least 15% of its annual apportionment for the development and support of intercity bus transportation, unless it can certify, after consultation with intercity bus service providers, that the intercity bus needs of the state are being adequately met.
- Bus and Bus Facilities (5339) Funds: This program provides capital assistance for new and replacement buses, related equipment, and facilities. These funds have both a formula-based program by urbanized area and a competitive discretionary program. As with the 5310 formula, 5339 is apportioned to our region via the state thru an allocation for “Small Urban,” with a statewide allocation as well. Therefore, a competitive process thru MassDOT has been established for the 3-small urban and 3 rural RTA’s to obtain these funds. The Federal share of eligible capital costs is no more than 80 percent of the net capital project cost. MART can also apply as a direct recipient when competitive funds are released via a Notice of Funding Availability (NOFA) by USDOT/FTA. Since these competitive applications do not coordinate with the timing of MassDOT’s Capital Improvement Plan process and are not guaranteed; they are often matched with Transportation Development (Toll) Credits and later amended into the TIP upon award notification.
- State of Good Repair Formula Grants (5337): Eligible recipients are state and local government authorities in urbanized areas with fixed guideway public transportation facilities operating for at least 7 years. The Montachusett Regional Transit Authority is not an eligible recipient since there is not currently any fixed guideway or high-speed motorbus operated under the authority.

Discretionary Grants

The Federal Transit Administration and the U.S. Department of Transportation still have a few discretionary grant programs that MART is eligible to apply under. A Notice of Funding Availability (NOFA) is published in the Federal Register each year stating program amounts and instructions for applying for these Competitive grants. Please see FTA’s website for more details at <http://www.fta.dot.gov/grants/15926.html>.

- Capital Investment Grants (5309): This is FTA’s primary grant program for funding major transit capital investments, including heavy rail, commuter rail, light rail, streetcars, and bus rapid transit. It is a discretionary grant program unlike most others in government. Instead of an annual call for applications and selection of awardees by the Federal Transit Administration (FTA), the law requires that projects seeking CIG funding complete a series of steps over several years to be eligible for funding. For New Starts and Core Capacity projects, the law requires completion of two phases in advance of receipt of a construction grant agreement – Project Development and Engineering. For Small Starts projects, the law requires completion of one phase in advance of receipt of a construction grant agreement – Project Development. The law also requires projects to be rated by FTA at various points in the process according to statutory criteria evaluating project justification and local financial commitment.
- RAISE Discretionary Grants: Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Transportation Discretionary Grants are for planning and capital investments in surface transportation infrastructure and are to be

awarded on a competitive basis for projects that will have a significant or regional impact. RAISE funding can support roads, bridges, transit, rail, ports or intermodal transportation.

- Low or No Emission Vehicle Deployment Program (5339 c): The main purpose of the LoNo Program is to deploy the cleanest and most energy efficient U.S.-made transit buses that have been largely proven in testing and demonstrations but are not yet widely deployed in transit fleets. The LoNo Program provides funding for transit agencies for capital acquisitions and leases of zero emission and low-emission transit buses, including acquisition, construction, and leasing of required supporting facilities such as recharging, refueling, and maintenance facilities.
- Public Transportation Innovative and other Research & Technology Programs – 5312: Under the FAST Act there are currently 3 programs eligible under 5312 research/demonstration funds. All of them have the same goal of providing funding to develop innovative products and services assisting transit agencies in better meeting the needs of their customers.
- Pilot Program for Transit-Oriented Development Planning - 5309: helps support FTA’s mission of improving public transportation for America’s communities by providing funding to local communities to integrate land use and transportation planning with a transit capital investment that is seeking or recently received funding through the [Capital Investment Grant \(CIG\) Program](#). Comprehensive planning funded through the program must examine ways to improve economic development and ridership, foster multimodal connectivity and accessibility, improve transit access for pedestrian and bicycle traffic, engage the private sector, identify infrastructure needs, and enable mixed-use development near transit stations.

STATE POLICIES AND DIRECTIVES

weMove Massachusetts

MassDOT released weMove Massachusetts (WMM): Planning for Performance, the Commonwealth of Massachusetts' 2040 Long-Range Transportation Plan (LRTP) in May of 2014. This plan includes seven major components:

- 1) Transportation Reform - emphasis on customers, innovation, accountability, performance management, efficiency, stewardship and stronger collaboration across transportation divisions;
- 2) Data and Analysis - critical to sound decision making;
- 3) Transportation System Needs Identification– to help choose the right transportation investments;
- 4) youMove Massachusetts Themes - ten value statements that capture the diverse values users;
- 5) Customer and Stakeholder Engagement– incorporate the priorities of customers and stakeholders;
- 6) Statewide Transportation Plans– implement modal plans;
- 7) Statewide Priorities and Policies– ensure accountability.

The policies of the Commonwealth will be reviewed, considered and incorporated in the planning studies developed as part of the work tasks outlined in this UPWP. Recommendations derived from these studies will be consistent with state policies.

Healthy Transportation Policy Directive

On September 20, 2013, MassDOT announced the Healthy Transportation Policy Directive designed to increase bicycling, transit and walking options. The directive is intended to promote multimodal access for users of the transportation networks and systems.

The Healthy Transportation Directive builds upon the goals established under MassDOT's GreenDOT Implementation Plan and mode shift goal. The Directive requires all MassDOT Districts to review all projects under design to "ensure they are consistent with ...goals."

Elements included in the Directive are as follows:

All MassDOT facilities will consider adjacent land uses and be designed to include wider sidewalks, landscaping, crossing opportunities and other features to enhance healthy transportation options;

Reviews will be conducted of cluster sites where incidents have occurred with healthy transportation users;

MassDOT will develop a guide to assist communities proposing Shared Use Paths on or along rail beds in order to accelerate the path design process.

Additional information on the Healthy Transportation Policy Directive and MassDOT's GreenDOT comprehensive environmental responsibility and sustainability initiative can be viewed at

<https://www.mass.gov/files/documents/2016/11/pf/greendot.pdf>.

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 by contacting the MassDOT Highway Division. (<https://www.mass.gov/road-flaggers-and-police-detail>)

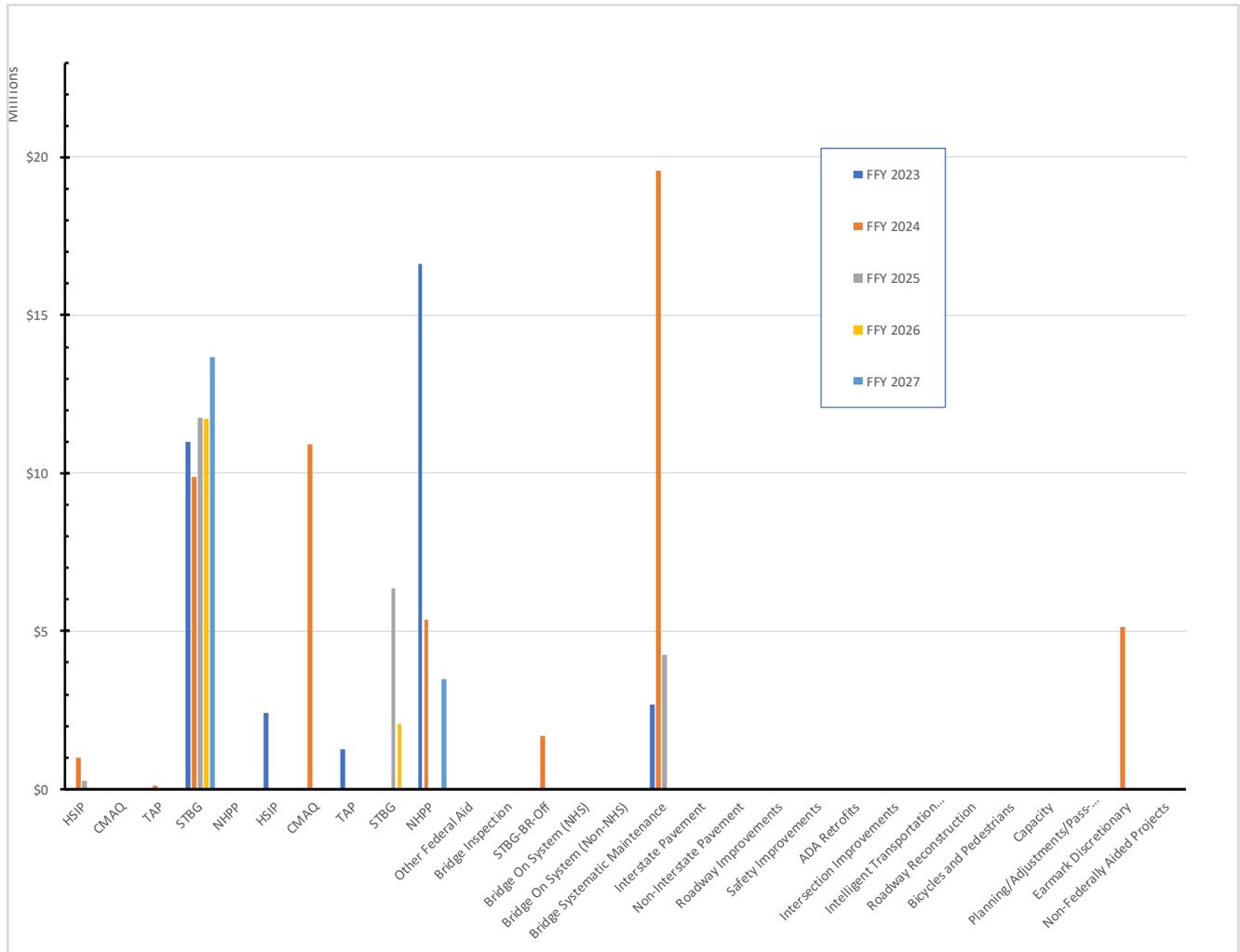
SUMMARY OF PROGRAMMED FUNDS BY FUNDING CATEGORY

The following table and chart present a summary of total funds programmed within the Montachusett Region by funding category for each federal fiscal year of this TIP. All figures presented represent the total project costs, i.e. federal/state/local amounts combined, for that particular funding category.

SUMMARY OF PROGRAMMED FUNDS BY FUNDING CATEGORY – HIGHWAY

| Funding Category | FFY 2023 | FFY 2024 | FFY 2025 | FFY 2026 | FFY 2027 | Total FFY 2023-2027 |
|------------------------------------|--------------|--------------|--------------|--------------|--------------|------------------------|
| HSIP | \$0 | \$990,000 | \$253,291 | \$0 | \$0 | \$1,243,291 |
| CMAQ | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| TAP | \$0 | \$110,000 | \$28,144 | \$0 | \$0 | \$138,144 |
| STBG | \$10,984,433 | \$9,900,000 | \$11,773,840 | \$11,719,757 | \$13,685,738 | \$58,063,768 |
| NHPP | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| HSIP | \$2,399,055 | \$0 | \$0 | \$0 | \$0 | \$2,399,055 |
| CMAQ | \$0 | \$10,922,923 | \$0 | \$0 | \$0 | \$10,922,923 |
| TAP | \$1,246,511 | \$0 | \$0 | \$0 | \$0 | \$1,246,511 |
| STBG | \$0 | \$0 | \$6,363,200 | \$2,053,435 | \$0 | \$8,416,635 |
| NHPP | \$16,625,478 | \$5,374,200 | \$0 | \$0 | \$3,480,000 | \$25,479,678 |
| Other Federal Aid | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Bridge Inspection | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| STBG-BR-Off | \$0 | \$1,692,891 | \$0 | \$0 | \$0 | \$1,692,891 |
| Bridge On System (NHS) | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Bridge On System (Non-NHS) | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Bridge Systematic Maintenance | \$2,694,992 | \$19,589,469 | \$4,257,290 | \$0 | \$0 | \$26,541,751 |
| Interstate Pavement | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Non-Interstate Pavement | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Roadway Improvements | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Safety Improvements | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| ADA Retrofits | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Intersection Improvements | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Intelligent Transportation Systems | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Roadway Reconstruction | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Bicycles and Pedestrians | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Capacity | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Planning/Adjustments/Pass-throughs | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Earmark Discretionary | \$0 | \$5,118,141 | \$0 | \$0 | \$0 | \$5,118,141 |
| Non-Federally Aided Projects | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Subtotal | \$33,950,469 | \$53,697,624 | \$22,675,765 | \$13,773,192 | \$17,165,738 | \$141,262,788 |
| GREEN = TARGET FUNDS | | | | | | |

SUMMARY OF PROGRAMMED FUNDS BY FUNDING CATEGORY – HIGHWAY

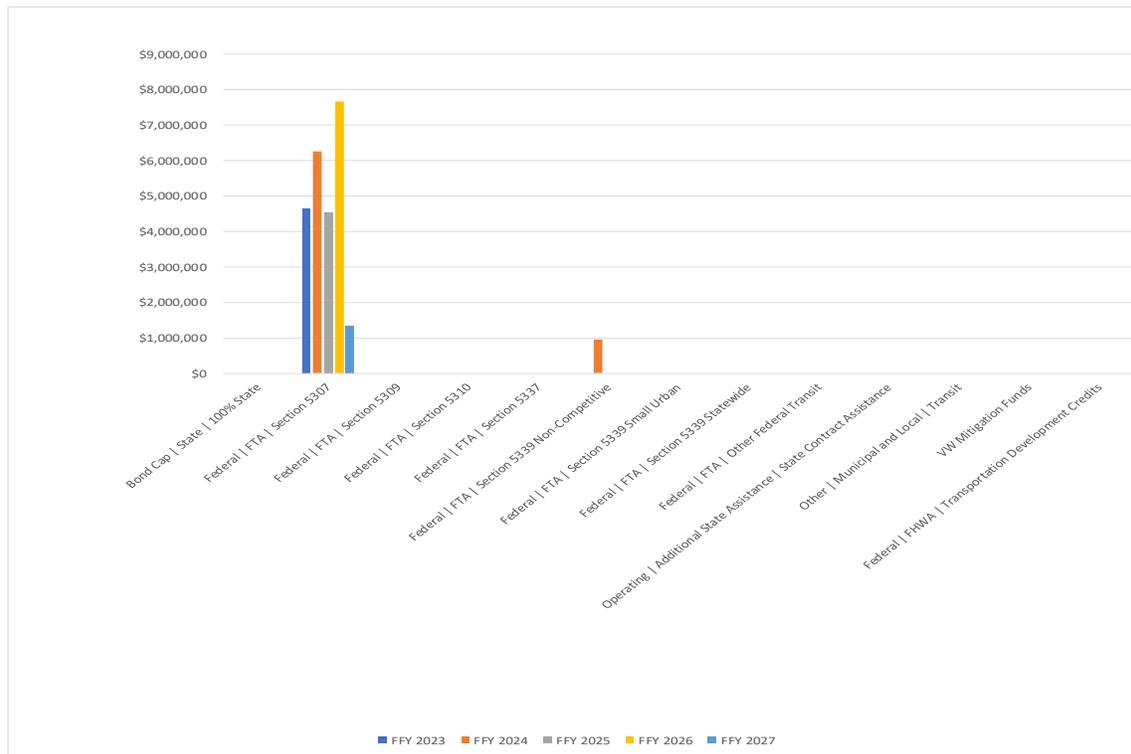


SUMMARY OF PROGRAMMED FUNDS BY FUNDING CATEGORY – TRANSIT

| Funding Category | FFY 2023 | FFY 2024 | FFY 2025 | FFY 2026 | FFY 2027 | Total FFY 2023-2027 |
|---|---------------------|---------------------|---------------------|---------------------|---------------------|------------------------|
| Bond Cap State 100% State | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Federal FTA Section 5307 | \$4,640,785 | \$6,252,630 | \$4,524,720 | \$7,660,000 | \$1,323,885 | \$24,402,020 |
| Federal FTA Section 5309 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Federal FTA Section 5310 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Federal FTA Section 5337 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Federal FTA Section 5339 Non-Competitive | \$0 | \$950,000 | \$0 | \$0 | \$0 | \$950,000 |
| Federal FTA Section 5339 Small Urban | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Federal FTA Section 5339 Statewide | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Federal FTA Other Federal Transit | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Operating Additional State Assistance State Contract Assistance | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Other Municipal and Local Transit | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| VW Mitigation Funds | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Federal FHWA Transportation Development Credits | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Subtotal | \$4,640,785 | \$7,202,630 | \$4,524,720 | \$7,660,000 | \$1,323,885 | \$25,352,020 |
| GRAND TOTAL | \$38,591,254 | \$60,900,254 | \$27,200,485 | \$21,433,192 | \$18,489,623 | \$166,614,808 |

NOTE: All funding amounts listed are Total costs that include federal and matching non-federal funds.

SUMMARY OF PROGRAMMED FUNDS BY FUNDING CATEGORY – TRANSIT



SUMMARY OF PROGRAMMED FUNDS BY 2020 RTP STRATEGY

Executive Order No. 579 established the Commission on the Future of Transportation in the Commonwealth. This Commission was charged with examining issues related to transportation in Massachusetts in the year 2040. Five key trends identified for consideration by the Commission included: “changing demographics; a more volatile climate; disruptive technological advances; increased electrification; and a higher level of automation.” In response to this Executive Order, the Commission compiled and released a report entitled “Choices for Stewardship: Recommendations to Meet the Transportation Future.”

MRPC staff reviewed this document during the development of the 2020 RTP, endorsed July 17, 2019. Along with feedback from MassDOT, it was decided to use a scenario planning approach for the Montachusett Region. Subsequently, using the Commission report as a guide and based on trends and data, applicable scenarios were developed for the region.

From an analysis of the trends identified in the RTP as well as the stated Vision, Goals, Objectives and Strategies, three different scenarios were compiled. Along with the broader concepts of each scenario, a list of applicable funding options and concepts were also examined. These funding options (or programs) are based upon input derived through the outreach process and detailed in the Public Outreach, Input and Participation chapter of the RTP. By tying program funding options to the scenario concepts, a financial plan can be developed and evaluated.

Scenario Development Summary

- Scenarios developed by the Commission on the Future of Transportation in the Commonwealth were reviewed. Trend analysis was also examined to see how they relate to the developed scenarios.
- Regional trends in demographics and projections were identified. Issues such as an aging population, changes in housing and employment, increases in educational attainment, etc. help to identify needs that must be addressed in order for municipalities and the region to continue to grow and thrive. As an example, the projected slowdown in population, employment and household growth, will need to be addressed by communities as they determine how to best provide access to basic necessities for their residents.
- An analysis of responses derived from the RTP survey highlight how residents and officials prioritize transportation needs as well as how they characterize their communities now and in the future. The results indicate that the majority of respondents are satisfied with the existing character of their town and wish to see that it is maintained in the future, i.e. a bedroom community now and a bedroom community 25 years from now. This would indicate that large scale expansion of the highway network is not a favorable solution/scenario to address the projected demographic changes. Rather scenarios should make use of the current road networks (with safety and infrastructure upgrades), expand and enhance bike, pedestrian and transit options within and across communities and maintain the regions current characteristics. The question therefore to ask is, “Do municipalities want to stay within their boundaries and provide more opportunities for residents by improved local mobility (Scenario 3 Strong Community Centers) or do they take advantage of established commercial and employment districts in the region by improved long distance mobility (Scenario 2 Multiple Hubs)?”

- This question, in conjunction with the Regional Vision Statement that seeks to “provide a multi-modal transportation system that is safe, secure, efficient and affordable to all individuals” led to the three scenarios developed and outlined in the RTP.

Scenario 1 - Status Quo examined past TIP funding patterns in order to establish the following a breakdown for the identified funding categories

Scenario 2 (Multiple Hubs) - Scenario 2 seeks to promote and emphasize the longer transportation networks that connect one town to another. This promotes inter (or between) community access at the cost of the in-town transportation networks.

Scenario 3 (Strong Community Centers) - Scenario 3 places the priority on projects that promote travel within (or intra) the community. An emphasis on funding a shorter more contained transportation network promotes a more vibrant town center.

Each scenario was examined and discussed with both the MJTC and the MPO. After discussion and staff analysis it was determined that Scenario’s 2 and 3 would be the ideal funding strategy to follow. Below is a chart of basic funding guidelines which both scenario 2 and 3 share.

SCENARIO 2 & 3 FUNDING PERCENTAGE PER CATEGORY

| | Funding Percentage Per Strategy Federal Aid Target Funds Scenario 2 & 3 | Total Allocation % to Funding Category |
|----|---|--|
| 1 | Road Maintenance & Infrastructure | 40% |
| 2 | Transit Options | 14% |
| 3 | Pedestrian & Bicycle Facilities | 12% |
| 4 | Safety (High Crash Locations) | 9% |
| 5 | Climate Change & Environment | 6% |
| 6 | Congestion Relief | 4% |
| 7 | Complete Streets | 5% |
| 8 | Regional Access | 5% |
| 9 | Community Access | 4% |
| 10 | Other | 1% |

To ensure the region is following the strategies set in the RTP, it is important to track investments in the TIP. Each Target Section project assigned a year in the 2023 – 2027 TIP was classified under an investment category in the table from above. (ex. A pavement preservation project was considered Road Maintenance & Infrastructure) From this we can see a comparison between the strategies set in the RTP and real investments through the TIP. Although many projects contain components which could be classified under multiple categories, each project category was determined on the most defining attribute of the project. The following Tables show investments contained in this TIP, and a comparison in investments and RTP strategy.

TARGET PROJECTS BY CATEGORY

TARGET PROJECT INVESTMENT PERCENTAGE PER CATEGORY

| Project | Year | Cost | Category |
|---|-----------|--------------|-----------------------------------|
| 609279 - GARDNER- ROUNDABOUT CONSTRUCTION AT ELM STREET, PEARL STREET, CENTRAL STREET AND GREEN STREET | 2023 | \$2,571,433 | Safety |
| 607432 - WESTMINSTER- REHABILITATION & BOX WIDENING ON ROUTE 140, FROM PATRICIA ROAD TO THE PRINCETON T.L. | 2023 | \$6,375,205 | Road Maintenance & Infrastructure |
| 608784 - TEMPLETON- ROUNDABOUT CONSTRUCTION AT THE INTERSECTION OF PATRIOTS ROAD, SOUTH MAIN STREET, NORTH MAIN STREET AND GARDNER ROAD | 2023 | \$2,037,795 | Safety |
| 604499 - LEOMINSTER- RECONSTRUCTION/ REHABILITATION ON ROUTE 12 (CENTRAL STREET), INCLUDING REHABILITATION OF L-08-022 | 2024-2025 | \$13,804,345 | Road Maintenance & Infrastructure |
| 609244 - ASHBURNHAM- ROADWAY REHABILITATION ON ROUTE 101 SOUTH | 2025 | \$9,240,930 | Road Maintenance & Infrastructure |
| 609213 - HARVARD- RESURFACING AND BOX WIDENING ON AYER ROAD, FROM ROUTE 2 TO THE AYER TOWN LINE | 2026-2027 | \$11,353,264 | Road Maintenance & Infrastructure |
| 608424 - TEMPLETON- RECONSTRUCTION OF ROUTE 68, FROM KING PHILLIP TRAIL (ROUTE 202) NORTH TO THE PHILLIPSTON TOWN LINE (2.65 MILES) | 2026 | \$6,790,886 | Road Maintenance & Infrastructure |
| CLINTON- RECONSTRUCTION OF STERLING STREET (ROUTE 62), FROM WILLOW/LAWRENCE STREET TO MAIN STREET | 2027 | \$5,469,470 | Road Maintenance & Infrastructure |
| ATHOL- INTERSECTION IMPROVEMENTS AT ROUTE 2A AND BROOKSIDE ROAD | 2027 | \$1,791,875 | Road Maintenance & Infrastructure |

| | Federal Aid Target Funds Scenario 2 & 3 | Total Allocation % to Funding Category | Investment in 2021-2025 TIP |
|----|---|--|-----------------------------|
| 1 | Road Maintenance & Infrastructure | 40% | 92% |
| 2 | Transit Options | 14% | |
| 3 | Pedestrian & Bicycle Facilities | 12% | |
| 4 | Safety (High Crash Locations) | 9% | 8% |
| 5 | Climate Change & Environment | 6% | |
| 6 | Congestion Relief | 4% | |
| 7 | Complete Streets | 5% | |
| 8 | Regional Access | 5% | |
| 9 | Community Access | 4% | |
| 10 | Other | 1% | |

The previous table indicates a disproportionate number of investments to the Road Maintenance and Infrastructure category; however, it is important to note many projects contain attributes which can be classified within different categories. For example, project 609213 – Harvard; this project contains many elements of complete streets and bike-ped facility improvements, as well as climate change components due to the many drainage upgrades which will increase the resiliency of the roadway, however, since the main catalyst for which the project was developed was due to the condition of the facility itself, it was counted as in the Road Maintenance and Infrastructure category.

FEDERAL REQUIREMENTS

Financial Plan for the FFY 2023-2027 Transportation Improvement Program Montachusett MPO

The financial plan contained herein is financially constrained and indicates that the Montachusett Metropolitan Planning Organization Transportation Improvement Program (TIP) reflects the highway program emphasis on the maintenance and operation of the current roadway and bridge system with the ability to provide for additional capital improvements. Only projects for which funds can be expected have been included. The following table compares anticipated federal target funds (Federal \$ (M) Target/Availability) to the federal funds for those projects programmed in each Fiscal Year (Federal \$ (M) Programmed). For each fiscal year, programmed funds do not exceed anticipated target funds.

Federal Target Funds vs. Federal Funds Programmed

| Funding Category | 2023 | | |
|---|----------------------------|------------------------------|-------------------------------------|
| | Total \$ (M) Programmed | Federal \$ (M) Programmed | Non-Federal \$ (M) Programmed |
| HSIP | 0.000 | 0.000 | 0.000 |
| CMAQ | 0.000 | 0.000 | 0.000 |
| TAP | 0.000 | 0.000 | 0.000 |
| STBG | 10.984 | 8.788 | 2.197 |
| NHPP | 0.000 | 0.000 | 0.000 |
| Total TARGET HSIP/CMAQ/TAP/STBG/NHPP | 10.984 | 8.788 | 2.197 |
| HSIP | 2.399 | 2.159 | 0.240 |
| CMAQ | 0.000 | 0.000 | 0.000 |
| TAP | 1.247 | 0.997 | 0.249 |
| STBG | 0.000 | 0.000 | 0.000 |
| NHPP | 16.625 | 13.300 | 3.325 |
| Other Federal Aid | 0.000 | 0.000 | 0.000 |
| Bridge Inspection | 0.000 | 0.000 | 0.000 |
| Bridge Off System | 0.000 | 0.000 | 0.000 |
| Bridge On System (NHS) | 0.000 | 0.000 | 0.000 |
| Bridge On System (Non-NHS) | 0.000 | 0.000 | 0.000 |
| Bridge Systematic Maintenance | 2.695 | 2.156 | 0.539 |
| Interstate Pavement | 0.000 | 0.000 | 0.000 |
| Non-Interstate Pavement | 0.000 | 0.000 | 0.000 |
| Roadway Improvements | 0.000 | 0.000 | 0.000 |
| Safety Improvements | 0.000 | 0.000 | 0.000 |
| ADA Retrofits | 0.000 | 0.000 | 0.000 |
| Intersection Improvements | 0.000 | 0.000 | 0.000 |
| Intelligent Transportation Systems | 0.000 | 0.000 | 0.000 |
| Roadway Reconstruction | 0.000 | 0.000 | 0.000 |
| Bicycles and Pedestrians | 0.000 | 0.000 | 0.000 |
| Capacity | 0.000 | 0.000 | 0.000 |
| Planning/Adjustments/Pass-throughs | 0.000 | 0.000 | 0.000 |
| Earmark/Discretionary | 0.000 | 0.000 | 0.000 |
| Non-Federally Aided Projects | 0.000 | 0.000 | 0.000 |
| | 33.950 | 27.400 | 6.550 |
| Bond Cap State 100% State | 0.000 | 0.000 | 0.000 |
| Federal FTA Section 5307 | 4.641 | 4.641 | 0.000 |
| Federal FTA Section 5309 | 0.000 | 0.000 | 0.000 |
| Federal FTA Section 5310 | 0.000 | 0.000 | 0.000 |
| Federal FTA Section 5337 | 0.000 | 0.000 | 0.000 |
| Federal FTA Section 5339 Non-Competitive | 0.000 | 0.000 | 0.000 |
| Federal FTA Section 5339 Small Urban | 0.000 | 0.000 | 0.000 |
| Federal FTA Section 5339 Statewide | 0.000 | 0.000 | 0.000 |
| Federal FTA Other Federal Transit | 0.000 | 0.000 | 0.000 |
| Operating Additional State Assistance State Contract Assistance | 0.000 | 0.000 | 0.000 |
| Other Municipal and Local Transit | 0.000 | 0.000 | 0.000 |
| VW Mitigation Funds | 0.000 | 0.000 | 0.000 |
| Federal FHWA Transportation Development Credits | 0.000 | 0.000 | 0.000 |
| | 4.641 | 4.641 | 0.000 |

Federal Target Funds vs. Federal Funds Programmed (cont.)

| Funding Category | 2024 | | |
|---|----------------------------|------------------------------|-------------------------------------|
| | Total \$ (M) Programmed | Federal \$ (M) Programmed | Non-Federal \$ (M) Programmed |
| HSIP | 0.990 | 0.891 | 0.099 |
| CMAQ | 0.000 | 0.000 | 0.000 |
| TAP | 0.110 | 0.088 | 0.022 |
| STBG | 9.900 | 7.920 | 1.980 |
| NHPP | 0.000 | 0.000 | 0.000 |
| Total TARGET HSIP/CMAQ/TAP/STBG/NHPP | 11.000 | 8.899 | 2.101 |
| HSIP | 0.000 | 0.000 | 0.000 |
| CMAQ | 10.923 | 8.738 | 2.185 |
| TAP | 0.000 | 0.000 | 0.000 |
| STBG | 0.000 | 0.000 | 0.000 |
| NHPP | 5.374 | 4.299 | 1.075 |
| Other Federal Aid | 0.000 | 0.000 | 0.000 |
| Bridge Inspection | 0.000 | 0.000 | 0.000 |
| Bridge Off System | 1.693 | 1.354 | 0.339 |
| Bridge On System (NHS) | 0.000 | 0.000 | 0.000 |
| Bridge On System (Non-NHS) | 0.000 | 0.000 | 0.000 |
| Bridge Systematic Maintenance | 19.589 | 15.672 | 3.918 |
| Interstate Pavement | 0.000 | 0.000 | 0.000 |
| Non-Interstate Pavement | 0.000 | 0.000 | 0.000 |
| Roadway Improvements | 0.000 | 0.000 | 0.000 |
| Safety Improvements | 0.000 | 0.000 | 0.000 |
| ADA Retrofits | 0.000 | 0.000 | 0.000 |
| Intersection Improvements | 0.000 | 0.000 | 0.000 |
| Intelligent Transportation Systems | 0.000 | 0.000 | 0.000 |
| Roadway Reconstruction | 0.000 | 0.000 | 0.000 |
| Bicycles and Pedestrians | 0.000 | 0.000 | 0.000 |
| Capacity | 0.000 | 0.000 | 0.000 |
| Planning/Adjustments/Pass-throughs | 0.000 | 0.000 | 0.000 |
| Earmark/Discretionary | 5.118 | 4.095 | 1.024 |
| Non-Federally Aided Projects | 0.000 | 0.000 | 0.000 |
| | 53.698 | 43.057 | 10.641 |
| Bond Cap State 100% State | 0.000 | 0.000 | 0.000 |
| Federal FTA Section 5307 | 6.253 | 6.253 | 0.000 |
| Federal FTA Section 5309 | 0.000 | 0.000 | 0.000 |
| Federal FTA Section 5310 | 0.000 | 0.000 | 0.000 |
| Federal FTA Section 5337 | 0.000 | 0.000 | 0.000 |
| Federal FTA Section 5339 Non-Competitive | 0.950 | 0.950 | 0.000 |
| Federal FTA Section 5339 Small Urban | 0.000 | 0.000 | 0.000 |
| Federal FTA Section 5339 Statewide | 0.000 | 0.000 | 0.000 |
| Federal FTA Other Federal Transit | 0.000 | 0.000 | 0.000 |
| Operating Additional State Assistance State Contract Assistance | 0.000 | 0.000 | 0.000 |
| Other Municipal and Local Transit | 0.000 | 0.000 | 0.000 |
| VW Mitigation Funds | 0.000 | 0.000 | 0.000 |
| Federal FHWA Transportation Development Credits | 0.000 | 0.000 | 0.000 |
| | 7.203 | 7.203 | 0.000 |

Federal Target Funds vs. Federal Funds Programmed (cont.)

| Funding Category | 2025 | | |
|---|----------------------------|------------------------------|-------------------------------------|
| | Total \$ (M) Programmed | Federal \$ (M) Programmed | Non-Federal \$ (M) Programmed |
| HSIP | 0.253 | 0.228 | 0.025 |
| CMAQ | 0.000 | 0.000 | 0.000 |
| TAP | 0.028 | 0.023 | 0.006 |
| STBG | 11.774 | 9.419 | 2.355 |
| NHPP | 0.000 | 0.000 | 0.000 |
| Total TARGET HSIP/CMAQ/TAP/STBG/NHPP | 12.055 | 9.670 | 2.386 |
| HSIP | 0.000 | 0.000 | 0.000 |
| CMAQ | 0.000 | 0.000 | 0.000 |
| TAP | 0.000 | 0.000 | 0.000 |
| STBG | 6.363 | 5.091 | 1.273 |
| NHPP | 0.000 | 0.000 | 0.000 |
| Other Federal Aid | 0.000 | 0.000 | 0.000 |
| Bridge Inspection | 0.000 | 0.000 | 0.000 |
| Bridge Off System | 0.000 | 0.000 | 0.000 |
| Bridge On System (NHS) | 0.000 | 0.000 | 0.000 |
| Bridge On System (Non-NHS) | 0.000 | 0.000 | 0.000 |
| Bridge Systematic Maintenance | 4.257 | 3.406 | 0.851 |
| Interstate Pavement | 0.000 | 0.000 | 0.000 |
| Non-Interstate Pavement | 0.000 | 0.000 | 0.000 |
| Roadway Improvements | 0.000 | 0.000 | 0.000 |
| Safety Improvements | 0.000 | 0.000 | 0.000 |
| ADA Retrofits | 0.000 | 0.000 | 0.000 |
| Intersection Improvements | 0.000 | 0.000 | 0.000 |
| Intelligent Transportation Systems | 0.000 | 0.000 | 0.000 |
| Roadway Reconstruction | 0.000 | 0.000 | 0.000 |
| Bicycles and Pedestrians | 0.000 | 0.000 | 0.000 |
| Capacity | 0.000 | 0.000 | 0.000 |
| Planning/Adjustments/Pass-throughs | 0.000 | 0.000 | 0.000 |
| Earmark/Discretionary | 0.000 | 0.000 | 0.000 |
| Non-Federally Aided Projects | 0.000 | 0.000 | 0.000 |
| | 22.676 | 18.166 | 4.510 |
| Bond Cap State 100% State | 0.000 | 0.000 | 0.000 |
| Federal FTA Section 5307 | 4.525 | 4.525 | 0.000 |
| Federal FTA Section 5309 | 0.000 | 0.000 | 0.000 |
| Federal FTA Section 5310 | 0.000 | 0.000 | 0.000 |
| Federal FTA Section 5337 | 0.000 | 0.000 | 0.000 |
| Federal FTA Section 5339 Non-Competitive | 0.000 | 0.000 | 0.000 |
| Federal FTA Section 5339 Small Urban | 0.000 | 0.000 | 0.000 |
| Federal FTA Section 5339 Statewide | 0.000 | 0.000 | 0.000 |
| Federal FTA Other Federal Transit | 0.000 | 0.000 | 0.000 |
| Operating Additional State Assistance State Contract Assistance | 0.000 | 0.000 | 0.000 |
| Other Municipal and Local Transit | 0.000 | 0.000 | 0.000 |
| VW Mitigation Funds | 0.000 | 0.000 | 0.000 |
| Federal FHWA Transportation Development Credits | 0.000 | 0.000 | |
| | 4.525 | 4.525 | 0.000 |

Federal Target Funds vs. Federal Funds Programmed (cont.)

| Funding Category | 2026 | | |
|---|----------------------------|------------------------------|-------------------------------------|
| | Total \$ (M) Programmed | Federal \$ (M) Programmed | Non-Federal \$ (M) Programmed |
| HSIP | 0.000 | 0.000 | 0.000 |
| CMAQ | 0.000 | 0.000 | 0.000 |
| TAP | 0.000 | 0.000 | 0.000 |
| STBG | 11.720 | 9.376 | 2.344 |
| NHPP | 0.000 | 0.000 | 0.000 |
| Total TARGET HSIP/CMAQ/TAP/STBG/NHPP | 11.720 | 9.376 | 2.344 |
| HSIP | 0.000 | 0.000 | 0.000 |
| CMAQ | 0.000 | 0.000 | 0.000 |
| TAP | 0.000 | 0.000 | 0.000 |
| STBG | 2.053 | 1.643 | 0.411 |
| NHPP | 0.000 | 0.000 | 0.000 |
| Other Federal Aid | 0.000 | 0.000 | 0.000 |
| Bridge Inspection | 0.000 | 0.000 | 0.000 |
| Bridge Off System | 0.000 | 0.000 | 0.000 |
| Bridge On System (NHS) | 0.000 | 0.000 | 0.000 |
| Bridge On System (Non-NHS) | 0.000 | 0.000 | 0.000 |
| Bridge Systematic Maintenance | 0.000 | 0.000 | 0.000 |
| Interstate Pavement | 0.000 | 0.000 | 0.000 |
| Non-Interstate Pavement | 0.000 | 0.000 | 0.000 |
| Roadway Improvements | 0.000 | 0.000 | 0.000 |
| Safety Improvements | 0.000 | 0.000 | 0.000 |
| ADA Retrofits | 0.000 | 0.000 | 0.000 |
| Intersection Improvements | 0.000 | 0.000 | 0.000 |
| Intelligent Transportation Systems | 0.000 | 0.000 | 0.000 |
| Roadway Reconstruction | 0.000 | 0.000 | 0.000 |
| Bicycles and Pedestrians | 0.000 | 0.000 | 0.000 |
| Capacity | 0.000 | 0.000 | 0.000 |
| Planning/Adjustments/Pass-throughs | 0.000 | 0.000 | 0.000 |
| Earmark/Discretionary | | | |
| Non-Federally Aided Projects | 0.000 | 0.000 | 0.000 |
| | 13.773 | 11.019 | 2.755 |
| Bond Cap State 100% State | 0.000 | 0.000 | 0.000 |
| Federal FTA Section 5307 | 7.660 | 7.660 | 0.000 |
| Federal FTA Section 5309 | 0.000 | 0.000 | 0.000 |
| Federal FTA Section 5310 | 0.000 | 0.000 | 0.000 |
| Federal FTA Section 5337 | 0.000 | 0.000 | 0.000 |
| Federal FTA Section 5339 Non-Competitive | 0.000 | 0.000 | 0.000 |
| Federal FTA Section 5339 Small Urban | 0.000 | 0.000 | 0.000 |
| Federal FTA Section 5339 Statewide | 0.000 | 0.000 | 0.000 |
| Federal FTA Other Federal Transit | 0.000 | 0.000 | 0.000 |
| Operating Additional State Assistance State Contract Assistance | 0.000 | 0.000 | 0.000 |
| Other Municipal and Local Transit | 0.000 | 0.000 | 0.000 |
| VW Mitigation Funds | 0.000 | 0.000 | 0.000 |
| Federal FHWA Transportation Development Credits | 0.000 | 0.000 | |
| | 7.660 | 7.660 | 0.000 |

Federal Target Funds vs. Federal Funds Programmed (cont.)

| Funding Category | 2027 | | |
|---|----------------------------|------------------------------|-------------------------------------|
| | Total \$ (M) Programmed | Federal \$ (M) Programmed | Non-Federal \$ (M) Programmed |
| HSIP | 0.000 | 0.000 | 0.000 |
| CMAQ | 0.000 | 0.000 | 0.000 |
| TAP | 0.000 | 0.000 | 0.000 |
| STBG | 13.686 | 10.949 | 2.737 |
| NHPP | 0.000 | 0.000 | 0.000 |
| Total TARGET HSIP/CMAQ/TAP/STBG/NHPP | 13.686 | 10.949 | 2.737 |
| HSIP | 0.000 | 0.000 | 0.000 |
| CMAQ | 0.000 | 0.000 | 0.000 |
| TAP | 0.000 | 0.000 | 0.000 |
| STBG | 0.000 | 0.000 | 0.000 |
| NHPP | 3.480 | 2.784 | 0.696 |
| Other Federal Aid | 0.000 | 0.000 | 0.000 |
| Bridge Inspection | 0.000 | 0.000 | 0.000 |
| Bridge Off System | 0.000 | 0.000 | 0.000 |
| Bridge On System (NHS) | 0.000 | 0.000 | 0.000 |
| Bridge On System (Non-NHS) | 0.000 | 0.000 | 0.000 |
| Bridge Systematic Maintenance | 0.000 | 0.000 | 0.000 |
| Interstate Pavement | 0.000 | 0.000 | 0.000 |
| Non-Interstate Pavement | 0.000 | 0.000 | 0.000 |
| Roadway Improvements | 0.000 | 0.000 | 0.000 |
| Safety Improvements | 0.000 | 0.000 | 0.000 |
| ADA Retrofits | 0.000 | 0.000 | 0.000 |
| Intersection Improvements | 0.000 | 0.000 | 0.000 |
| Intelligent Transportation Systems | 0.000 | 0.000 | 0.000 |
| Roadway Reconstruction | 0.000 | 0.000 | 0.000 |
| Bicycles and Pedestrians | 0.000 | 0.000 | 0.000 |
| Capacity | 0.000 | 0.000 | 0.000 |
| Planning/Adjustments/Pass-throughs | 0.000 | 0.000 | 0.000 |
| Earmark/Discretionary | | | |
| Non-Federally Aided Projects | 0.000 | 0.000 | 0.000 |
| | 17.166 | 13.733 | 3.433 |
| Bond Cap State 100% State | 0.000 | 0.000 | 0.000 |
| Federal FTA Section 5307 | 1.324 | 1.324 | 0.000 |
| Federal FTA Section 5309 | 0.000 | 0.000 | 0.000 |
| Federal FTA Section 5310 | 0.000 | 0.000 | 0.000 |
| Federal FTA Section 5337 | 0.000 | 0.000 | 0.000 |
| Federal FTA Section 5339 Non-Competitive | 0.000 | 0.000 | 0.000 |
| Federal FTA Section 5339 Small Urban | 0.000 | 0.000 | 0.000 |
| Federal FTA Section 5339 Statewide | 0.000 | 0.000 | 0.000 |
| Federal FTA Other Federal Transit | 0.000 | 0.000 | 0.000 |
| Operating Additional State Assistance State Contract Assistance | 0.000 | 0.000 | 0.000 |
| Other Municipal and Local Transit | 0.000 | 0.000 | 0.000 |
| VW Mitigation Funds | 0.000 | 0.000 | 0.000 |
| Federal FHWA Transportation Development Credits | 0.000 | 0.000 | |
| | 1.324 | 1.324 | 0.000 |

1. Moneys do not include statewide federal aid or Regional “Mega” projects which are programmed but are excluded from the regional targets provided to MRPC.
2. FTA Programmed amounts are Federal dollars only and do not include state or local shares.

Reliability, Modernization & Expansion Expenditures

For the purposes of this table, Reliability projects are considered those projects that maintain the operation of existing facilities or infrastructure, i.e. resurfacing/rehabilitation of road surfaces, rehabilitation/replacement of a bridge, intersection geometrics, rehabilitation/renovation of existing transit facilities etc.; Modernization projects are assumed to be those projects modernize the transportation system to make it safer and more accessible and to accommodate growth, i.e. projects that go beyond a state of good repair, provide expanded capacity, contain significant safety/accessibility improvements etc.; Expansion projects are those that expand diverse transportation options for communities throughout the Commonwealth, i.e. expanded highway, transit, rail, bicycle and pedestrian networks.

Reliability, Modernization & Expansion Expenditures

| FFY | | Highway (Fed & NFA) | Transit (Fed & NFA) | Total | Percent of Total |
|------|---------------|------------------------|------------------------|---------------------|---------------------|
| 2023 | Reliability | \$25,695,675 | \$2,817,785 | \$28,513,460 | 73.89% |
| | Modernization | \$8,254,794 | \$1,823,000 | \$10,077,794 | 26.11% |
| | Expansion | \$0 | \$0 | \$0 | 0.00% |
| | <i>Total</i> | <i>\$33,950,469</i> | <i>\$4,640,785</i> | <i>\$38,591,254</i> | |
| 2024 | Reliability | \$26,656,560 | \$6,372,770 | \$33,029,330 | 54.24% |
| | Modernization | \$16,118,141 | \$829,860 | \$16,948,001 | 27.83% |
| | Expansion | \$10,922,923 | \$0 | \$10,922,923 | 17.94% |
| | <i>Total</i> | <i>\$53,697,624</i> | <i>\$7,202,630</i> | <i>\$60,900,254</i> | |
| 2025 | Reliability | \$14,709,804 | \$4,324,720 | \$19,034,524 | 69.98% |
| | Modernization | \$7,965,961 | \$200,000 | \$8,165,961 | 30.02% |
| | Expansion | \$0 | \$0 | \$0 | 0.00% |
| | <i>Total</i> | <i>\$22,675,765</i> | <i>\$4,524,720</i> | <i>\$27,200,485</i> | |
| 2026 | Reliability | \$6,790,886 | \$7,510,000 | \$14,300,886 | 66.72% |
| | Modernization | \$6,982,306 | \$150,000 | \$7,132,306 | 33.28% |
| | Expansion | \$0 | \$0 | \$0 | 0.00% |
| | <i>Total</i> | <i>\$13,773,192</i> | <i>\$7,660,000</i> | <i>\$21,433,192</i> | |
| 2027 | Reliability | \$8,949,470 | \$695,000 | \$9,644,470 | 52.16% |
| | Modernization | \$8,216,268 | \$628,885 | \$8,845,153 | 47.84% |
| | Expansion | \$0 | \$0 | \$0 | 0.00% |
| | <i>Total</i> | <i>\$17,165,738</i> | <i>\$1,323,885</i> | <i>\$18,489,623</i> | |

STATUS OF PREVIOUS ANNUAL ELEMENT PROJECTS

Status of FFY 2022 Montachusett Highway TIP Projects

2022 Target Projects

| Project No. | Community | Description | Status |
|-------------|-------------|--|--|
| 608779 | Lancaster | LANCASTER- INTERSECTION IMPROVEMENTS ON ROUTE 117/ROUTE 70 AT LUNENBURG ROAD AND ROUTE 117/ROUTE 70 AT MAIN STREET | Final Design; Scheduled advertisement date 3/26/22 |
| 608793 | Hubbardston | HUBBARDSTON- HIGHWAY RECONSTRUCTION OF ROUTE 68 (MAIN STREET), FROM 1,000 FT NORTH OF WILLIAMSVILLE ROAD TO ELM STREET | Final Design; Scheduled advertisement date 6/4/22 |

2022 Non-Target Projects

| Project No. | Community | Description | Status |
|-------------|-----------------------|---|---|
| 605296 | Fitchburg | FITCHBURG- BRIDGE PRESERVATION, F-04-011, CIRCLE STREET OVER NORTH NASHUA RIVER | 75% Design; Scheduled advertisement date 8/27/22 |
| 608850 | Petersham | PETERSHAM- BRIDGE REPLACEMENT, P-08-002, GLEN VALLEY ROAD OVER EAST BRANCH OF SWIFT RIVER | Final Design; Scheduled advertisement date 6/11/22 |
| 609529 | Leominster | LEOMINSTER- VISCOLOID AVENUE IMPROVEMENTS (SRTS) | 100% Design; Scheduled advertisement date 6/25/22 |
| 610729 | Gardner / Westminster | GARDNER- WESTMINSTER- PAVEMENT PRESERVATION AND RELATED WORK ON ROUTE 2 | Scheduled advertisement date 6/18/22 |
| 609314 | Ashby | ASHBY- INTERSECTION IMPROVEMENTS AT GREENVILLE ROAD (ROUTE 31) AND TURNPIKE ROAD | 75% Design; Scheduled advertisement date 7/30/22; Listed in 2023 Statewide section of 2023-2027 TIP |
| 610672 | Gardner | GARDNER- ELM STREET RESURFACING AND SIDEWALK IMPROVEMENTS (SRTS) | 25% Design; Scheduled advertisement date 1/7/23; Listed in 2023 Statewide section of 2023-2027 TIP |

Status of Transit Projects

| RTA | Section | Description | Programmed Federal Funds | FTA Approval Status | Budget Obligated in FTA Grant | Grant # | Funds Obligated to Contractor(s) for Project | Comments |
|--------------|-----------|---|--------------------------|---------------------|-------------------------------|-------------|--|---|
| Montachusett | 5307 | Buy Replacement Vans (5) | \$293,636 | Pending | \$300,548* | MA-2022-TBD | \$300,548 | Waiting for delivery |
| Montachusett | 5307 | Acquire Misc. Support Equip. | \$196,000 | Pending | \$209,000* | MA-2022-TBD | \$209,000 | Multiple purchases, last items to be delivered in June. |
| Montachusett | 5307 | Purchase Bus Shelters | \$16,000 | Pending | \$16,000 | MA-2022-TBD | \$12,560 | Under contract |
| Montachusett | 5307 | Rehab North Main Facility – 1 st Flr | \$220,664 | Pending | \$220,664 | MA-2022-TBD | \$220,664 | All funds expended |
| Montachusett | 5307 | Space Use Study – 2 nd Flr N. Main | \$16,240 | Pending | \$16,240 | MA-2022-TBD | \$16,240 | All funds expended |
| Montachusett | 5307 | Replace Automatic Fare Collection | \$500,000 | Obligated | \$500,000 | MA-2021-42 | \$499,153 | Under Contract; Rollout in May 2022 |
| Montachusett | 5307 | Athol Investigative Study | \$40,120 | Obligated | \$40,120 | MA-2021-42 | \$40,120 | Study finished. \$1,233.29 going to design phase. |
| Montachusett | 5307 | Athol Design & Rehab | \$243,319 CO, \$240,000 | Pending | Pending | MA-2022-TBD | \$51,086.71 | In Design |
| Montachusett | 5307 | Purchase Allison Transmissions | \$40,000 | Pending | \$33,080 | MA-2022-TBD | \$10,326.74 | 1 purchased; rest pending |
| Montachusett | 5307 | Purchase Ford Transmissions | \$32,000 | Pending | \$32,000 | MA-2022-TBD | \$0 | Purchase pending |
| Montachusett | 5307 | Rehab Maintenance Bays | \$100,000 | Pending | \$100,000 | MA-2022-TBD | \$26,475 | In Design |
| Montachusett | 5307 | Rehab Intermodal Center | \$600,000 | Pending | \$1,000,000* | MA-2022-TBD | \$79,037 | In Design |
| Montachusett | 5339 | Replace Automatic Fare Collection | \$1,000,000 | Obligated | \$1,000,000 | MA-2021-10 | \$1,000,000 | Under contract. Supplemental budget under MA-2021-42 |
| Montachusett | 5307 CMAQ | Wachusett Station Enhancements | \$296,000 | Obligated | \$296,000 | MA-2017-08 | \$243,953 | \$52,047 remains to be obligated |

Air Quality Conformity Determination Montachusett MPO FFY 2023-2027 Transportation Improvement Program

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

Introduction

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

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

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 (NO_x), the two major precursors to ozone formation to achieve attainment of the ozone standard.

The 1970 Clean Air Act defined a one-hour national ambient air quality standard (NAAQS) for ground-level ozone. The 1990 CAAA further classified degrees of nonattainment of the one-hour standard based on the severity of the monitored levels of

the pollutant. The entire commonwealth of Massachusetts was classified as being in serious nonattainment for the one-hour ozone standard, with a required attainment date of 1999. The attainment date was later extended, first to 2003 and a second time to 2007.

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

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

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

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

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

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

Current Conformity Determination

After 2/16/19, as a result of the court ruling and the subsequent federal guidance, transportation conformity for the 1997 NAAQS – intended as an “anti-backsliding” measure – now applies to both of Massachusetts’ orphan areas. Therefore, a conformity determination was made for the 1997 ozone NAAQS on the 2020-2040 Regional Transportation Plans. This conformity determination was finalized in July 2019 following each MPO’s previous endorsement of their regional transportation plan, and approved by the Massachusetts Divisions of FHWA and FTA on October 15, 2019. This conformity determination continues to be valid for the Montachusett FFY 2023-2027 Transportation Improvement Program, and Massachusetts’ FFY 2023-2027 STIP, as each is developed from the conforming 2020-2040 Regional Transportation Plans.

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

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

Therefore, transportation conformity for the 1997 ozone NAAQS for the Montachusett FFY 2023-2027 Transportation Improvement Program and 2020-2040 Regional Transportation Plans can be demonstrated by showing that remaining requirements in Table 1 in 40 CFR 93.109 have been met. These requirements, which are laid out in Section 2.4 of EPA’s guidance and addressed below, include:

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

Latest Planning Assumptions:

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

Consultation:

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

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

Massachusetts' Air Pollution Control Regulations 310 CMR 60.03 "Conformity to the State Implementation Plan of Transportation Plans, Programs, and Projects Developed, Funded or Approved Under Title 23 USC or the Federal Transit Act"

The Commonwealth of Massachusetts Memorandum of Understanding among the Massachusetts Department of Transportation, Massachusetts Department of Environmental Protection, Massachusetts Metropolitan Planning Organizations, and Regional Transit Authorities, titled The Conduct of Air Quality Planning and Coordination for Transportation Conformity (dated September 16, 2019)

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

Title 23 CFR Section 450.324 and 310 CMR 60.03(6)(h) requires that the development of the TIP, RTP, and related certification documents provide an adequate opportunity for public review and comment. Section 450.316(b) also establishes the outline for MPO public participation programs. The Montachusett MPO's Public Participation Plan was formally adopted in 2019. The Public Participation Plan ensures that the public will have access to the Montachusett TIP and all supporting documentation, provides for public notification of the availability of the Montachusett TIP and the public's right to review the document and comment thereon, and provides a 21-day public review and comment period prior to the adoption of the TIP and related certification documents.

The public comment period for this conformity determination commenced on April 25, 2022. During the 21-day public comment period, any comments received were incorporated into this Plan. This allowed ample opportunity for public comment and MPO review of the draft document. The public comment period will close on May 16, 2022 and subsequently, the Montachusett MPO [is expected to endorse] this air quality conformity determination before May 18, 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 DOT's metropolitan planning regulations at 23 CFR part 450. The Montachusett 2023-2027 Transportation Improvement Program and 2020-2040 Regional Transportation Plan are fiscally constrained, as demonstrated in this document.

In summary and based upon the entire process described above, the Montachusett 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 2022-2026 Transportation Improvement Program and the 2020-2040 Regional Transportation Plan meet the Clean Air Act and Transportation Conformity Rule requirements for the 1997 Ozone NAAQS, and have been prepared following all the guidelines and requirements of these rules during this time period.

Therefore, the implementation of the Montachusett MPO's FFY 2023-2027 Transportation Improvement Program and the 2020-2040 Regional Transportation Plan are consistent with the air quality goals of, and in conformity with, the Massachusetts State Implementation Plan.

TRANSPORTATION AND TRANSIT PROJECT PRIORITIES: FEDERAL & STATE SECTIONS

Please note that the projects listed represent the best available information at the time of compilation. Actual implementation is subject to right of way, design, land taking, local action and/or other issues that could delay project time frames and subsequently advertising and award dates.

In addition, federal guidance requires that the TIP reflect Year of Expenditure (YOE) dollars for projects and programs. To accommodate this requirement, individual project cost estimates provided by MassDOT have been adjusted by a four percent per year inflation factor depending upon its year of placement in the TIP (for this TIP, Federal Years 2024, 2025, 2026 and 2027). Year 1 cost estimates remain as provided but projects in Year 2, 3, 4 or 5 (i.e. FFY 2024, 2025, 2026 or 2027) have been increased by a YOE factor of 4%, 8%, 12% or 16%, respectively.

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STIP Investments Report
Montachusett Region

STIP: 2023 - 2027 (D)

| Year | MassDOT Project ID | MPO | Municipality | MassDOT Project Description | District | Funding Source | Adjusted TFPC | Total Programmed Funds | Federal Funds | Non-Federal Funds | MPO Project Score | Entity Receiving Transfer | PSAC Score | Earmark Details | Proponent | Other Information | | |
|---|--------------------|--------------|--------------|--|----------|----------------|---------------|------------------------|---------------|-------------------|-------------------|---------------------------|------------|-----------------|--------------|-------------------|--|--|
| Federal Fiscal Year 2023 | | | | | | | | \$33,950,469 | \$27,400,281 | \$6,550,188 | | | | | | | | |
| Section 1A / Regionally Prioritized Projects | | | | | | | | \$10,984,433 | \$8,787,546 | \$2,196,887 | | | | | | | | |
| Roadway Reconstruction | | | | | | | | \$10,984,433 | \$8,787,546 | \$2,196,887 | | | | | | | | |
| 2023 | 607432 | Montachusett | Westminster | WESTMINSTER- REHABILITATION & BOX WIDENING ON ROUTE 140, FROM PATRICIA ROAD TO THE PRINCETON T.L. | 3 | STBG | \$6,375,205 | \$6,375,205 | \$5,100,164 | \$1,275,041 | 33 | | 33 | | Municipality | | | |
| 2023 | 608784 | Montachusett | Templeton | TEMPLETON- ROUNDABOUT CONSTRUCTION AT THE INTERSECTION OF PATRIOTS ROAD, SOUTH MAIN STREET, NORTH MAIN STREET AND GARDNER ROAD | 2 | STBG | \$2,037,795 | \$2,037,795 | \$1,630,236 | \$407,559 | 25 | | 38.5 | | MassDOT | | | |
| 2023 | 609279 | Montachusett | Gardner | GARDNER- ROUNDABOUT CONSTRUCTION AT ELM STREET, PEARL STREET, CENTRAL STREET AND GREEN STREET | 3 | STBG | \$2,571,433 | \$2,571,433 | \$2,057,146 | \$514,287 | 25 | | 43 | | Municipality | | | |
| Section 1B / Earmark or Discretionary Grant Funded Projects | | | | | | | | \$2,694,992 | \$2,155,994 | \$538,998 | | | | | | | | |
| Bridge Systematic Maintenance NB | | | | | | | | \$2,694,992 | \$2,155,994 | \$538,998 | | | | | | | | |
| 2023 | 612620 | Montachusett | Harvard | HARVARD- BRIDGE PRESERVATION, H-09-015, H-09-016 & H-09-017, ROUTE 2 OVER THE NASHUA RIVER, TANK ROAD, BOSTON AND MAINE RAILROAD | 3 | HIP-BR | \$2,694,992 | \$2,694,992 | \$2,155,994 | \$538,998 | | | | | | | | |
| Section 2A / State Prioritized Reliability Projects | | | | | | | | \$19,024,533 | \$15,459,532 | \$3,565,001 | | | | | | | | |
| Non-Interstate Pavement | | | | | | | | \$16,625,478 | \$13,300,382 | \$3,325,096 | | | | | | | | |
| 2023 | 609107 | Montachusett | Multiple | PHILLIPSTON- TEMPLETON- PAVEMENT PRESERVATION AND RELATED WORK ON ROUTE 2 | 2 | NHPP | \$10,300,467 | \$10,300,467 | \$8,240,374 | \$2,060,093 | | | | | | | | |
| 2023 | 610731 | Montachusett | Fitchburg | FITCHBURG- PAVEMENT PRESERVATION AND RELATED WORK ON ROUTE 2 | 3 | NHPP | \$6,325,011 | \$6,325,011 | \$5,060,009 | \$1,265,002 | | | | | | | | |
| Safety Improvements | | | | | | | | \$2,399,055 | \$2,159,150 | \$239,906 | | | | | | | | |
| 2023 | 609314 | Montachusett | Ashby | ASHBY- INTERSECTION IMPROVEMENTS AT GREENVILLE ROAD (ROUTE 31) AND TURNPIKE ROAD | 3 | HSIP | \$2,339,055 | \$2,399,055 | \$2,159,150 | \$239,906 | | | | | | | | |
| Section 2B / State Prioritized Modernization Projects | | | | | | | | \$1,246,511 | \$997,209 | \$249,302 | | | | | | | | |
| Roadway Reconstruction | | | | | | | | \$1,246,511 | \$997,209 | \$249,302 | | | | | | | | |
| 2023 | 610672 | Montachusett | Gardner | GARDNER- ELM STREET RESURFACING AND SIDEWALK IMPROVEMENTS (SRTS) | 3 | TAP | \$1,246,511 | \$1,246,511 | \$997,209 | \$249,302 | | | | | | | | |



STIP Investments Report
Montachusett Region

| STIP: 2023 - 2027 (D) | | | | | | | | | | | | | | | | | | |
|---|--------------------|--------------|--------------|---|----------|----------------|---------------|------------------------|---------------|-------------------|-------------------|---------------------------|------------|-----------------|-----------|---|--|--|
| Year | MassDOT Project ID | MPO | Municipality | MassDOT Project Description | District | Funding Source | Adjusted TFPC | Total Programmed Funds | Federal Funds | Non-Federal Funds | MPO Project Score | Entity Receiving Transfer | PSAC Score | Earmark Details | Proponent | Other Information | | |
| Federal Fiscal Year 2024 | | | | | | | | \$53,697,624 | \$44,080,727 | \$9,616,897 | | | | | | | | |
| Section 1A / Regionally Prioritized Projects | | | | | | | | \$11,000,000 | \$8,899,000 | \$2,101,000 | | | | | | | | |
| Roadway Reconstruction | | | | | | | | \$11,000,000 | \$8,899,000 | \$2,101,000 | | | | | | | | |
| 2024 | 604499 | Montachusett | Leominster | LEOMINSTER- RECONSTRUCTION/ REHABILITATION ON ROUTE 12 (CENTRAL STREET), INCLUDING REHABILITATION OF L-08-022 | 3 | HSIP | \$13,814,345 | \$990,000 | \$891,000 | \$99,000 | 38 | | 55.5 | | MassDOT | Project is advance constructed over two years (FFY 2024-2025); Total funding using HSIP + TAP + STBG = \$13,814,345 | | |
| 2024 | 604499 | Montachusett | Leominster | LEOMINSTER- RECONSTRUCTION/ REHABILITATION ON ROUTE 12 (CENTRAL STREET), INCLUDING REHABILITATION OF L-08-022 | 3 | STBG | \$13,814,345 | \$9,900,000 | \$7,920,000 | \$1,980,000 | 38 | | 55.5 | | MassDOT | Project is advance constructed over two years (FFY 2024-2025); Total funding using HSIP + TAP + STBG = \$13,814,346 | | |
| 2024 | 604499 | Montachusett | Leominster | LEOMINSTER- RECONSTRUCTION/ REHABILITATION ON ROUTE 12 (CENTRAL STREET), INCLUDING REHABILITATION OF L-08-022 | 3 | TAP | \$13,814,345 | \$110,000 | \$88,000 | \$22,000 | 38 | | 55.5 | | MassDOT | Project is advance constructed over two years (FFY 2024-2025); Total funding using HSIP + TAP + STBG = \$13,814,347 | | |
| Section 1B / Earmark or Discretionary Grant Funded Projects | | | | | | | | \$24,707,610 | \$20,789,716 | \$3,917,894 | | | | | | | | |
| Bridge On-System NHS NB | | | | | | | | \$19,589,469 | \$15,671,575 | \$3,917,894 | | | | | | | | |
| 2024 | 608189 | Montachusett | Fitchburg | FITCHBURG- BRIDGE REPLACEMENT AND RELATED WORK, F-04-017, WATER STREET (STATE 2A) OVER BOULDER DRIVE AND PANAM RAILROAD & F-04-018, WATER STREET (ROUTE 12) OVER NORTH NASHUA RIVER | 3 | HIP-BR | \$19,589,469 | \$19,589,469 | \$15,671,575 | \$3,917,894 | | | | | | | | |
| Earmark Discretionary | | | | | | | | \$5,118,141 | \$5,118,141 | \$0 | | | | | | | | |
| 2024 | 608723 | Montachusett | Athol | ATHOL- INTERSECTION IMPROVEMENTS AT CRESCENT STREET AND CHESTNUT HILL AVENUE | 2 | CRRSAA | \$5,118,141 | \$5,118,141 | \$5,118,141 | \$0 | | | | | | | | |
| Section 2A / State Prioritized Reliability Projects | | | | | | | | \$7,067,091 | \$5,653,673 | \$1,413,418 | | | | | | | | |
| Bridge Off-system | | | | | | | | \$1,692,891 | \$1,354,313 | \$338,578 | | | | | | | | |
| 2024 | 609187 | Montachusett | Hubbardston | HUBBARDSTON- BRIDGE REPLACEMENT, H-24-003, WILLIAMSVILLE ROAD OVER THE BURNSHIRT RIVER | 3 | STBG-BR-Off | \$1,692,891 | \$1,692,891 | \$1,354,313 | \$338,578 | | | | | | | | |
| Non-Interstate Pavement | | | | | | | | \$5,374,200 | \$4,299,360 | \$1,074,840 | | | | | | | | |
| 2024 | 612110 | Montachusett | Multiple | FITCHBURG- ASHBY- RESURFACING AND RELATED WORK ON ROUTE 31 | 3 | NHPP | \$5,374,200 | \$5,374,200 | \$4,299,360 | \$1,074,840 | | | | | | | | |
| Section 2C / State Prioritized Expansion Projects | | | | | | | | \$10,922,923 | \$8,738,338 | \$2,184,585 | | | | | | | | |
| Bicycle and Pedestrian | | | | | | | | \$10,922,923 | \$8,738,338 | \$2,184,585 | | | | | | | | |
| 2024 | 609411 | Montachusett | Multiple | FITCHBURG- LEOMINSTER- TWIN CITIES RAIL TRAIL CONSTRUCTION (PHASE II) | 3 | CMAQ | \$10,922,923 | \$10,922,923 | \$8,738,338 | \$2,184,585 | | | | | | | | |



STIP Investments Report
Montachusett Region

STIP: 2023 - 2027 (D)

| Year | MassDOT Project ID | MPO | Municipality | MassDOT Project Description | District | Funding Source | Adjusted TFPC | Total Programmed Funds | Federal Funds | Non-Federal Funds | MPO Project Score | Entity Receiving Transfer | PSAC Score | Earmark Details | Proponent | Other Information | | |
|---|--------------------|--------------|--------------|---|----------|----------------|---------------|------------------------|---------------|-------------------|-------------------|---------------------------|------------|-----------------|--------------|---|--|--|
| Federal Fiscal Year 2025 | | | | | | | | \$22,675,765 | \$18,165,941 | \$4,509,824 | | | | | | | | |
| Section 1A / Regionally Prioritized Projects | | | | | | | | \$12,055,275 | \$9,669,549 | \$2,385,726 | | | | | | | | |
| Roadway Reconstruction | | | | | | | | \$12,055,275 | \$9,669,549 | \$2,385,726 | | | | | | | | |
| 2025 | 604499 | Montachusett | Leominster | LEOMINSTER- RECONSTRUCTION/ REHABILITATION ON ROUTE 12 (CENTRAL STREET), INCLUDING REHABILITATION OF L-08-022 | 3 | HSIP | \$13,814,345 | \$253,291 | \$227,962 | \$25,329 | 38 | | 55.5 | | MassDOT | Project is advance constructed over two years (FFY 2024-2025); Total funding using HSIP + TAP + STBG = \$13,814,346 | | |
| 2025 | 604499 | Montachusett | Leominster | LEOMINSTER- RECONSTRUCTION/ REHABILITATION ON ROUTE 12 (CENTRAL STREET), INCLUDING REHABILITATION OF L-08-022 | 3 | STBG | \$13,814,345 | \$2,532,910 | \$2,026,328 | \$506,582 | 38 | | 55.5 | | MassDOT | Project is advance constructed over two years (FFY 2024-2025); Total funding using HSIP + TAP + STBG = \$13,814,347 | | |
| 2025 | 604499 | Montachusett | Leominster | LEOMINSTER- RECONSTRUCTION/ REHABILITATION ON ROUTE 12 (CENTRAL STREET), INCLUDING REHABILITATION OF L-08-022 | 3 | TAP | \$13,814,345 | \$28,144 | \$22,515 | \$5,629 | 38 | | 55.5 | | MassDOT | Project is advance constructed over two years (FFY 2024-2025); Total funding using HSIP + TAP + STBG = \$13,814,348 | | |
| 2025 | 609244 | Montachusett | Ashburnham | ASHBURNHAM- ROADWAY REHABILITATION ON ROUTE 101 SOUTH | 3 | STBG | \$9,240,930 | \$9,240,930 | \$7,392,744 | \$1,848,186 | 25 | | 37.5 | | Municipality | | | |
| Section 1B / Earmark or Discretionary Grant Funded Projects | | | | | | | | \$4,257,290 | \$3,405,832 | \$851,458 | | | | | | | | |
| Bridge On-System NHS NB | | | | | | | | \$4,257,290 | \$3,405,832 | \$851,458 | | | | | | | | |
| 2025 | 612151 | Montachusett | Athol | ATHOL- BRIDGE REPLACEMENT, A-15-013, ST 2A/MAIN STREET OVER BMRR | 2 | HIP-BR | \$4,257,290 | \$4,257,290 | \$3,405,832 | \$851,458 | | | | | | | | |
| Section 2A / State Prioritized Reliability Projects | | | | | | | | \$1,211,584 | \$969,267 | \$242,317 | | | | | | | | |
| Roadway Improvements | | | | | | | | \$1,211,584 | \$969,267 | \$242,317 | | | | | | | | |
| 2025 | 610659 | Montachusett | Sterling | STERLING- STORMWATER DRAINAGE IMPROVEMENTS AT WACHUSETT RESERVOIR ON ROUTE 110 (METROPOLITAN ROAD) | 3 | STBG | \$1,308,511 | \$1,211,584 | \$969,267 | \$242,317 | | | | | | | | |
| Section 2C / State Prioritized Expansion Projects | | | | | | | | \$5,151,616 | \$4,121,293 | \$1,030,323 | | | | | | | | |
| Bicycle and Pedestrian | | | | | | | | \$5,151,616 | \$4,121,293 | \$1,030,323 | | | | | | | | |
| 2025 | 609108 | Montachusett | Gardner | GARDNER- BIKE PATH BRIDGE CONSTRUCTION, NORTH CENTRAL PATHWAY OVER ROUTE 140 | 3 | STBG | \$5,151,616 | \$5,151,616 | \$4,121,293 | \$1,030,323 | | | | | | | | |



STIP Investments Report
Montachusett Region

STIP: 2023 - 2027 (D)

| Year | MassDOT Project ID | MPO | Municipality | MassDOT Project Description | District | Funding Source | Adjusted TFPC | Total Programmed Funds | Federal Funds | Non-Federal Funds | MPO Project Score | Entity Receiving Transfer | PSAC Score | Earmark Details | Proponent | Other Information | | |
|---|--------------------|--------------|--------------|--|----------|----------------|---------------|------------------------|---------------|-------------------|-------------------|---------------------------|------------|-----------------|--------------|--|--|--|
| Federal Fiscal Year 2026 | | | | | | | | \$13,773,192 | \$11,018,554 | \$2,754,638 | | | | | | | | |
| Section 1A / Regionally Prioritized Projects | | | | | | | | \$11,719,757 | \$9,375,806 | \$2,343,951 | | | | | | | | |
| Roadway Reconstruction | | | | | | | | \$6,790,886 | \$5,432,709 | \$1,358,177 | | | | | | | | |
| 2026 | 608424 | Montachusett | Templeton | TEMPLETON- RECONSTRUCTION OF ROUTE 68, FROM KING PHILLIP TRAIL (ROUTE 202) NORTH TO THE PHILLIPSTON TOWN LINE (2.65 MILES) | 2 | STBG | \$6,790,886 | \$6,790,886 | \$5,432,709 | \$1,358,177 | 18 | | 23 | | Municipality | | | |
| Roadway Improvements | | | | | | | | \$4,928,871 | \$3,943,097 | \$985,774 | | | | | | | | |
| 2026 | 609213 | Montachusett | Harvard | HARVARD- RESURFACING AND BOX WIDENING ON AYER ROAD, FROM ROUTE 2 TO THE AYER TOWN LINE | 3 | STBG | \$11,353,264 | \$4,928,871 | \$3,943,097 | \$985,774 | 35 | | 49.5 | | Municipality | Project is advance constructed between FFY 2026 and FFY 2027. | | |
| Section 2B / State Prioritized Modernization Projects | | | | | | | | \$2,053,435 | \$1,642,748 | \$410,687 | | | | | | | | |
| Roadway Reconstruction | | | | | | | | \$2,053,435 | \$1,642,748 | \$410,687 | | | | | | | | |
| 2026 | S12207 | Montachusett | Fitchburg | FITCHBURG - IMPROVEMENTS AT MEMORIAL MIDDLE SCHOOL (SRTS) | 3 | STBG | \$1,833,424 | \$2,053,435 | \$1,642,748 | \$410,687 | | | | | | SRTS infrastructure project awarded in 2022. To be updated with project ID once approved | | |



STIP Investments Report
Montachusett Region

STIP: 2023 - 2027 (D)

| Year | MassDOT Project ID | MPO | Municipality | MassDOT Project Description | District | Funding Source | Adjusted TFPC | Total Programmed Funds | Federal Funds | Non-Federal Funds | MPO Project Score | Entity Receiving Transfer | PSAC Score | Earmark Details | Proponent | Other Information | | |
|---|--------------------|--------------|--------------|---|----------|----------------|---------------|------------------------|---------------|-------------------|-------------------|---------------------------|------------|-----------------|--------------|---|--|--|
| Federal Fiscal Year 2027 | | | | | | | | \$17,165,738 | \$14,080,590 | \$3,085,148 | | | | | | | | |
| Section 1A / Regionally Prioritized Projects | | | | | | | | \$13,685,738 | \$10,948,590 | \$2,737,148 | | | | | | | | |
| Intersection Improvements | | | | | | | | \$1,791,875 | \$1,433,500 | \$358,375 | | | | | | | | |
| 2027 | 608415 | Montachusett | Athol | ATHOL- INTERSECTION IMPROVEMENTS AT ROUTE 2A AND BROOKSIDE ROAD | 2 | STBG | \$1,791,875 | \$1,791,875 | \$1,433,500 | \$358,375 | 30 | | | | | | | |
| Roadway Improvements | | | | | | | | \$6,424,393 | \$5,139,514 | \$1,284,879 | | | | | | | | |
| 2027 | 609213 | Montachusett | Hanvard | HARVARD- RESURFACING AND BOX WIDENING ON AYER ROAD, FROM ROUTE 2 TO THE AYER TOWN LINE | 3 | STBG | \$11,353,264 | \$6,424,393 | \$5,139,514 | \$1,284,879 | 35 | | 49.5 | | Municipality | Project is advance constructed between FFY 2026 and FFY 2027. | | |
| Roadway Reconstruction | | | | | | | | \$5,469,470 | \$4,375,576 | \$1,093,894 | | | | | | | | |
| 2027 | 610681 | Montachusett | Clinton | CLINTON- RECONSTRUCTION OF STERLING STREET (ROUTE 62), FROM WILLOW/LAWRENCE STREET TO MAIN STREET | 3 | STBG | \$5,469,470 | \$5,469,470 | \$4,375,576 | \$1,093,894 | 31 | | | | Municipality | | | |
| Section 2A / State Prioritized Reliability Projects | | | | | | | | \$3,480,000 | \$3,132,000 | \$348,000 | | | | | | | | |
| Interstate Pavement | | | | | | | | \$3,480,000 | \$3,132,000 | \$348,000 | | | | | | | | |
| 2027 | 612093 | Montachusett | Lancaster | LANCASTER- LEOMINSTER- INTERSTATE MAINTENANCE AND RELATED WORK ON I-190 | 3 | NHPP-I | \$3,480,000 | \$3,480,000 | \$3,132,000 | \$348,000 | | | | | | | | |

FFY 2023 - 2027 Transit Element

| Year | MassDOT Project ID | Municipality | Program | MassDOT Project Description | Funding Source | Total Project Cost | Total Programmed Funds | Federal Funds | State Funds | FTA Line Item | |
|---|--------------------|--------------|-------------------------------------|--|----------------|--------------------|------------------------|---------------|-------------|---------------|--|
| Federal Fiscal Year 2023 | | | | | | | \$4,640,785 | \$3,712,628 | \$928,157 | | |
| Montachusett Regional Transit Authority | | | | | | | \$4,640,785 | \$3,712,628 | \$928,157 | | |
| 2023 | RTD0011025 | | RTA Facility & System Modernization | MART-Upgrade IT Related Support Equipment | 5307 | \$125,000 | \$100,000 | \$100,000 | | 11.12.40 | |
| 2023 | RTD0011025 | | RTA Facility & System Modernization | MART-Upgrade IT Related Support Equipment | RTACAP | \$125,000 | \$25,000 | | \$25,000 | 11.12.40 | |
| 2023 | RTD0011052 | Fitchburg | RTA Facility & System Modernization | MART-Keys and Access Control - Main St, Fitchburg | 5307 | \$210,000 | \$168,000 | \$168,000 | | 11.42.20 | |
| 2023 | RTD0011052 | Fitchburg | RTA Facility & System Modernization | MART-Keys and Access Control - Main St, Fitchburg | RTACAP | \$210,000 | \$42,000 | | \$42,000 | 11.42.20 | |
| 2023 | RTD0011222 | | RTA Facility & System Modernization | MART - Rehab Fitchburg Maintenance Facility | 5307 | \$428,000 | \$342,400 | \$342,400 | | 11.44.02 | |
| 2023 | RTD0011222 | | RTA Facility & System Modernization | MART - Rehab Fitchburg Maintenance Facility | RTACAP | \$428,000 | \$85,600 | | \$85,600 | 11.44.02 | |
| 2023 | RTD0011290 | | RTA Facility & System Modernization | MART-Systemwide Rebranding | 5307 | \$400,000 | \$320,000 | \$320,000 | | 11.71.02 | |
| 2023 | RTD0011290 | | RTA Facility & System Modernization | MART-Systemwide Rebranding | RTACAP | \$400,000 | \$80,000 | | \$80,000 | 11.71.02 | |
| 2023 | RTD0011291 | | RTA Facility & System Modernization | MART - Multiple Locations - TVM Expansion | 5307 | \$400,000 | \$320,000 | \$320,000 | | 11.42.20 | |
| 2023 | RTD0011291 | | RTA Facility & System Modernization | MART - Multiple Locations - TVM Expansion | RTACAP | \$400,000 | \$80,000 | | \$80,000 | 11.42.20 | |
| 2023 | RTD0011292 | | RTA Facility & System Modernization | MART - Multiple Locations - Expand Bus Shelters | 5307 | \$50,000 | \$40,000 | \$40,000 | | 11.32.10 | |
| 2023 | RTD0011292 | | RTA Facility & System Modernization | MART - Multiple Locations - Expand Bus Shelters | RTACAP | \$50,000 | \$10,000 | | \$10,000 | 11.32.10 | |
| 2023 | RTD0011293 | | RTA Facility & System Modernization | MART - ITS Multiple Locations - Bus Location Signage | 5307 | \$210,000 | \$168,000 | \$168,000 | | 11.32.09 | |
| 2023 | RTD0011293 | | RTA Facility & System Modernization | MART - ITS Multiple Locations - Bus Location Signage | RTACAP | \$210,000 | \$42,000 | | \$42,000 | 11.32.09 | |
| 2023 | RTD0011031 | Fitchburg | RTA Facility & Vehicle Maintenance | MART-Rehab Fitchburg Parking Garage | 5307 | \$365,500 | \$292,400 | \$292,400 | | 11.34.04 | |
| 2023 | RTD0011031 | Fitchburg | RTA Facility & Vehicle Maintenance | MART-Rehab Fitchburg Parking Garage | RTACAP | \$365,500 | \$73,100 | | \$73,100 | 11.34.04 | |
| 2023 | RTD0011040 | Ayer | RTA Facility & Vehicle Maintenance | MART-Rehab Ayer Parking Garage | 5307 | \$53,285 | \$42,628 | \$42,628 | | 11.34.04 | |
| 2023 | RTD0011040 | Ayer | RTA Facility & Vehicle Maintenance | MART-Rehab Ayer Parking Garage | RTACAP | \$53,285 | \$10,657 | | \$10,657 | 11.34.04 | |
| 2023 | RTD0011043 | | RTA Facility & Vehicle Maintenance | MART Fleet Maintenance-5 Ford Transmissions | 5307 | \$40,000 | \$32,000 | \$32,000 | | 11.14.04 | |
| 2023 | RTD0011043 | | RTA Facility & Vehicle Maintenance | MART Fleet Maintenance-5 Ford Transmissions | RTACAP | \$40,000 | \$8,000 | | \$8,000 | 11.14.04 | |
| 2023 | RTD0011047 | | RTA Facility & Vehicle Maintenance | MART Fleet Maintenance-Rehab 2013 Buses (2) | 5307 | \$300,000 | \$240,000 | \$240,000 | | 11.14.02 | |
| 2023 | RTD0011047 | | RTA Facility & Vehicle Maintenance | MART Fleet Maintenance-Rehab 2013 Buses (2) | RTACAP | \$300,000 | \$60,000 | | \$60,000 | 11.14.02 | |
| 2023 | RTD0011051 | Leominster | RTA Facility & Vehicle Maintenance | MART - Leominster - Asphalt Replacement | 5307 | \$428,000 | \$342,400 | \$342,400 | | 11.34.02 | |
| 2023 | RTD0011051 | Leominster | RTA Facility & Vehicle Maintenance | MART - Leominster - Asphalt Replacement | RTACAP | \$428,000 | \$85,600 | | \$85,600 | 11.34.02 | |
| 2023 | RTD0011054 | Fitchburg | RTA Facility & Vehicle Maintenance | MART-Rehab Fitchburg Parking Garage | 5307 | \$15,000 | \$12,000 | \$12,000 | | 11.34.04 | |
| 2023 | RTD0011054 | Fitchburg | RTA Facility & Vehicle Maintenance | MART-Rehab Fitchburg Parking Garage | RTACAP | \$15,000 | \$3,000 | | \$3,000 | 11.34.04 | |
| 2023 | RTD0011211 | | RTA Facility & Vehicle Maintenance | MART - Preventative Maintenance Facilities | 5307 | \$250,000 | \$200,000 | \$200,000 | | 11.7A.00 | |
| 2023 | RTD0011211 | | RTA Facility & Vehicle Maintenance | MART - Preventative Maintenance Facilities | RTACAP | \$250,000 | \$50,000 | | \$50,000 | 11.7A.00 | |
| 2023 | RTD0011221 | | RTA Facility & Vehicle Maintenance | MART - Fitchburg Repair Salt Shed | 5307 | \$25,000 | \$20,000 | \$20,000 | | 11.44.05 | |
| 2023 | RTD0011221 | | RTA Facility & Vehicle Maintenance | MART - Fitchburg Repair Salt Shed | RTACAP | \$25,000 | \$5,000 | | \$5,000 | 11.44.05 | |
| 2023 | RTD0011225 | | RTA Facility & Vehicle Maintenance | MART - Multiple Locations - Rehab Elevators | 5307 | \$550,000 | \$440,000 | \$440,000 | | 11.44.03 | |
| 2023 | RTD0011225 | | RTA Facility & Vehicle Maintenance | MART - Multiple Locations - Rehab Elevators | RTACAP | \$550,000 | \$110,000 | | \$110,000 | 11.44.03 | |
| 2023 | RTD0011227 | | RTA Facility & Vehicle Maintenance | MART - Multiple Locations - Drainage Studies | 5307 | \$16,000 | \$12,800 | \$12,800 | | 44.27.00 | |
| 2023 | RTD0011227 | | RTA Facility & Vehicle Maintenance | MART - Multiple Locations - Drainage Studies | RTACAP | \$16,000 | \$3,200 | | \$3,200 | 44.27.00 | |
| 2023 | RTD0011249 | | RTA Facility & Vehicle Maintenance | MART - Rehab Fitchburg Intermodal | 5307 | \$385,000 | \$308,000 | \$308,000 | | 11.34.03 | |
| 2023 | RTD0011249 | | RTA Facility & Vehicle Maintenance | MART - Rehab Fitchburg Intermodal | RTACAP | \$385,000 | \$77,000 | | \$77,000 | 11.34.03 | |
| 2023 | RTD0011020 | | RTA Vehicle Replacement | MART-Vehicle Replacements: Cutaways (5) | 5307 | \$390,000 | \$312,000 | \$312,000 | | 11.12.04 | |
| 2023 | RTD0011020 | | RTA Vehicle Replacement | MART-Vehicle Replacements: Cutaways (5) | RTACAP | \$390,000 | \$78,000 | | \$78,000 | 11.12.04 | |

| Year | MassDOT Project ID | Municipality | Program | MassDOT Project Description | Funding Source | Total Project Cost | Total Programmed Funds | Federal Funds | State Funds | FTA Line Item | |
|---|--------------------|--------------|-------------------------------------|--|----------------|--------------------|------------------------|---------------|-------------|---------------|--|
| Federal Fiscal Year 2024 | | | | | | | \$7,202,630 | \$5,055,673 | \$2,146,957 | | |
| Montachusett Regional Transit Authority | | | | | | | \$7,202,630 | \$5,055,673 | \$2,146,957 | | |
| 2024 | RTD0011026 | | Operating | MART-ADA Operating Assistance | 5307 | \$375,000 | \$300,000 | \$300,000 | | 30.09.01 | |
| 2024 | RTD0011026 | | Operating | MART-ADA Operating Assistance | SCA | \$375,000 | \$75,000 | | \$75,000 | 30.09.01 | |
| 2024 | RTD0011027 | | Operating | MART-50/50 Federal Operating Assistance | 5307 | \$2,354,770 | \$1,177,385 | \$1,177,385 | | 30.09.01 | |
| 2024 | RTD0011027 | | Operating | MART-50/50 Federal Operating Assistance | SCA | \$2,354,770 | \$1,177,385 | | \$1,177,385 | 30.09.01 | |
| 2024 | RTD0011029 | | RTA Facility & System Modernization | MART-Upgrade IT Related Support Equipment | 5307 | \$150,000 | \$120,000 | \$120,000 | | 11.42.20 | |
| 2024 | RTD0011029 | | RTA Facility & System Modernization | MART-Upgrade IT Related Support Equipment | RTACAP | \$150,000 | \$30,000 | | \$30,000 | 11.42.20 | |
| 2024 | RTD0011032 | Fitchburg | RTA Facility & System Modernization | MART-Rehab Fitchburg Admin/Maintenance Facility | 5307 | \$184,450 | \$147,560 | \$147,560 | | 11.44.03 | |
| 2024 | RTD0011032 | Fitchburg | RTA Facility & System Modernization | MART-Rehab Fitchburg Admin/Maintenance Facility | RTACAP | \$184,450 | \$36,890 | | \$36,890 | 11.44.03 | |
| 2024 | RTD0011060 | Gardner | RTA Facility & System Modernization | MART-Rehab Gardner Maintenance Facility | 5307 | \$50,000 | \$40,000 | \$40,000 | | 11.44.02 | |
| 2024 | RTD0011060 | Gardner | RTA Facility & System Modernization | MART-Rehab Gardner Maintenance Facility | RTACAP | \$50,000 | \$10,000 | | \$10,000 | 11.44.02 | |
| 2024 | RTD0011062 | Fitchburg | RTA Facility & System Modernization | MART-Rehab Fitchburg Admin/Maintenance Facility | 5307 | \$445,410 | \$356,328 | \$356,328 | | 11.44.02 | |
| 2024 | RTD0011062 | Fitchburg | RTA Facility & System Modernization | MART-Rehab Fitchburg Admin/Maintenance Facility | RTACAP | \$445,410 | \$89,082 | | \$89,082 | 11.44.02 | |
| 2024 | RTD0011021 | Fitchburg | RTA Facility & Vehicle Maintenance | MART-Rehab Fitchburg 150 Main St Administrative Facility | 5307 | \$100,000 | \$80,000 | \$80,000 | | 11.44.01 | |
| 2024 | RTD0011021 | Fitchburg | RTA Facility & Vehicle Maintenance | MART-Rehab Fitchburg 150 Main St Administrative Facility | RTACAP | \$100,000 | \$20,000 | | \$20,000 | 11.44.01 | |
| 2024 | RTD0011039 | Fitchburg | RTA Facility & Vehicle Maintenance | MART-Rehab Fitchburg Parking Garage | 5307 | \$143,000 | \$114,400 | \$114,400 | | 11.31.04 | |
| 2024 | RTD0011039 | Fitchburg | RTA Facility & Vehicle Maintenance | MART-Rehab Fitchburg Parking Garage | RTACAP | \$143,000 | \$28,600 | | \$28,600 | 11.31.04 | |
| 2024 | RTD0011041 | Gardner | RTA Facility & Vehicle Maintenance | MART-Rehab Gardner Maintenance Facility | 5307 | \$150,000 | \$120,000 | \$120,000 | | 11.44.02 | |
| 2024 | RTD0011041 | Gardner | RTA Facility & Vehicle Maintenance | MART-Rehab Gardner Maintenance Facility | RTACAP | \$150,000 | \$30,000 | | \$30,000 | 11.44.02 | |
| 2024 | RTD0011044 | | RTA Facility & Vehicle Maintenance | MART Fleet Maintenance-5 Ford Transmissions | 5307 | \$40,000 | \$32,000 | \$32,000 | | 11.14.04 | |
| 2024 | RTD0011044 | | RTA Facility & Vehicle Maintenance | MART Fleet Maintenance-5 Ford Transmissions | RTACAP | \$40,000 | \$8,000 | | \$8,000 | 11.14.04 | |
| 2024 | RTD0011048 | | RTA Facility & Vehicle Maintenance | MART Fleet Maintenance-Rehab 2013 Bus | 5307 | \$150,000 | \$120,000 | \$120,000 | | 11.14.02 | |
| 2024 | RTD0011048 | | RTA Facility & Vehicle Maintenance | MART Fleet Maintenance-Rehab 2013 Bus | RTACAP | \$150,000 | \$30,000 | | \$30,000 | 11.14.02 | |
| 2024 | RTD0011212 | | RTA Facility & Vehicle Maintenance | MART - Preventative Maintenance Facilities | 5307 | \$250,000 | \$200,000 | \$200,000 | | 11.7A.00 | |
| 2024 | RTD0011212 | | RTA Facility & Vehicle Maintenance | MART - Preventative Maintenance Facilities | RTACAP | \$250,000 | \$50,000 | | \$50,000 | 11.7A.00 | |
| 2024 | RTD0011228 | Fitchburg | RTA Facility & Vehicle Maintenance | MART - Rehab Fitchburg Administrative Facility | 5307 | \$275,000 | \$220,000 | \$220,000 | | 11.44.01 | |
| 2024 | RTD0011228 | Fitchburg | RTA Facility & Vehicle Maintenance | MART - Rehab Fitchburg Administrative Facility | RTACAP | \$275,000 | \$55,000 | | \$55,000 | 11.44.01 | |
| 2024 | RTD0011245 | Fitchburg | RTA Facility & Vehicle Maintenance | MART - Rehab Fitchburg Maintenance Facility | 5307 | \$145,000 | \$116,000 | \$116,000 | | 11.44.02 | |
| 2024 | RTD0011245 | Fitchburg | RTA Facility & Vehicle Maintenance | MART - Rehab Fitchburg Maintenance Facility | RTACAP | \$145,000 | \$29,000 | | \$29,000 | 11.44.02 | |
| 2024 | RTD0011246 | | RTA Facility & Vehicle Maintenance | MART-Keys and Access Control - Location TBD | 5307 | \$55,000 | \$44,000 | \$44,000 | | 11.42.20 | |
| 2024 | RTD0011246 | | RTA Facility & Vehicle Maintenance | MART-Keys and Access Control - Location TBD | RTACAP | \$55,000 | \$11,000 | | \$11,000 | 11.42.20 | |
| 2024 | RTD0011252 | Fitchburg | RTA Facility & Vehicle Maintenance | MART - Rehab Fitchburg Administrative Facility | 5307 | \$210,000 | \$168,000 | \$168,000 | | 11.44.01 | |
| 2024 | RTD0011252 | Fitchburg | RTA Facility & Vehicle Maintenance | MART - Rehab Fitchburg Administrative Facility | RTACAP | \$210,000 | \$42,000 | | \$42,000 | 11.44.01 | |
| 2024 | RTD0011278 | | RTA Facility & Vehicle Maintenance | MART - Multiple Locations - Rehab Elevators | 5307 | \$500,000 | \$400,000 | \$400,000 | | 11.44.03 | |
| 2024 | RTD0011278 | | RTA Facility & Vehicle Maintenance | MART - Multiple Locations - Rehab Elevators | RTACAP | \$500,000 | \$100,000 | | \$100,000 | 11.44.03 | |
| 2024 | RTD0011028 | | RTA Vehicle Replacement | MART-Vehicle Replacements: Cutaways (5) | 5307 | \$400,000 | \$320,000 | \$320,000 | | 11.12.04 | |
| 2024 | RTD0011028 | | RTA Vehicle Replacement | MART-Vehicle Replacements: Cutaways (5) | RTACAP | \$400,000 | \$80,000 | | \$80,000 | 11.12.04 | |
| 2024 | RTD0011042 | | RTA Vehicle Replacement | MART-Vehicle Replacements: Size D Low-floor Cutaways (2) | 5307 | \$275,000 | \$220,000 | \$220,000 | | 11.12.04 | |
| 2024 | RTD0011042 | | RTA Vehicle Replacement | MART-Vehicle Replacements: Size D Low-floor Cutaways (2) | RTACAP | \$275,000 | \$55,000 | | \$55,000 | 11.12.04 | |
| 2024 | RTD0011063 | | RTA Vehicle Replacement | MART-Revenue Vehicle Replacements: 30ft Bus (2) | 5339 | \$950,000 | \$760,000 | \$760,000 | | 11.12.03 | |
| 2024 | RTD0011063 | | RTA Vehicle Replacement | MART-Revenue Vehicle Replacements: 30ft Bus (2) | RTACAP | \$950,000 | \$190,000 | | \$190,000 | 11.12.03 | |

| Year | MassDOT Project ID | Municipality | Program | MassDOT Project Description | Funding Source | Total Project Cost | Total Programmed Funds | Federal Funds | State Funds | FTA Line Item | |
|---|--------------------|--------------|-------------------------------------|--|----------------|--------------------|------------------------|---------------|-------------|---------------|--|
| Federal Fiscal Year 2025 | | | | | | | \$4,524,720 | \$2,908,860 | \$1,615,860 | | |
| Montachusett Regional Transit Authority | | | | | | | \$4,524,720 | \$2,908,860 | \$1,615,860 | | |
| 2025 | RTD0011033 | | Operating | MART-50/50 Federal Operating Assistance | 5307 | \$2,369,720 | \$1,184,860 | \$1,184,860 | | 30.09.01 | |
| 2025 | RTD0011033 | | Operating | MART-50/50 Federal Operating Assistance | SCA | \$2,369,720 | \$1,184,860 | | \$1,184,860 | 30.09.01 | |
| 2025 | RTD0011034 | | Operating | MART-ADA Operating Assistance | 5307 | \$375,000 | \$300,000 | \$300,000 | | 30.09.01 | |
| 2025 | RTD0011034 | | Operating | MART-ADA Operating Assistance | SCA | \$375,000 | \$75,000 | | \$75,000 | 30.09.01 | |
| 2025 | RTD0011037 | | RTA Facility & System Modernization | MART-Upgrade IT Related Support Equipment | 5307 | \$200,000 | \$160,000 | \$160,000 | | 11.42.20 | |
| 2025 | RTD0011037 | | RTA Facility & System Modernization | MART-Upgrade IT Related Support Equipment | RTACAP | \$200,000 | \$40,000 | | \$40,000 | 11.42.20 | |
| 2025 | RTD0011045 | | RTA Facility & Vehicle Maintenance | MART Fleet Maintenance-5 Ford Transmissions | 5307 | \$40,000 | \$32,000 | \$32,000 | | 11.14.04 | |
| 2025 | RTD0011045 | | RTA Facility & Vehicle Maintenance | MART Fleet Maintenance-5 Ford Transmissions | RTACAP | \$40,000 | \$8,000 | | \$8,000 | 11.14.04 | |
| 2025 | RTD0011049 | | RTA Facility & Vehicle Maintenance | MART Fleet Maintenance-Rehab 2013 Bus | 5307 | \$175,000 | \$140,000 | \$140,000 | | 11.14.02 | |
| 2025 | RTD0011049 | | RTA Facility & Vehicle Maintenance | MART Fleet Maintenance-Rehab 2013 Bus | RTACAP | \$175,000 | \$35,000 | | \$35,000 | 11.14.02 | |
| 2025 | RTD0011053 | Athol | RTA Facility & Vehicle Maintenance | MART-Rehab Historic Transit Bldg-Athol Depot | 5307 | \$280,000 | \$224,000 | \$224,000 | | 11.44.02 | |
| 2025 | RTD0011053 | Athol | RTA Facility & Vehicle Maintenance | MART-Rehab Historic Transit Bldg-Athol Depot | RTACAP | \$280,000 | \$56,000 | | \$56,000 | 11.44.02 | |
| 2025 | RTD0011213 | | RTA Facility & Vehicle Maintenance | MART - Preventative Maintenance Facilities | 5307 | \$250,000 | \$200,000 | \$200,000 | | 11.7A.00 | |
| 2025 | RTD0011213 | | RTA Facility & Vehicle Maintenance | MART - Preventative Maintenance Facilities | RTACAP | \$250,000 | \$50,000 | | \$50,000 | 11.7A.00 | |
| 2025 | RTD0011253 | Gardner | RTA Facility & Vehicle Maintenance | MART - Rehab Gardner Maintenance Facility | 5307 | \$210,000 | \$168,000 | \$168,000 | | 11.44.02 | |
| 2025 | RTD0011253 | Gardner | RTA Facility & Vehicle Maintenance | MART - Rehab Gardner Maintenance Facility | RTACAP | \$210,000 | \$42,000 | | \$42,000 | 11.44.02 | |
| 2025 | RTD0011254 | Fitchburg | RTA Facility & Vehicle Maintenance | MART - Rehab Fitchburg Parking Garage | 5307 | \$215,000 | \$172,000 | \$172,000 | | 11.34.04 | |
| 2025 | RTD0011254 | Fitchburg | RTA Facility & Vehicle Maintenance | MART - Rehab Fitchburg Parking Garage | RTACAP | \$215,000 | \$43,000 | | \$43,000 | 11.34.04 | |
| 2025 | RTD0011035 | | RTA Vehicle Replacement | MART-Vehicle Replacements: Cutaways (5) | 5307 | \$410,000 | \$328,000 | \$328,000 | | 11.12.04 | |
| 2025 | RTD0011035 | | RTA Vehicle Replacement | MART-Vehicle Replacements: Cutaways (5) | RTACAP | \$410,000 | \$82,000 | | \$82,000 | 11.12.04 | |

| STIP: 2023 - 2027 (D) | | | | | | | | | | | |
|---|--------------------|--------------|-------------------------------------|--|----------------|--------------------|------------------------|---------------|-------------|---------------|--|
| Year | MassDOT Project ID | Municipality | Program | MassDOT Project Description | Funding Source | Total Project Cost | Total Programmed Funds | Federal Funds | State Funds | FTA Line Item | |
| Federal Fiscal Year 2026 | | | | | | | \$7,660,000 | \$4,508,000 | \$3,152,000 | | |
| Montachusett Regional Transit Authority | | | | | | | \$7,660,000 | \$4,508,000 | \$3,152,000 | | |
| 2026 | RTD0011057 | | Operating | MART-50/50 Federal Operating Assistance | 5307 | \$5,400,000 | \$2,700,000 | \$2,700,000 | | 30.09.01 | |
| 2026 | RTD0011057 | | Operating | MART-50/50 Federal Operating Assistance | SCA | \$5,400,000 | \$2,700,000 | | \$2,700,000 | 30.09.01 | |
| 2026 | RTD0011058 | | Operating | MART-ADA Operating Assistance | 5307 | \$400,000 | \$320,000 | \$320,000 | | 30.09.01 | |
| 2026 | RTD0011058 | | Operating | MART-ADA Operating Assistance | SCA | \$400,000 | \$80,000 | | \$80,000 | 30.09.01 | |
| 2026 | RTD0011056 | | RTA Facility & System Modernization | Replace/Upgrade IT Related Support Equipment | 5307 | \$150,000 | \$120,000 | \$120,000 | | 11.42.20 | |
| 2026 | RTD0011056 | | RTA Facility & System Modernization | Replace/Upgrade IT Related Support Equipment | RTACAP | \$150,000 | \$30,000 | | \$30,000 | 11.42.20 | |
| 2026 | RTD0011046 | | RTA Facility & Vehicle Maintenance | MART Fleet Maintenance-5 Ford Transmissions | 5307 | \$40,000 | \$32,000 | \$32,000 | | 11.14.04 | |
| 2026 | RTD0011046 | | RTA Facility & Vehicle Maintenance | MART Fleet Maintenance-5 Ford Transmissions | RTACAP | \$40,000 | \$8,000 | | \$8,000 | 11.14.04 | |
| 2026 | RTD0011214 | | RTA Facility & Vehicle Maintenance | MART - Preventative Maintenance Facilities | 5307 | \$250,000 | \$200,000 | \$200,000 | | 11.7A.00 | |
| 2026 | RTD0011214 | | RTA Facility & Vehicle Maintenance | MART - Preventative Maintenance Facilities | RTACAP | \$250,000 | \$50,000 | | \$50,000 | 11.7A.00 | |
| 2026 | RTD0011255 | Fitchburg | RTA Facility & Vehicle Maintenance | MART - Rehab Fitchburg Parking Garage & Lot | 5307 | \$250,000 | \$200,000 | \$200,000 | | 11.34.04 | |
| 2026 | RTD0011255 | Fitchburg | RTA Facility & Vehicle Maintenance | MART - Rehab Fitchburg Parking Garage & Lot | RTACAP | \$250,000 | \$50,000 | | \$50,000 | 11.34.04 | |
| 2026 | RTD0011256 | Fitchburg | RTA Facility & Vehicle Maintenance | MART - Rehab Fitchburg Parking Lot | 5307 | \$450,000 | \$360,000 | \$360,000 | | 11.34.04 | |
| 2026 | RTD0011256 | Fitchburg | RTA Facility & Vehicle Maintenance | MART - Rehab Fitchburg Parking Lot | RTACAP | \$450,000 | \$90,000 | | \$90,000 | 11.34.04 | |
| 2026 | RTD0011036 | | RTA Fleet Upgrades | MART-Vehicle Replacements: Size D Low-floor Cutaways (2) | 5307 | \$300,000 | \$240,000 | \$240,000 | | 11.12.04 | |
| 2026 | RTD0011036 | | RTA Fleet Upgrades | MART-Vehicle Replacements: Size D Low-floor Cutaways (2) | RTACAP | \$300,000 | \$60,000 | | \$60,000 | 11.12.04 | |
| 2026 | RTD0011055 | | RTA Vehicle Replacement | MART-Vehicle Replacements: Cutaways (5) | 5307 | \$420,000 | \$336,000 | \$336,000 | | 11.12.04 | |
| 2026 | RTD0011055 | | RTA Vehicle Replacement | MART-Vehicle Replacements: Cutaways (5) | RTACAP | \$420,000 | \$84,000 | | \$84,000 | 11.12.04 | |

| STIP: 2023 - 2027 (D) | | | | | | | | | | | |
|---|--------------------|--------------|-------------------------------------|--|----------------|--------------------|------------------------|---------------|-------------|---------------|--|
| Year | MassDOT Project ID | Municipality | Program | MassDOT Project Description | Funding Source | Total Project Cost | Total Programmed Funds | Federal Funds | State Funds | FTA Line Item | |
| Federal Fiscal Year 2027 | | | | | | | \$1,323,885 | \$1,059,108 | \$264,777 | | |
| Montachusett Regional Transit Authority | | | | | | | \$1,323,885 | \$1,059,108 | \$264,777 | | |
| 2027 | RTD0011061 | Gardner | RTA Facility & System Modernization | MART-Rehab Gardner Maintenance Facility | 5307 | \$478,885 | \$383,108 | \$383,108 | | 11.44.02 | |
| 2027 | RTD0011061 | Gardner | RTA Facility & System Modernization | MART-Rehab Gardner Maintenance Facility | RTACAP | \$478,885 | \$95,777 | | \$95,777 | 11.44.02 | |
| 2027 | RTD0011220 | | RTA Facility & System Modernization | MART IT & Telephony System Upgrades | 5307 | \$150,000 | \$120,000 | \$120,000 | | 11.42.20 | |
| 2027 | RTD0011220 | | RTA Facility & System Modernization | MART IT & Telephony System Upgrades | RTACAP | \$150,000 | \$30,000 | | \$30,000 | 11.42.20 | |
| 2027 | RTD0011024 | Leominster | RTA Facility & Vehicle Maintenance | MART-Rehab Leominster Parking Garage | 5307 | \$445,000 | \$356,000 | \$356,000 | | 11.44.02 | |
| 2027 | RTD0011024 | Leominster | RTA Facility & Vehicle Maintenance | MART-Rehab Leominster Parking Garage | RTACAP | \$445,000 | \$89,000 | | \$89,000 | 11.44.02 | |
| 2027 | RTD0011216 | | RTA Facility & Vehicle Maintenance | MART - Preventative Maintenance Facilities | 5307 | \$250,000 | \$200,000 | \$200,000 | | 11.7A.00 | |
| 2027 | RTD0011216 | | RTA Facility & Vehicle Maintenance | MART - Preventative Maintenance Facilities | RTACAP | \$250,000 | \$50,000 | | \$50,000 | 11.7A.00 | |

FFY 2023 - 2027 MONTACHUSETT TIP PROJECT LIST

ADVANCED CONSTRUCTION CONVERSION CHART

LEOMINSTER- RECONSTRUCTION/ REHABILITATION ON ROUTE 12 (CENTRAL STREET), INCLUDING REHABILITATION OF L-08-022

TOTAL COST (NOT FEDERAL FUNDS)

| File # | FUNDING CATEGORY | FFY 23 | FFY 24 | FFY 25 | FFY 26 | FFY 27 | TOTAL |
|---------------------------------|------------------|--------|--------------|-------------|--------|--------|--------------|
| 604499 | HSIP | | \$990,000 | \$253,291 | | | \$1,243,291 |
| | STBG | | \$9,900,000 | \$2,532,910 | | | \$12,432,910 |
| | TAP | | \$110,000 | \$28,144 | | | \$138,144 |
| FISCAL YEAR FEDERAL AID TOTALS: | | \$0 | \$11,000,000 | \$2,814,345 | | \$0 | \$13,814,345 |

| | | | | | | | |
|---|--------------|--|--|--|--|--|--------------|
| NON - FEDERAL AID (TO BE CONVERTED TO FED. AID BY A/C CONVERSIONS AS SHOWN ABOVE) | \$13,814,345 | | | | | | \$13,814,345 |
|---|--------------|--|--|--|--|--|--------------|

HARVARD- RESURFACING AND BOX WIDENING ON AYER ROAD, FROM ROUTE 2 TO THE AYER TOWN LINE

TOTAL COST (NOT FEDERAL FUNDS)

| File # | FUNDING CATEGORY | FFY 23 | FFY 24 | FFY 25 | FFY 26 | FFY 27 | TOTAL |
|---------------------------------|------------------|--------|--------|--------|-------------|-------------|--------------|
| 609213 | STBG | | | | \$4,928,871 | \$6,424,393 | \$11,353,264 |
| FISCAL YEAR FEDERAL AID TOTALS: | | \$0 | \$0 | \$0 | \$4,928,871 | \$6,424,393 | \$11,353,264 |

| | | | | | | | |
|---|--------------|--|--|--|--|--|--------------|
| NON - FEDERAL AID (TO BE CONVERTED TO FED. AID BY A/C CONVERSIONS AS SHOWN ABOVE) | \$11,353,264 | | | | | | \$11,353,264 |
|---|--------------|--|--|--|--|--|--------------|

APPENDIX A – REGIONAL PRIORITIES FOR WHICH FUNDING HAS NOT BEEN IDENTIFIED

(For Informational Purposes)

Please note that the projects listed represent the best available information at the time of compilation. Actual implementation is subject to right of way, design, land taking, local action and/or other issues that could delay project time frames and subsequently advertising and award date.

| MassDOT ID # | Municipality | Description | MassDOT District | TEC | Total Est. Cost |
|--------------|-------------------------|---|------------------|-----|-----------------|
| 612242 | Fitchburg | RECONSTRUCTION OF JOHN FITCH HIGHWAY | 3 | 37 | \$9,174,115 |
| 606640 | Ayer | AYER- RESURFACING & RELATED WORK ON ROUTE 2A (FITCBURG ROAD & PARK STREET) | 3 | 25 | \$2,400,000 |
| 611989 | Athol | Athol - Sidewalk Installation along Templeton Road (Route 2A) 0.9 miles | 2 | 23 | \$2,590,300 |
| 609227 | Ayer | AYER- ROADWAY REHABILITATION ON ROUTE 2A/111 (PARK STREET AND MAIN STREET) | 3 | 23 | \$4,800,000 |
| 608832 | Lancaster | LANCASTER- INTERCHANGE IMPROVEMENTS AT ROUTE 2 EXIT 34 (OLD UNION TURNPIKE) | 3 | 23 | \$6,060,800 |
| 608177 | Ashby | ASHBY- RECONSTRUCTION OF ROUTE 119 FROM WHEELER ROAD TO ROUTE 31 | 3 | 21 | \$6,727,500 |
| 608879 | Winchendon | WINCHENDON- RESURFACING & RELATED WORK ON MAPLE STREET (ROUTE 202), FROM VINE STREET TO GLENALLEN STREET (1.36 MILES) | 2 | 15 | \$1,680,444 |
| 607604 | Sterling- West Boylston | STERLING- WEST BOYLSTON- IMPROVEMENTS ON ROUTE 140 AT I-190 | 3 | 14 | \$3,647,110 |
| 612612 | Sterling | STERLING- INTERSECTION IMPROVEMENTS AT ROUTE 140 AND ROUTE 62 | 3 | TBD | \$3,117,500 |

APPENDIX B – MONTACHUSETT MPO TRANSPORTATION EVALUATION CRITERIA

| Montachusett Regional Planning Commission | | | | | |
|--|--------------------|---|---|-------------|---|
| TRANSPORTATION EVALUATION CRITERIA (version 4.0 (2018)) | | | | | |
| Community | | | | Info as of: | |
| MassDOT Project No. | | | Est Cost: | | |
| Design Status | | | | | |
| Est Ad Date | | | | | |
| Category | Line Item # | | | | Max. Score 66 |
| Condition | 1 | What is the magnitude of impact to the pavement condition? Based on PCI (MRPC) | | | <input style="width: 50px; height: 20px;" type="text" value="0"/> |
| | | Poor to Excellent (4) | <input style="width: 30px; height: 20px;" type="text"/> | (4) | |
| | | Fair to Excellent (3) | <input style="width: 30px; height: 20px;" type="text"/> | (3) | |
| | | Good to Excellent (2) | <input style="width: 30px; height: 20px;" type="text"/> | (2) | |
| | | Excellent to Excellent or No Change (0) | <input style="width: 30px; height: 20px;" type="text"/> | (0) | |
| | 2 | What are the impacts of other infrastructure elements, i.e. traffic control devices, roundabouts, other geometric design changes, sidewalks, bike lanes, drainage, utilities, etc? | | | <input style="width: 50px; height: 20px;" type="text" value="0"/> |
| | | Traffic Control Devices, Roundabout, other Geometric Changes | <input style="width: 30px; height: 20px;" type="text"/> | (1) | |
| | | Existing Bike/Ped/Sidewalk Upgrades | <input style="width: 30px; height: 20px;" type="text"/> | (1) | |
| | | Drainage (Culverts & Sewers) | <input style="width: 30px; height: 20px;" type="text"/> | (1) | |
| | | Utilities | <input style="width: 30px; height: 20px;" type="text"/> | (1) | |
| | 3 | What is the Average Daily Traffic (ADT) of the Road and/or Intersection | | | <input style="width: 50px; height: 20px;" type="text" value="0"/> |
| | | Rural Less than 1,000 ADT (1) | <input style="width: 30px; height: 20px;" type="text"/> | (1 to 4) | |
| | | 1,001 to 2,000 ADT (2) | | | |
| | | 2,001 to 5,000 ADT (3) | | | |
| | | Greater than 5,000 ADT (4) | | | |
| | | Urban Less than 5,000 ADT (1) | <input style="width: 30px; height: 20px;" type="text"/> | (1 to 4) | |
| | | 5,001 to 10,000 ADT (2) | | | |
| | | 10,001 to 15,000 ADT (3) | | | |
| | | Greater than 15,000 ADT (4) | | | |
| | 4 | Does the project incorporate Complete Street concepts? | | | <input style="width: 50px; height: 20px;" type="text" value="0"/> |
| | | Yes/NEW Shared Bike/Ped/Vehicle Elements | <input style="width: 30px; height: 20px;" type="text"/> | (1) | |
| | | Yes/New Separate Bike Elements | <input style="width: 30px; height: 20px;" type="text"/> | (1) | |
| | | Yes/New Separate Ped Elements | <input style="width: 30px; height: 20px;" type="text"/> | (1) | |

| | | | | |
|----------|---|---------------------------------------|----------------------|--------------------------------|
| Mobility | 5 Does the project have an impact to any known congestion issue? | | | <input type="text" value="0"/> |
| | | Roadway Congestion | <input type="text"/> | (1) |
| | | Intersection Congestion | <input type="text"/> | (1) |
| | 6 Does the project have an impact to regional travel time and/or connectivity to the regional roadway network? | | | <input type="text" value="0"/> |
| | | Reduction in Travel Time | <input type="text"/> | (1) |
| | | Improve Network Connectivity | <input type="text"/> | (1) |
| | 7 Does the project have an impact to any other mode such as transit, that utilize the facility? | | | <input type="text" value="0"/> |
| | | Transit Service Impact - Fixed Route | <input type="text"/> | (1) |
| | | Transit Service Impact - Other | <input type="text"/> | (1) |
| | 8 Does the project promote reductions in SOV (single occupant vehicles)? | | | <input type="text" value="0"/> |
| | | Park & Ride Lot Construction (0 to 1) | <input type="text"/> | (1) |
| | | Park & Ride Lot Access (0 to 1) | <input type="text"/> | (1) |
| | Transit Facility Access (0 to 1) | <input type="text"/> | (1) | |
| | Other (0 to 1) | <input type="text"/> | (1) | |

| | | | | |
|--|---|----------------------|--------------------------------|--------------------------------|
| Safety | 9 Does the project address a known safety issue on a facility that is on the Region's Top 5% Crash Locations list? | | | <input type="text" value="0"/> |
| | | Yes - Top 1% | <input type="text"/> | (5) |
| | | Yes - Top 2% to 3% | <input type="text"/> | (3) |
| | | Yes - Top 4% to 5% | <input type="text"/> | (1) |
| | 10 Does the project have an effect on the crash rate and/or the crash severity of the facility? | | | <input type="text" value="0"/> |
| | Crash Rate | Yes | <input type="text"/> | (1) |
| | | No | <input type="text"/> | (0) |
| | Crash Severity | Yes | <input type="text"/> | (1) |
| | | No | <input type="text"/> | (0) |
| | 11 Does the project have an effect on bicycle or pedestrian safety on the facility? | | | <input type="text" value="0"/> |
| | | Yes | <input type="text"/> | (1) |
| | | No | <input type="text"/> | (0) |
| 12 Is the facility within the state's Top 200 Intersection Locations for Crashes? | | | <input type="text" value="0"/> | |
| | Yes - Locations 1 to 50 | <input type="text"/> | (5) | |
| | Yes - Locations 51 to 100 | <input type="text"/> | (3) | |
| | Yes - Locations 101 to 200 | <input type="text"/> | (1) | |

| | | | | | |
|-------------------------------|-----------|---|----------------------|-----------|----------|
| Community Effects and Support | 13 | Is there any impact or change (positive or negative) to residential areas or neighborhoods related to noise, aesthetics, cut-through traffic, or the development/redevelopment of any housing stock? | | | 0 |
| | | Noise/aesthetics | <input type="text"/> | (-1 to 1) | |
| | | Traffic flow | <input type="text"/> | (-1 to 1) | |
| | | Housing stock | <input type="text"/> | (-1 to 1) | |
| | 14 | Does the project have an effect (positive or negative) on any services (i.e. transit, infrastructure, utilities, jobs, etc.) to Title VI or Environmental Justice populations as defined by either FHWA or FTA ? | | | 0 |
| | | Title VI Populations Yes | <input type="text"/> | (-1 to 1) | |
| | | EJ Populations Yes | <input type="text"/> | (-1 to 1) | |
| | 15 | Is there support for the project from local, regional, legislative governments and the general public? | | | 0 |
| | | Local governments | <input type="text"/> | (1) | |
| | | Multiple Local governments | <input type="text"/> | (1) | |
| | | Legislative government | <input type="text"/> | (1) | |
| | | General public | <input type="text"/> | (1) | |
| | 16 | Is there active participation from the community in the MPO, MRPC and MJTC? | | | 0 |
| | | MPO | <input type="text"/> | (1) | |
| | | MRPC | <input type="text"/> | (1) | |
| | | MJTC | <input type="text"/> | (2) | |

| | | | | | |
|-----------------------------------|--------------------------------|--|----------------------|------------|----------|
| Land Use and Economic Development | 17 | Is there any impact or change (positive or negative) to business (commercial and/or industrial) areas related to general access, noise, traffic, parking, or freight? | | | 0 |
| | | General Access | <input type="text"/> | (-1 to +1) | |
| | | Noise/Aesthetics | <input type="text"/> | (-1 to +1) | |
| | | Traffic Flow/Parking | <input type="text"/> | (-1 to +1) | |
| | | Freight Access | <input type="text"/> | (-1 to +1) | |
| | 18 | Is the project in conformance with local concepts and plans? | | | 0 |
| | | Yes | <input type="text"/> | (1) | |
| | 19 | If Yes, is the project specifically identified in the plan? | | | 0 |
| | | Yes | <input type="text"/> | (1) | |
| | 20 | Does the project have any effect on job creation or job access? | | | 0 |
| | | Job Creation Yes | <input type="text"/> | (1) | |
| | | Job Access Yes | <input type="text"/> | (1) | |
| | 21 | Is the project part of or located on any transportation security or evacuation route or provide access to any major emergency facility? | | | 0 |
| | Local evacuation route | <input type="text"/> | (1) | | |
| | Regional evacuation route | <input type="text"/> | (1) | | |
| | Access to emergency facilities | <input type="text"/> | (1) | | |

| | | | |
|-----------------------|--|--------------------------------|---|
| Environmental Effects | 22 Does the project have an impact (positive or negative) on Air Quality, Climate standards and/or Green House Gas (GHG) emissions? | | <input type="text" value="0"/> |
| | Positive/Negative/None | <input type="text"/> (-1 to 1) | |
| | 23 Does the project have an impact (positive or negative) on water quality, supply or wetlands? | | <input type="text" value="0"/> |
| | Positive/Negative/None | <input type="text"/> (-1 to 1) | |
| | 24 Does the project have an impact (positive or negative) on historic and/or cultural resources? | | <input type="text" value="0"/> |
| | Positive/Negative/None | <input type="text"/> (-1 to 1) | |
| | 25 Does the project have an impact (positive or negative) on wildlife habitats and/or endangered species? | | <input type="text" value="0"/> |
| | Positive/Negative/None | <input type="text"/> (-1 to 1) | |
| | 26 Is the Resiliency of the facility improved or hindered by the project? | | <input type="text" value="0"/> |
| | Positive/Negative/None | <input type="text"/> (-1 to 1) | |
| | | | Total TEC Score <input type="text" value="0"/> |

APPENDIX C – 2023 – 2027 TIP GREENHOUSE GAS MONITORING AND EVALUATION

Introduction

This section summarizes the greenhouse gas (GHG) impacts anticipated to result from the projects that are included in this FFY 2023 – 2027 TIP. It includes a summary of the state laws and policies that call for reducing greenhouse gas in order to mitigate global climate change; actions that respond to these state laws and policies; the role of regional planning and TIP development in reducing GHG emission and tracking these reductions; and the projected GHG emission impacts from the projects programmed in the TIP.

State policy context

The Global Warming Solutions Act (GWSA), which was signed into law in August 2008, makes Massachusetts a leader in setting aggressive and enforceable GHG reduction targets, and implementing policies and initiatives to achieve these targets. In keeping with the law, on December 29, 2010 the Massachusetts Executive Office of Energy and Environmental Affairs (EOEEA), in consultation with other state agencies and the public, released the Massachusetts Clean Energy and Climate Plan for 2020. In December 2014, DEP issued new regulations that require MPOs to quantify impacts from project investments, track progress towards reductions, and consider impacts in the prioritization of project investments. The targets for overall statewide GHG emissions are:



The role of MPOs

The Commonwealth’s MPOs are integrally involved in supporting the GHG reductions mandated under the GWSA. The MPOs are most directly involved in helping to achieve the GHG emissions reductions through the promotion of healthy transportation modes through prioritizing and programming an appropriate balance of roadway, transit, bicycle and pedestrian investments – and assisting smart growth development patterns through the creation of a balanced multi-modal transportation system. This is realized through the transportation goals and policies espoused in the 2016 Regional Transportation Plans (RTPs); the major projects planned in those RTPs; and the mix of new transportation projects that are programmed and implemented through the TIPs. GHG tracking and evaluation processes enable the MPOs to identify anticipated GHG impacts of planned and programmed projects, and also to use GHG impacts as a criterion in prioritizing transportation projects.

Project-level GHG tracking and evaluation in TIPs

It is also important to monitor and evaluate the GHG impacts of the transportation projects that are programmed in the MPOs’ TIPs. The TIPs include both the larger, regionally-significant projects from the RTPs, which are reported in the Statewide GHG report, as well as smaller projects that are not included in the RTP but that may nevertheless have impacts on GHG emissions. The primary objective of this tracking is to enable the MPOs to evaluate expected GHG impacts of different projects and to use this information as a criterion for prioritizing and programming projects.

Calculation of GHG Impacts for TIP Projects

MassDOT has adopted spreadsheets used by MPOs to determine CMAQ eligibility and that also include CO2 impacts. The data and analysis required for these calculations is available from functional design reports that are submitted for projects that would produce a measurable GHG impact.

Calculation of GHG Impacts for TIP Projects

The Office of Transportation Planning at MassDOT provided the spreadsheets that are used for determining Congestion Management and Air Quality Improvement (CMAQ) eligibility. These spreadsheets require the same inputs as the CMAQ calculations and have been adapted to provide CO₂ impacts. The data and analysis required for these calculations is available from functional design reports that should be submitted for projects that would produce a measurable GHG impact.

- Projects with Quantified Impacts
 - RTP Projects - Major capacity expansion projects would be expected to have a significant impact on GHG emissions. However, these projects are included in the RTPs and analyzed using the statewide model or Boston regional model, which would reflect their GHG impacts. Therefore, no independent TIP calculations are required.
 - Quantified Decrease in Emissions - Projects that would be expected to produce a measurable decrease in emissions. The approach for calculating these impacts is described below. These projects should be categorized in the following manner:
 - Quantified Decrease in Emissions from Traffic Operational Improvement - An intersection reconstruction or signalization project that is projected to reduce delay and congestion.
 - Quantified Decrease in Emissions from Pedestrian and Bicycle Infrastructure - A shared-use path that would enable increased walking and biking and decreased vehicle-miles traveled (VMT).
 - Quantified Decrease in Emissions from New/Additional Transit Service - A bus or shuttle service that would enable increased transit ridership and decreased VMT
 - Quantified Decrease in Emissions from a Park and Ride Lot A park-and-ride lot that would enable increased transit ridership/ increased ridesharing and decreased VMT
 - Quantified Decrease in Emissions from Bus Replacement - A bus replacement that would directly reduce GHG emissions generated by that bus service.
 - Quantified Decrease in Emissions from Complete Streets Improvements - Improvements to roadway networks that include the addition of bicycle and pedestrian accommodations where none were present before.
 - Quantified Decrease in Emissions from Other Improvement
 - Quantified Increase in Emissions – Projects that would be expected to produce a measurable increase in emissions.
- Projects with Assumed Impacts
 - No Assumed Impact/Negligible Impact on Emission - Projects that do not change the capacity or use of a facility (e.g. a resurfacing project that restores a roadway to its previous condition, or a bridge rehabilitation/replacement that restores the bridge to its previous condition) would be assumed to have no GHG impact.
 - Assumed Nominal Decrease in Emissions - Projects that would be expected to produce a minor decrease in emissions that cannot be calculated with any precision. Examples of such projects include roadway repaving or reconstruction projects that add a new sidewalk or new bike lanes. Such a project would enable increased travel by walking or bicycling, but there may be not data or analysis to support any projections of GHG impacts. These projects should be categorized in the following manner:
 - Assumed Nominal Decrease in Emissions from Sidewalk Infrastructure
 - Assumed Nominal Decrease in Emissions from Bicycle Infrastructure
 - Assumed Nominal Decrease in Emissions from Sidewalk and Bicycle Infrastructure
 - Assumed Nominal Decrease in Emissions from Intelligent Transportation Systems (ITS) and/or Traffic Operational Improvements
 - Assumed Nominal Decrease in Emissions from Other Improvements
 - Assumed Nominal Increase in Emissions - Projects that would be expected to produce a minor increase in emissions that cannot be calculated with any precision.

Regional Greenhouse Gas Impact Summary Tables for FFY 2023 – 2027 TIP

The following tables summarize the calculated quantitative and assumed qualitative impacts of the projects included in the regional FFY 2023 – 2027 TIP.

Highway Projects with GHG Emissions Analysis

2023 Regional Highway Project Tracking

| STIP: 2023 - 2027 (D) | | | | | |
|--------------------------|--|-------------------|--|--------------------------------|------------------------|
| MassDot Project ID | MassDOT Project Description | GHG Analysis Type | GHG Impact Description | GHG CO2 Impact (kg/yr) | Additional Information |
| Federal Fiscal Year 2023 | | | | | |
| Montachusett | | | | | |
| 607432 | WESTMINSTER- REHABILITATION & BOX WIDENING ON ROUTE 140, FROM PATRICIA ROAD TO THE PRINCETON | Qualitative | No assumed impact/negligible impact on emissions | 0 | |
| 608784 | TEMPLETON- ROUNDABOUT CONSTRUCTION AT THE INTERSECTION OF PATRIOTS ROAD, SOUTH MAIN | Qualitative | Qualitative Decrease in Emissions | 0 | |
| 609107 | PHILLIPSTON- TEMPLETON- PAVEMENT PRESERVATION AND RELATED WORK ON ROUTE 2 | Qualitative | No assumed impact/negligible impact on emissions | 0 | |
| 609279 | GARDNER- ROUNDABOUT CONSTRUCTION AT ELM STREET, PEARL STREET, CENTRAL STREET AND | Qualitative | Qualitative Decrease in Emissions | 0 | |
| 609314 | ASHBY- INTERSECTION IMPROVEMENTS AT GREENVILLE ROAD (ROUTE 31) AND TURNPIKE ROAD | Qualitative | No assumed impact/negligible impact on emissions | 0 | |
| 610672 | GARDNER- ELM STREET RESURFACING AND SIDEWALK IMPROVEMENTS (SRTS) | Qualitative | No assumed impact/negligible impact on emissions | 0 | |
| 610731 | FITCHBURG- PAVEMENT PRESERVATION AND RELATED WORK ON ROUTE 2 | Qualitative | No assumed impact/negligible impact on emissions | 0 | |
| 612620 | HARVARD- BRIDGE PRESERVATION, H-09-015, H-09-016 & H-09-017, ROUTE 2 OVER THE NASHUA RIVER, TANK | Qualitative | No assumed impact/negligible impact on emissions | 0 | |
| Montachusett | | | | Total GHG Increase (kg/year) | 0 |
| | | | | Total GHG Reduction (kg/year) | 0 |
| | | | | Total GHG Difference (kg/year) | 0 |
| 2023 | | | | Total GHG Increase (kg/year) | 0 |
| | | | | Total GHG Reduction (kg/year) | 0 |
| | | | | Total GHG Difference (kg/year) | 0 |

2024 Regional Highway Project Tracking

| STIP: 2023 - 2027 (D) | | | | | |
|--------------------------|--|-------------------|--|------------------------|---|
| MassDot Project ID | MassDOT Project Description | GHG Analysis Type | GHG Impact Description | GHG CO2 Impact (kg/yr) | Additional Information |
| Federal Fiscal Year 2024 | | | | | |
| Montachusett | | | | | |
| 604499 | LEOMINSTER- RECONSTRUCTION/ REHABILITATION ON ROUTE 12 (CENTRAL STREET), INCLUDING | Quantified | Quantified Decrease in Emissions from Complete Streets Project | 0 | All CO2 emissions reductions are included within the last year of |
| 608189 | FITCHBURG- BRIDGE REPLACEMENT AND RELATED WORK, F-04-017, WATER STREET (STATE 2A) OVER | Qualitative | No assumed impact/negligible impact on emissions | 0 | |
| 608723 | ATHOL- INTERSECTION IMPROVEMENTS AT CRESCENT STREET AND CHESTNUT HILL AVENUE | Qualitative | No assumed impact/negligible impact on emissions | 0 | |
| 609187 | HUBBARDSTON- BRIDGE REPLACEMENT, H-24-003, WILLIAMSVILLE ROAD OVER THE BURNSHIRT RIVER | Qualitative | No assumed impact/negligible impact on emissions | 0 | |
| 609411 | FITCHBURG- LEOMINSTER- TWIN CITIES RAIL TRAIL CONSTRUCTION (PHASE II) | Qualitative | No assumed impact/negligible impact on emissions | 0 | |
| 612110 | FITCHBURG- ASHBY- RESURFACING AND RELATED WORK ON ROUTE 31 | Qualitative | No assumed impact/negligible impact on emissions | 0 | |
| Montachusett | | | Total GHG Increase (kg/year) | 0 | |
| | | | Total GHG Reduction (kg/year) | 0 | |
| | | | Total GHG Difference (kg/year) | 0 | |
| 2024 | | | Total GHG Increase (kg/year) | 0 | |
| | | | Total GHG Reduction (kg/year) | 0 | |
| | | | Total GHG Difference (kg/year) | 0 | |

2025 Regional Highway Project Tracking

| STIP: 2023 - 2027 (D) | | | | | |
|--------------------------|--|-------------------|--|------------------------|---|
| MassDot Project ID | MassDOT Project Description | GHG Analysis Type | GHG Impact Description | GHG CO2 Impact (kg/yr) | Additional Information |
| Federal Fiscal Year 2025 | | | | | |
| Montachusett | | | | | |
| 604499 | LEOMINSTER- RECONSTRUCTION/ REHABILITATION ON ROUTE 12 (CENTRAL STREET), INCLUDING | Quantified | Quantified Decrease in Emissions from Complete Streets Project | -41,989 | All CO2 emissions reductions are included within the last year of |
| 609108 | GARDNER- BIKE PATH BRIDGE CONSTRUCTION, NORTH CENTRAL PATHWAY OVER ROUTE 140 | Qualitative | No assumed impact/negligible impact on emissions | 0 | |
| 609244 | ASHBURNHAM- ROADWAY REHABILITATION ON ROUTE 101 SOUTH | Qualitative | No assumed impact/negligible impact on emissions | 0 | |
| 610659 | STERLING- STORMWATER DRAINAGE IMPROVEMENTS AT WACHUSETT RESERVOIR ON ROUTE 110 | Qualitative | No assumed impact/negligible impact on emissions | 0 | |
| 612151 | ATHOL- BRIDGE REPLACEMENT, A-15-013, ST 2A/MAIN STREET OVER BMRR | Qualitative | No assumed impact/negligible impact on emissions | 0 | |
| Montachusett | | | Total GHG Increase (kg/year) | 0 | |
| | | | Total GHG Reduction (kg/year) | -41,989 | |
| | | | Total GHG Difference (kg/year) | -41,989 | |
| 2025 | | | Total GHG Increase (kg/year) | 0 | |
| | | | Total GHG Reduction (kg/year) | -41,989 | |
| | | | Total GHG Difference (kg/year) | -41,989 | |

2026 Regional Highway Project Tracking

| STIP: 2023 - 2027 (D) | | | | | |
|--------------------------|---|-------------------|--|--------------------------------|--|
| MassDot Project ID | MassDOT Project Description | GHG Analysis Type | GHG Impact Description | GHG CO2 Impact (kg/yr) | Additional Information |
| Federal Fiscal Year 2026 | | | | | |
| Montachusett | | | | | |
| 608424 | TEMPLETON- RECONSTRUCTION OF ROUTE 68, FROM KING PHILLIP TRAIL (ROUTE 202) NORTH TO THE | Qualitative | No assumed impact/negligible impact on emissions | 0 | |
| 609213 | HARVARD- RESURFACING AND BOX WIDENING ON AYER ROAD, FROM ROUTE 2 TO THE AYER TOWN LINE | Qualitative | Qualitative Decrease in Emissions | 0 | Additional information needed to perform quantified analysis for |
| S12207 | FITCHBURG - IMPROVEMENTS AT MEMORIAL MIDDLE SCHOOL (SRTS) | Qualitative | No assumed impact/negligible impact on emissions | 0 | |
| Montachusett | | | | Total GHG Increase (kg/year) | 0 |
| | | | | Total GHG Reduction (kg/year) | 0 |
| | | | | Total GHG Difference (kg/year) | 0 |
| 2026 | | | | Total GHG Increase (kg/year) | 0 |
| | | | | Total GHG Reduction (kg/year) | 0 |
| | | | | Total GHG Difference (kg/year) | 0 |

2027 Regional Highway Project Tracking

| STIP: 2023 - 2027 (D) | | | | | |
|--------------------------|--|-------------------|--|--------------------------------|--|
| MassDot Project ID | MassDOT Project Description | GHG Analysis Type | GHG Impact Description | GHG CO2 Impact (kg/yr) | Additional Information |
| Federal Fiscal Year 2027 | | | | | |
| Montachusett | | | | | |
| 608415 | ATHOL- INTERSECTION IMPROVEMENTS AT ROUTE 2A AND BROOKSIDE ROAD | Qualitative | No assumed impact/negligible impact on emissions | 0 | |
| 609213 | HARVARD- RESURFACING AND BOX WIDENING ON AYER ROAD, FROM ROUTE 2 TO THE AYER TOWN LINE | Qualitative | Qualitative Decrease in Emissions | 0 | Additional information needed to perform quantified analysis for |
| 610681 | CLINTON- RECONSTRUCTION OF STERLING STREET (ROUTE 62), FROM WILLOW/LAWRENCE STREET TO | Qualitative | No assumed impact/negligible impact on emissions | 0 | |
| 612093 | LANCASTER- LEOMINSTER- INTERSTATE MAINTENANCE AND RELATED WORK ON I-190 | Qualitative | No assumed impact/negligible impact on emissions | 0 | |
| Montachusett | | | | Total GHG Increase (kg/year) | 0 |
| | | | | Total GHG Reduction (kg/year) | 0 |
| | | | | Total GHG Difference (kg/year) | 0 |
| 2027 | | | | Total GHG Increase (kg/year) | 0 |
| | | | | Total GHG Reduction (kg/year) | 0 |
| | | | | Total GHG Difference (kg/year) | 0 |
| 2023 - 2027 | | | | Total GHG Increase (kg/year) | 0 |
| | | | | Total GHG Reduction (kg/year) | -41,989 |
| | | | | Total GHG Difference (kg/year) | -41,989 |

Transit Projects with GHG Emissions Analysis

2023 Regional Transit Project Tracking

2023 Transit Project GHG Impacts

| MassDOT/FTA Project ID ▼ | MassDOT/FTA Project Description ▼ | Total Programmed Funds ▼ | GHG Analysis Type ▼ | GHG CO ₂ Impact (kg/yr) ▼ | GHG Impact Description ▼ | Total Cost ▼ | Additional Information ▼ | Fiscal Year of Contract Award (2015 and forward) ▼ |
|--------------------------|---|--------------------------|---------------------|--------------------------------------|---|--------------|--------------------------|--|
| RTD0011020 | MART-Vehicle Replacements: Cutaways (5) | \$ 390,000 | Quantified | 3206.085 | Quantified Decrease in Emissions from Bus Replacement | \$ 390,000 | | |

2024 Regional Transit Project Tracking

2024 Transit Project GHG Impacts

| MassDOT/FTA Project ID ▼ | MassDOT/FTA Project Description ▼ | Total Programmed Funds ▼ | GHG Analysis Type ▼ | GHG CO ₂ Impact (kg/yr) ▼ | GHG Impact Description ▼ | Total Cost ▼ | Additional Information ▼ | Fiscal Year of Contract Award (2015 and forward) ▼ |
|--------------------------|--|--------------------------|---------------------|--------------------------------------|---|--------------|--------------------------|--|
| RTD0011028 | MART-Vehicle Replacements: Cutaways (5) | \$ 400,000 | Quantified | 4007.606 | Quantified Decrease in Emissions from Bus Replacement | \$ 400,000 | | |
| RTD0011042 | MART-Vehicle Replacements: Size D Low-floor Cutaways (2) | \$ 275,000 | Quantified | 4958.623 | Quantified Decrease in Emissions from Bus Replacement | \$ 275,000 | | |
| RTD0011063 | MART-Revenue Vehicle Replacements: 30ft Bus (2) | \$ 950,000 | Quantified | 1311217.786 | Quantified Decrease in Emissions from Bus Replacement | \$ 950,000 | | |

2025 Regional Transit Project Tracking

2025 Transit Project GHG Impacts

| MassDOT/FTA Project ID ▼ | MassDOT/FTA Project Description ▼ | Total Programmed Funds ▼ | GHG Analysis Type ▼ | GHG CO ₂ Impact (kg/yr) ▼ | GHG Impact Description ▼ | Total Cost ▼ | Additional Information ▼ | Fiscal Year of Contract Award (2015 and forward) ▼ |
|--------------------------|---|--------------------------|---------------------|--------------------------------------|---|--------------|--------------------------|--|
| RTD0011035 | MART-Vehicle Replacements: Cutaways (5) | \$ 410,000 | Quantified | 9391.331 | Quantified Decrease in Emissions from Bus Replacement | \$ 410,000 | | |

2026 Regional Transit Project Tracking

2026 Transit Project GHG Impacts

| MassDOT/FTA Project ID ▼ | MassDOT/FTA Project Description ▼ | Total Programmed Funds ▼ | GHG Analysis Type ▼ | GHG CO ₂ Impact (kg/yr) ▼ | GHG Impact Description ▼ | Total Cost ▼ | Additional Information ▼ | Fiscal Year of Contract Award (2015 and forward) ▼ |
|--------------------------|--|--------------------------|---------------------|--------------------------------------|---|--------------|--------------------------|--|
| RTD0011036 | MART-Vehicle Replacements: Size D Low-floor Cutaways (2) | \$ 300,000 | Quantified | 5033.754 | Quantified Decrease in Emissions from Bus Replacement | \$ 300,000 | | |
| RTD0011055 | MART-Vehicle Replacements: Cutaways (5) | \$ 420,000 | Quantified | 2629.573 | Quantified Decrease in Emissions from Bus Replacement | \$ 420,000 | | |

2027 Regional Transit Project Tracking

2027 Transit Project GHG Impacts

| MassDOT/FTA Project ID ▼ | MassDOT/FTA Project Description ▼ | Total Programmed Funds ▼ | GHG Analysis Type ▼ | GHG CO ₂ Impact (kg/yr) ▼ | GHG Impact Description ▼ | Total Cost ▼ | Additional Information ▼ | Fiscal Year of Contract Award (2015 and forward) ▼ |
|--------------------------|-----------------------------------|--------------------------|---------------------|--------------------------------------|--------------------------|--------------|--------------------------|--|
| NONE | | | | | | | | |

Past Years Highway Projects with GHG Emissions Analysis

| Montachusett Region Completed Highway Projects GHG | | | | | |
|--|--|---------------------|--------------------------------------|---|-------------------------------|
| MassDOT Project ID ▼ | MassDOT Project Description ▼ | GHG Analysis Type ▼ | GHG CO ₂ Impact (kg/yr) ▼ | GHG Impact Description ▼ | Fiscal Year of Contract Award |
| 608188 | GARDNER- LEOMINSTER- STERLING- INTERSECTION IMPROVEMENTS AT 3 LOCATIONS | Qualitative | | No assumed impact/negligible impact on emissions | 2018 |
| 606124 | FITCHBURG- LUNENBURG- LEOMINSTER- RECONSTRUCTION OF SUMMER STREET AND NORTH STREET | Quantified | 8.83 | Quantified Decrease in Emissions from Traffic Operational Improvement | 2018 |
| 608179 | ROYALSTON- BRIDGE REPLACEMENT, R-12-009, NORTH FITZWILLIAM ROAD OVER LAWRENCE BROOK | Qualitative | | No Assumed Impact/Negligible Impact on Emissions | 2018 |
| 605094 | FITCHBURG- BRIDGE REPLACEMENT, F-04-003, STATE ROUTE 31 OVER PHILLIPS BROOK | Qualitative | | No Assumed Impact/Negligible Impact on Emissions | 2018 |
| 603513 | GARDNER- BRIDGE REPLACEMENT, G-01-008, PLEASANT STREET OVER THE B&M RAILROAD | Qualitative | | No Assumed Impact/Negligible Impact on Emissions | 2018 |
| 608728 | WINCHENDON- RESURFACING & RELATED WORK ON ROUTE 202, FROM THE TEMPLETON TOWN LINE TO MAIN STREET (3.1 MILES) | Qualitative | | Qualitative Decrease in Emissions | 2019 |
| 604961 | CLINTON- RESURFACING & RELATED WORK ON ROUTE 110 (HIGH STREET) | Qualitative | | No assumed impact/negligible impact on emissions | 2019 |
| 607848 | HUBBARDSTON - RESURFACING & RELATED WORK ON ROUTE 68, FROM WILLIAMSVILLE ROAD TO THE GARDNER C.L. | Qualitative | | No assumed impact/negligible impact on emissions | 2019 |
| 607446 | WESTMINSTER- INTERSECTION IMPROVEMENTS, ROUTE 2A AT ROUTE 140 | Qualitative | | Qualitative Decrease in Emissions | 2019 |
| 605651 | LEOMINSTER- RECONSTRUCTION ON ROUTE 13, FROM HAWES STREET TO PROSPECT STREET | Quantified | 138,448 | Quantified Decrease in Emissions from Traffic Operational Improvement | 2020 |
| 607902 | AYER- RECLAMATION & RELATED WORK ON ROUTE 2A, FROM HARVARD ROAD TO MAIN STREET | Qualitative | | No assumed impact/negligible impact on emissions | 2020 |
| 608635 | SHIRLEY- BRIDGE REPLACEMENT, S-13-005, CARRYING LONGLEY ROAD OVER THE MULPUS BROOK | Qualitative | | No assumed impact/negligible impact on emissions | 2020 |
| 608639 | WESTMINSTER- BRIDGE REPLACEMENT, W-28-010, CARRYING WHITMANVILLE ROAD OVER THE WHITMAN RIVER | Qualitative | | No assumed impact/negligible impact on emissions | 2020 |
| TBD | ATHOL-PHILLIPSTON - RESURFACING AND RELATED WORK ON ROUTE 2 | Qualitative | | No assumed impact/negligible impact on emissions | 2020 |
| 608548 | WINCHENDON- IMPROVEMENTS & RELATED WORK ON CENTRAL STREET (ROUTE 202), FROM FRONT STREET TO MAPLE STREET (0.5 MILES) | Qualitative | | Qualitative Decrease in Emissions | 2021 |
| 607431 | WESTMINSTER- RESURFACING & RELATED WORK ON ROUTE 140, FROM ROUTE 2A TO PATRICIA ROAD | Qualitative | | Qualitative Decrease in Emissions | 2021 |
| 608888 | GARDNER - RECLAMATION AND RELATED WORK ON PEARSON BOULEVARD | Qualitative | | Qualitative Decrease in Emissions | 2021 |
| 608891 | GARDNER- RESURFACING AND RUMBLE STRIP INSTALLATION ON ROUTE 140 | Qualitative | | Qualitative Decrease in Emissions | 2021 |
| 608657 | LUNENBURG- BRIDGE REHABILITATION, L-17-009, ROUTE 2A OVER PEARL HILL BROOK | Qualitative | | No assumed impact/negligible impact on emissions | 2021 |
| 608561 | LEOMINSTER- IMPROVEMENTS AT ROUTE 12 (NORTH MAIN STREET) AT HAMILTON STREET; ROUTE 12 (NORTH MAIN STREET) AT NELSON STREET | Qualitative | | Qualitative Decrease in Emissions | 2021 |
| 609411 | FITCHBURG- LEOMINSTER- RAIL TRAIL CONSTRUCTION (TWIN CITIES RAIL TRAIL) | Quantified | 407,831 | Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure | 2021 |
| 608779 | LANCASTER - INTERSECTION IMPROVEMENTS ON ROUTE 117/ROUTE 70 AT LUNENBURG ROAD AND ROUTE 117/ROUTE 70 AT MAIN STREET | Quantified | 658,914 | Quantified Decrease in Emissions from Traffic Operational Improvement | 2022 |
| 608793 | HUBBARDSTON - HIGHWAY RECONSTRUCTION OF ROUTE 68 (MAIN STREET), FROM 1,000 FT NORTH OF WILLIAMSVILLE ROAD TO ELM STREET | Qualitative | | Qualitative Decrease in Emissions | 2022 |
| 605296 | FITCHBURG- BRIDGE PRESERVATION, F-04-011, CIRCLE STREET OVER NORTH NASHUA RIVER | Qualitative | | No assumed impact/negligible impact on emissions | 2022 |
| 608850 | PETERSHAM- BRIDGE REPLACEMENT, P-08-002, GLEN VALLEY ROAD OVER EAST BRANCH OF SWIFT RIVER | Qualitative | | No assumed impact/negligible impact on emissions | 2022 |
| 609314 | ASHBY- INTERSECTION IMPROVEMENTS AT GREENVILLE ROAD (ROUTE 31) AND TURNPIKE ROAD | Qualitative | | Qualitative Decrease in Emissions | 2022 |
| 609529 | LEOMINSTER- VISCOLOID AVENUE IMPROVEMENTS (SRTS) | Qualitative | | Qualitative Decrease in Emissions | 2022 |
| 610672 | GARDNER- ELM STREET RESURFACING AND SIDEWALK IMPROVEMENTS - SRTS | Qualitative | | Qualitative Decrease in Emissions | 2022 |

Past Years Transit Projects with GHG Emissions Analysis

| Montachusett Region Completed Transit Projects GHG | | | | | | | |
|--|----------------|---|------------|-------------------|------------------------|---|------------------------|
| FTA Activity Line Item | Transit Agency | Project Description | Total Cost | GHG Analysis Type | GHG CO2 Impact (kg/yr) | GHG Impact Description | Fiscal Year Programmed |
| 111215 | MART | BUY REPLACEMENT VAN (5) | \$306,250 | Quantified | 36,511.07 | Quantified Decrease in Emissions from Bus Replacement | 2018 |
| 111215 | MART | BUY REPLACEMENT VAN (5) | \$284,000 | Quantified | 36,512.07 | Quantified Decrease in Emissions from Bus Replacement | 2019 |
| 111204 | MART | BUY REPLACEMENT <30 FT BUS (3) | \$360,000 | Quantified | 24,404.78 | Quantified Decrease in Emissions from Bus Replacement | 2019 |
| 111215 | MART | BUY REPLACEMENT VAN (5) | \$290,000 | Quantified | 33,244.20 | Quantified Decrease in Emissions from Bus Replacement | 2020 |
| 111204 | MART | BUY REPLACEMENT <30 FT BUS (3) | \$360,000 | Quantified | 4,879.10 | Quantified Decrease in Emissions from Bus Replacement | 2020 |
| 111204 | MART | Buy Replacement Cutaways (5) | \$375,000 | Quantified | 28,548.30 | Quantified Decrease in Emissions from Bus Replacement | 2021 |
| 111204 | MART | Buy Replacement CDL Mini-buses (3) | \$565,000 | Quantified | 20,012.55 | Quantified Decrease in Emissions from Bus Replacement | 2021 |
| 111204 | MART | Buy Replacement Cutaways (5) | \$265,000 | Quantified | 28,548.30 | Quantified Decrease in Emissions from Bus Replacement | 2022 |
| 111215 | MART | Buy Replacement Size C Low Floor Cutaways (3) | \$352,500 | Quantified | 8,114.11 | Quantified Decrease in Emissions from Bus Replacement | 2022 |

CMAQ Bus Replacement Air Quality Analysis Worksheet

FILL IN SHADED BOXES ONLY

TIP YEAR: 2023 **Bus Replacements**

MPO: Montachusett

RTA: MART

RTD0011020; Vehicle Replacements: Cutaways (5)

Emission Rates in grams/mile at assumed operating speed bin of : 30 MPH

| Scenario Comparison | | Summer VOC (grams/mile) | Summer NOx (grams/mile) | Winter CO (grams/mile) | Summer CO2 (grams/mile) |
|---------------------|------------|----------------------------|----------------------------|---------------------------|----------------------------|
| | Model Year | | | | |
| Existing Model* | = 2011 | 0.017 | 0.093 | 3.036 | 575.249 |
| New Bus Purchase** | = 2023 | 0.003 | 0.025 | 0.593 | 435.854 |

* Please contact OTP for assistance on Existing Model emission factors

** MOVES 2014a Commercial Emission Factors - Please Specify the Following:

| | | | |
|-----------|----|----------------------------|------------|
| AM or PM: | AM | Restricted or Unrestricted | Restricted |
|-----------|----|----------------------------|------------|

| | | | | | |
|-------------------|--|--------|--------|--------|----------|
| Change (Buy-Base) | | -0.014 | -0.068 | -2.443 | -139.395 |
|-------------------|--|--------|--------|--------|----------|

Calculate fleet vehicle miles per day:

| | | | | |
|------------------------|-------------------|------------------------|---------------------------|-----------------------|
| Revenue miles per year | X Deadhead factor | = fleet miles per year | / operating days per year | = fleet miles per day |
| 20,000 | 1.15 | 23,000 | 250 | 92 |

Calculate emissions change in kilograms per summer day

| | | | | | |
|----------------------|---------------------------|----------------|--------------------------|--------------------------|-----------------------|
| Change | rate change grams/mile | / 1000 g/kg | X fleet miles per day | X seasonal adj factor | = change/day in kg |
| Change in Summer VOC | -0.014 | 1,000 | 92 | 1.0188 | -0.001 |
| Change in Summer NOx | -0.068 | 1,000 | 92 | 1.0188 | -0.006 |
| Change in Winter CO | -2.443 | 1,000 | 92 | 0.9812 | -0.221 |
| Change in Summer CO2 | -139.395 | 1,000 | 92 | 1.0000 | -12.824 |

Calculate emissions change in kilograms per year

| | | | | |
|------------|--|-----------------------|-----------------------|----------------------------|
| Pollutant | | = change/day in kg | X op.days per year | = change per year in kg |
| Summer VOC | | -0.001 | 250 | -0.325 |
| Summer NOx | | -0.006 | 250 | -1.582 |
| Winter CO | | -0.221 | 250 | -55.144 |
| Summer CO2 | | -12.824 | 250 | -3206.085 |

Calculate cost effectiveness (cost per kg of emissions reduced)

| | | | | | |
|------------|--|-----------------------|----------------------------|-------------------------------|-------------------------|
| Pollutant | | Total Project Cost | / Project Life in years | / reduction per year in kg | = annual cost per kg |
| Summer VOC | | \$390,000 | 12 | 0.325 | \$100,092 |
| Summer NOx | | \$390,000 | 12 | 1.582 | \$20,539 |
| Winter CO | | \$390,000 | 12 | 55.144 | \$589 |
| Summer CO2 | | \$390,000 | 12 | 3206.085 | \$10 |

CMAQ Bus Replacement Air Quality Analysis Worksheet

FILL IN SHADED BOXES ONLY

TIP YEAR: 2024 Bus Replacements

MPO: Montachusett

RTA: MART

RTD0011028; Vehicle Replacements: Cutaways (5)

Emission Rates in grams/mile at assumed operating speed bin of : **30 MPH**

| Scenario Comparison | | Summer VOC (grams/mile) | Summer NOx (grams/mile) | Winter CO (grams/mile) | Summer CO2 (grams/mile) |
|---------------------|------------|----------------------------|----------------------------|---------------------------|----------------------------|
| | Model Year | | | | |
| Existing Model* | = 2011 | 0.017 | 0.093 | 3.036 | 575.249 |
| New Bus Purchase** | = 2024 | 0.003 | 0.025 | 0.593 | 435.854 |

* Please contact OTP for assistance on Existing Model emission factors

** MOVES 2014a Commercial Emission Factors - Please Specify the Following:

| | | | |
|-----------|----|----------------------------|------------|
| AM or PM: | AM | Restricted or Unrestricted | Restricted |
|-----------|----|----------------------------|------------|

| | | | | | |
|-------------------|--|--------|--------|--------|----------|
| Change (Buy-Base) | | -0.014 | -0.068 | -2.443 | -139.395 |
|-------------------|--|--------|--------|--------|----------|

Calculate fleet vehicle miles per day:

| | | | | |
|------------------------|-------------------|------------------------|---------------------------|-----------------------|
| Revenue miles per year | X Deadhead factor | = fleet miles per year | / operating days per year | = fleet miles per day |
| 25,000 | 1.15 | 28,750 | 250 | 115 |

Calculate emissions change in kilograms per summer day

| | | | | | |
|----------------------|---------------------------|----------------|--------------------------|--------------------------|-----------------------|
| Change | rate change grams/mile | / 1000 g/kg | X fleet miles per day | X seasonal adj factor | = change/day in kg |
| Change in Summer VOC | -0.014 | 1,000 | 115 | 1.0188 | -0.002 |
| Change in Summer NOx | -0.068 | 1,000 | 115 | 1.0188 | -0.008 |
| Change in Winter CO | -2.443 | 1,000 | 115 | 0.9812 | -0.276 |
| Change in Summer CO2 | -139.395 | 1,000 | 115 | 1.0000 | -16.030 |

Calculate emissions change in kilograms per year

| | | | | |
|------------|--|-----------------------|-----------------------|----------------------------|
| Pollutant | | = change/day in kg | X op.days per year | = change per year in kg |
| Summer VOC | | -0.002 | 250 | -0.406 |
| Summer NOx | | -0.008 | 250 | -1.978 |
| Winter CO | | -0.276 | 250 | -68.930 |
| Summer CO2 | | -16.030 | 250 | -4007.606 |

Calculate cost effectiveness (cost per kg of emissions reduced)

| | | | | |
|------------|--------------------|----------------------------|-------------------------------|-------------------------|
| Pollutant | Total Project Cost | / Project Life in years | / reduction per year in kg | = annual cost per kg |
| Summer VOC | \$400,000 | 12 | 0.406 | \$82,127 |
| Summer NOx | \$400,000 | 12 | 1.978 | \$16,852 |
| Winter CO | \$400,000 | 12 | 68.930 | \$484 |
| Summer CO2 | \$400,000 | 12 | 4007.606 | \$8 |

CMAQ Bus Replacement Air Quality Analysis Worksheet

FILL IN SHADED BOXES ONLY

TIP YEAR: 2024 **Bus Replacements**

MPO: Montachusett

RTA: MART

RTD0011042; Vehicle Replacements: Size C Low Floor Cutaways (2)

Emission Rates in grams/mile at assumed operating speed bin of : 30 MPH

| Scenario Comparison | | Summer VOC (grams/mile) | Summer NOx (grams/mile) | Winter CO (grams/mile) | Summer CO2 (grams/mile) |
|---------------------|------------|----------------------------|----------------------------|---------------------------|----------------------------|
| | Model Year | | | | |
| Existing Model* | = 2013 | 0.008 | 0.058 | 2.014 | 501.185 |
| New Bus Purchase** | = 2024 | 0.003 | 0.025 | 0.593 | 435.854 |

* Please contact OTP for assistance on Existing Model emission factors

** MOVES 2014a Commercial Emission Factors - Please Specify the Following:

| | | | |
|-----------|----|----------------------------|------------|
| AM or PM: | AM | Restricted or Unrestricted | Restricted |
|-----------|----|----------------------------|------------|

| | | | | | |
|-------------------|--|--------|--------|--------|---------|
| Change (Buy-Base) | | -0.005 | -0.033 | -1.422 | -65.331 |
|-------------------|--|--------|--------|--------|---------|

Calculate fleet vehicle miles per day:

| | | | | |
|------------------------|-------------------|------------------------|---------------------------|-----------------------|
| Revenue miles per year | X Deadhead factor | = fleet miles per year | / operating days per year | = fleet miles per day |
| 66,000 | 1.15 | 75,900 | 250 | 304 |

Calculate emissions change in kilograms per summer day

| | | | | | |
|----------------------|---------------------------|----------------|--------------------------|--------------------------|-----------------------|
| Change | rate change grams/mile | / 1000 g/kg | X fleet miles per day | X seasonal adj factor | = change/day in kg |
| Change in Summer VOC | -0.005 | 1,000 | 304 | 1.0188 | -0.002 |
| Change in Summer NOx | -0.033 | 1,000 | 304 | 1.0188 | -0.010 |
| Change in Winter CO | -1.422 | 1,000 | 304 | 0.9812 | -0.424 |
| Change in Summer CO2 | -65.331 | 1,000 | 304 | 1.0000 | -19.834 |

Calculate emissions change in kilograms per year

| | | | | |
|------------|--|-----------------------|-----------------------|----------------------------|
| Pollutant | | = change/day in kg | X op.days per year | = change per year in kg |
| Summer VOC | | -0.002 | 250 | -0.419 |
| Summer NOx | | -0.010 | 250 | -2.519 |
| Winter CO | | -0.424 | 250 | -105.881 |
| Summer CO2 | | -19.834 | 250 | -4958.623 |

Calculate cost effectiveness (cost per kg of emissions reduced)

| | | | | | |
|------------|--|-----------------------|----------------------------|-------------------------------|-------------------------|
| Pollutant | | Total Project Cost | / Project Life in years | / reduction per year in kg | = annual cost per kg |
| Summer VOC | | \$275,000 | 12 | 0.419 | \$54,728 |
| Summer NOx | | \$275,000 | 12 | 2.519 | \$9,096 |
| Winter CO | | \$275,000 | 12 | 105.881 | \$216 |
| Summer CO2 | | \$275,000 | 12 | 4958.623 | \$5 |

CMAQ Bus Replacement Air Quality Analysis Worksheet

FILL IN SHADED BOXES ONLY

TIP YEAR: 2024 Bus Replacements

MPO: Montachusett

RTA: MART

RTD0011063; Revenue Vehicle Replacements: 30ft Bus (2)

Emission Rates in grams/mile at assumed operating speed bin of : **30 MPH**

| Scenario Comparison | | Model Year | Summer VOC (grams/mile) | Summer NOx (grams/mile) | Winter CO (grams/mile) | Summer CO2 (grams/mile) |
|---------------------|---|------------|----------------------------|----------------------------|---------------------------|----------------------------|
| Existing Model* | = | 2007 | 0.115 | 3.808 | 0.659 | 1,179.270 |
| New Bus Purchase** | = | 2024 | 0.048 | 0.764 | 0.275 | 1133.23 |

* Please contact OTP for assistance on Existing Model emission factors

** MOVES 2014a Commercial Emission Factors - Please Specify the Following:

| | | | |
|-----------|-----------|----------------------------|-------------------|
| AM or PM: | AM | Restricted or Unrestricted | Restricted |
|-----------|-----------|----------------------------|-------------------|

| | | | | | |
|-------------------|--|-------|-------|-------|---------|
| Change (Buy-Base) | | 0.158 | 1.075 | 3.016 | 702.498 |
|-------------------|--|-------|-------|-------|---------|

Calculate fleet vehicle miles per day:

| Revenue miles per year | X Deadhead factor | = fleet miles per year | / operating days per year | = fleet miles per day |
|---------------------------|----------------------|---------------------------|------------------------------|--------------------------|
| 37,000 | 1.15 | 1,866,508 | 301 | 6,201 |

Calculate emissions change in kilograms per summer day

| Change | rate change grams/mile | / 1000 g/kg | X fleet miles per day | X seasonal adj factor | = change/day in kg |
|----------------------|---------------------------|----------------|--------------------------|--------------------------|-----------------------|
| Change in Summer VOC | 0.158 | 1,000 | 6,201 | 1.0188 | 0.997 |
| Change in Summer NOx | 1.075 | 1,000 | 6,201 | 1.0188 | 6.791 |
| Change in Winter CO | 3.016 | 1,000 | 6,201 | 0.9812 | 18.351 |
| Change in Summer CO2 | 702.498 | 1,000 | 6,201 | 1.0000 | 4356.205 |

Calculate emissions change in kilograms per year

| Pollutant | = change/day in kg | X op.days per year | = change per year in kg |
|------------|-----------------------|-----------------------|----------------------------|
| Summer VOC | 0.997 | 301 | 300.072 |
| Summer NOx | 6.791 | 301 | 2044.218 |
| Winter CO | 18.351 | 301 | 5523.554 |
| Summer CO2 | 4356.205 | 301 | 1311217.786 |

Calculate cost effectiveness (cost per kg of emissions reduced)

| Pollutant | Total Project Cost | / Project Life in years | / reduction per year in kg | = annual cost per kg |
|------------|-----------------------|----------------------------|-------------------------------|-------------------------|
| Summer VOC | \$950,000 | 12 | -300.072 | \$0 |
| Summer NOx | \$950,000 | 12 | -2044.218 | \$0 |
| Winter CO | \$950,000 | 12 | -5523.554 | \$0 |
| Summer CO2 | \$950,000 | 12 | -1311217.786 | \$0 |

CMAQ Bus Replacement Air Quality Analysis Worksheet

FILL IN SHADED BOXES ONLY

TIP YEAR: 2025 Bus Replacements

MPO: Montachusett

RTA: MART

RTD0011035; Vehicle Replacements: Cutaways (5)

Emission Rates in grams/mile at assumed operating speed bin of : **30 MPH**

| Scenario Comparison | | Summer VOC (grams/mile) | Summer NOx (grams/mile) | Winter CO (grams/mile) | Summer CO2 (grams/mile) |
|---------------------|------------|----------------------------|----------------------------|---------------------------|----------------------------|
| | Model Year | | | | |
| Existing Model* | = 2013 | 0.008 | 0.058 | 2.014 | 501.185 |
| New Bus Purchase** | = 2025 | 0.003 | 0.025 | 0.593 | 435.854 |

* Please contact OTP for assistance on Existing Model emission factors

** MOVES 2014a Commercial Emission Factors - Please Specify the Following:

| | | | |
|-----------|----|----------------------------|------------|
| AM or PM: | AM | Restricted or Unrestricted | Restricted |
|-----------|----|----------------------------|------------|

| | | | | | |
|-------------------|--|--------|--------|--------|---------|
| Change (Buy-Base) | | -0.005 | -0.033 | -1.422 | -65.331 |
|-------------------|--|--------|--------|--------|---------|

Calculate fleet vehicle miles per day:

| | | | | |
|------------------------|-------------------|------------------------|---------------------------|-----------------------|
| Revenue miles per year | X Deadhead factor | = fleet miles per year | / operating days per year | = fleet miles per day |
| 125,000 | 1.15 | 143,750 | 250 | 575 |

Calculate emissions change in kilograms per summer day

| | | | | | |
|----------------------|---------------------------|----------------|--------------------------|--------------------------|-----------------------|
| Change | rate change grams/mile | / 1000 g/kg | X fleet miles per day | X seasonal adj factor | = change/day in kg |
| Change in Summer VOC | -0.005 | 1,000 | 575 | 1.0188 | -0.003 |
| Change in Summer NOx | -0.033 | 1,000 | 575 | 1.0188 | -0.019 |
| Change in Winter CO | -1.422 | 1,000 | 575 | 0.9812 | -0.802 |
| Change in Summer CO2 | -65.331 | 1,000 | 575 | 1.0000 | -37.565 |

Calculate emissions change in kilograms per year

| | | | | |
|------------|--|-----------------------|-----------------------|----------------------------|
| Pollutant | | = change/day in kg | X op.days per year | = change per year in kg |
| Summer VOC | | -0.003 | 250 | -0.793 |
| Summer NOx | | -0.019 | 250 | -4.772 |
| Winter CO | | -0.802 | 250 | -200.532 |
| Summer CO2 | | -37.565 | 250 | -9391.331 |

Calculate cost effectiveness (cost per kg of emissions reduced)

| | | | | | |
|------------|--|-----------------------|----------------------------|-------------------------------|-------------------------|
| Pollutant | | Total Project Cost | / Project Life in years | / reduction per year in kg | = annual cost per kg |
| Summer VOC | | \$410,000 | 12 | 0.793 | \$43,082 |
| Summer NOx | | \$410,000 | 12 | 4.772 | \$7,161 |
| Winter CO | | \$410,000 | 12 | 200.532 | \$170 |
| Summer CO2 | | \$410,000 | 12 | 9391.331 | \$4 |

CMAQ Bus Replacement Air Quality Analysis Worksheet

FILL IN SHADED BOXES ONLY

TIP YEAR: 2026 Bus Replacements

MPO: Montachusett

RTA: MART

RTD0011036; Vehicle Replacements: Size D Low Floor Cutaways (2)

Emission Rates in grams/mile at assumed operating speed bin of : **30 MPH**

| Scenario Comparison | | Summer VOC (grams/mile) | Summer NOx (grams/mile) | Winter CO (grams/mile) | Summer CO2 (grams/mile) |
|---------------------|------------|----------------------------|----------------------------|---------------------------|----------------------------|
| | Model Year | | | | |
| Existing Model* | = 2013 | 0.008 | 0.058 | 2.014 | 501.185 |
| New Bus Purchase** | = 2026 | 0.003 | 0.025 | 0.593 | 435.854 |

* Please contact OTP for assistance on Existing Model emission factors

** MOVES 2014a Commercial Emission Factors - Please Specify the Following:

| | | | |
|-----------|----|----------------------------|------------|
| AM or PM: | AM | Restricted or Unrestricted | Restricted |
|-----------|----|----------------------------|------------|

| | | | | | |
|-------------------|--|--------|--------|--------|---------|
| Change (Buy-Base) | | -0.005 | -0.033 | -1.422 | -65.331 |
|-------------------|--|--------|--------|--------|---------|

Calculate fleet vehicle miles per day:

| | | | | |
|------------------------|-------------------|------------------------|---------------------------|-----------------------|
| Revenue miles per year | X Deadhead factor | = fleet miles per year | / operating days per year | = fleet miles per day |
| 67,000 | 1.15 | 77,050 | 250 | 308 |

Calculate emissions change in kilograms per summer day

| | | | | | |
|----------------------|---------------------------|----------------|--------------------------|--------------------------|-----------------------|
| Change | rate change grams/mile | / 1000 g/kg | X fleet miles per day | X seasonal adj factor | = change/day in kg |
| Change in Summer VOC | -0.005 | 1,000 | 308 | 1.0188 | -0.002 |
| Change in Summer NOx | -0.033 | 1,000 | 308 | 1.0188 | -0.010 |
| Change in Winter CO | -1.422 | 1,000 | 308 | 0.9812 | -0.430 |
| Change in Summer CO2 | -65.331 | 1,000 | 308 | 1.0000 | -20.135 |

Calculate emissions change in kilograms per year

| | | | | |
|------------|--|-----------------------|-----------------------|----------------------------|
| Pollutant | | = change/day in kg | X op.days per year | = change per year in kg |
| Summer VOC | | -0.002 | 250 | -0.425 |
| Summer NOx | | -0.010 | 250 | -2.558 |
| Winter CO | | -0.430 | 250 | -107.485 |
| Summer CO2 | | -20.135 | 250 | -5033.754 |

Calculate cost effectiveness (cost per kg of emissions reduced)

| | | | | | |
|------------|--|-----------------------|----------------------------|-------------------------------|-------------------------|
| Pollutant | | Total Project Cost | / Project Life in years | / reduction per year in kg | = annual cost per kg |
| Summer VOC | | \$300,000 | 12 | 0.425 | \$58,813 |
| Summer NOx | | \$300,000 | 12 | 2.558 | \$9,775 |
| Winter CO | | \$300,000 | 12 | 107.485 | \$233 |
| Summer CO2 | | \$300,000 | 12 | 5033.754 | \$5 |

CMAQ Bus Replacement Air Quality Analysis Worksheet

| FILL IN SHADED BOXES ONLY | | | | | | |
|--|---------------------------|-----------------------------------|-----------------------------------|----------------------------------|-----------------------------------|--------|
| TIP YEAR: | 2026 | Bus Replacements | | | | |
| MPO: | Montachusett | | | | | |
| RTA: | MART | | | | | |
| RTD0011055; Vehicle Replacements: Cutaways (5) | | | | | | |
| Emission Rates in grams/mile at assumed operating speed bin of : | | | | | | 30 MPH |
| Scenario Comparison | | Summer VOC (grams/mile) | Summer NOx (grams/mile) | Winter CO (grams/mile) | Summer CO2 (grams/mile) | |
| | Model Year | | | | | |
| Existing Model* | = 2014 | 0.008 | 0.058 | 2.014 | 501.185 | |
| New Bus Purchase** | = 2026 | 0.003 | 0.025 | 0.593 | 435.854 | |
| * Please contact OTP for assistance on Existing Model emission factors | | | | | | |
| ** MOVES 2014a Commercial Emission Factors - Please Specify the Following: | | | | | | |
| AM or PM: | AM | Restricted or Unrestricted | Restricted | | | |
| Change (Buy-Base) | | -0.005 | -0.033 | -1.422 | -65.331 | |
| Calculate fleet vehicle miles per day: | | | | | | |
| Revenue miles per year | X Deadhead factor | = fleet miles per year | / operating days per year | = fleet miles per day | | |
| 35,000 | 1.15 | 40,250 | 250 | 161 | | |
| Calculate emissions change in kilograms per summer day | | | | | | |
| Change | rate change grams/mile | / 1000 g/kg | X fleet miles per day | X seasonal adj factor | = change/day in kg | |
| Change in Summer VOC | -0.005 | 1,000 | 161 | 1.0188 | -0.001 | |
| Change in Summer NOx | -0.033 | 1,000 | 161 | 1.0188 | -0.005 | |
| Change in Winter CO | -1.422 | 1,000 | 161 | 0.9812 | -0.225 | |
| Change in Summer CO2 | -65.331 | 1,000 | 161 | 1.0000 | -10.518 | |
| Calculate emissions change in kilograms per year | | | | | | |
| Pollutant | | | = change/day in kg | X op.days per year | = change per year in kg | |
| Summer VOC | | | -0.001 | 250 | -0.222 | |
| Summer NOx | | | -0.005 | 250 | -1.336 | |
| Winter CO | | | -0.225 | 250 | -56.149 | |
| Summer CO2 | | | -10.518 | 250 | -2629.573 | |
| Calculate cost effectiveness (cost per kg of emissions reduced) | | | | | | |
| Pollutant | | Total Project Cost | / Project Life in years | / reduction per year in kg | = annual cost per kg | |
| Summer VOC | | \$420,000 | 12 | 0.222 | \$157,618 | |
| Summer NOx | | \$420,000 | 12 | 1.336 | \$26,197 | |
| Winter CO | | \$420,000 | 12 | 56.149 | \$623 | |
| Summer CO2 | | \$420,000 | 12 | 2629.573 | \$13 | |

CMAQ Air Quality Analysis Worksheet for Bicycle and Pedestrian Project

FILL IN SHADED BOXES ONLY

TIP YEAR: 2024-2025

MPO: Montachusett

Municipality:

Leominster

Project: LEOMINSTER- RECONSTRUCTION/ REHABILITATION ON ROUTE 12 (CENTRAL STREET), INCLUDING REHABILITATION OF L-08-022

Step 1: Calculate Estimated Reduction in Vehicle Miles Traveled (VMT):

If VMT reduction per year is known then go to Step 2B, if not proceed with Step 1 :

| | | | |
|--|--------|----------------------|--------------------|
| Facility Length (L): | 2.6 | Miles | |
| Service Area Radius (R): | 1.0 | Miles | (Default = 1 Mile) |
| Service Area of Community(ies) (SA): $L * 2R = SA$ | 5.2 | Sq. Miles | |
| Total Land Area of Community(ies) (T): | 28.82 | Sq. Miles | |
| Service Area % of Community(ies) Land Area (LA): $SA / T = LA$ | 18.0% | | |
| Total Population of Community(ies) (TP): | 41,832 | Persons | |
| Population Served by Facility (P): $LA * TP = P$ | 7,548 | Persons | |
| Total Number of Households in Community(ies) (HH): | 16,767 | HH | |
| Number of Households Served by Facility (HS): $LA * HH = HS$ | 3,025 | HH | |
| Total Number of Workers Residing in Community(ies) (W): | 17,514 | Persons | |
| Workers Per household (WPHH): $W / HH = WPHH$ | 1.04 | Persons | |
| Workers in Service Area (WSA): $HS * WPHH = WSA$ | 3,160 | Persons | |
| Population Density of the Service area (PD): $P / SA = PD$ | 1,451 | Persons Per Sq. Mile | |

If the bicycle and pedestrian commuter mode share is known, enter the percentage at the right. (BMS) 2.5%

If not, use US Census - American Community Survey data to determine the mode share and enter the percentage.

<http://www.census.gov/programs-surveys/acs/guidance/estimates.html>

Bike and Ped. Work Utilitarian Trips (BWT): $WSA * BMS = BWT$ 79 One-Way Trips

Bike and Ped. Non-Work Utilitarian Trips (BNWT): $BWT * 1.7 = BNWT$ 134 One-Way Trips

(Latest planning assumptions estimate non-work utilitarian trips to be 1.7 times the work utilitarian.)

Step 2: Calculate the VMT Reduction Per Day:

$((2 * BWT) + (2 * BNWT)) * (0.5 * L) = VMTR$ 554.6 VMTR Per Day

VMTR * Operating Days Per Year $554.6 * 200 =$ 110,918 VMTR Per Year

If the Vehicle Miles Traveled Reduction is known enter in the box to the right. VMTR Per Year

Note: A manual entry of the VMTR will override the calculated cell.

Step 3: MOVES 2014a Emission Factors for Unrestricted PM:

Note: Use 35 MPH as a default if average speed is not known.

Speed Used: 35 MPH Eastern or Western Eastern

| | | | |
|---|---|--|---|
| 2016 Passenger ummer VOC Fact, grams/mile | 2016 Passenger nmer NOx Factor grams/mile | 2016 Passenger Summer CO Factor grams/mile | 2016 Passenger Summer CO2 Factor grams/mile |
| 0.047 | 0.163 | 2.460 | 378.555 |

Step 4: Calculate emissions reductions in kilograms per year (Seasonally Adjusted):

| | | | |
|------------|------------|-----------|------------|
| Summer VOC | Summer NOx | Summer CO | Summer CO2 |
| 5.3 | 18.4 | 278.0 | 41,988.6 |

Step 5: Calculate cost effectiveness (first year cost per kg of emissions reduced)

| | | | |
|------------|--------------|--------------------------------------|---------------------------------|
| Emission | Project Cost | Emission Reduction in kg per year | First year cost per kilogram |
| Summer VOC | \$13,814,345 | 5.3 = | \$2,612,123 |
| Summer NOx | \$13,814,345 | 18.4 = | \$752,292 |
| Summer CO | \$13,814,345 | 278.0 = | \$49,692 |
| Summer CO2 | \$13,814,345 | 41,988.6 = | \$329 |

APPENDIX D – ACRONYMS

#
3C Continuing, Cooperative and Comprehensive Transportation Planning

A
AADT Average Annual Daily Traffic
AASHTO American Association of State Highway and Transportation Officials
ABP Accelerated Bridge Program
ADA Americans with Disabilities Act (1990)
ADT Average Daily Traffic
AMPO Association of Metropolitan Planning Organizations
ANR Approval Not Required Plans
APA American Planning Association
APTA American Public Transportation Association
ATR Automatic Traffic Recorder
AVL Automatic Vehicle

B
BIL Bipartisan Infrastructure Law
BMP Best Management Practice
BMS Bridge Management System

C
CAA Clean Air Act Amendments of 1990
CDBG Community Development Block Grant
CEDS Comprehensive Economic Development Strategy
CFR Code of Federal Regulations
CIP Capital Improvement Program
CMAQ Congestion Mitigation and Air Quality
CMS Congestion Management System
CRFCs Critical Rural Freight Corridors
CRP Carbon Reduction Program
CSS Context Sensitive Solutions
CUFCs Critical Urban Freight Corridors

D
DEP Department of Environmental Protection
DHV Design Hour Volume
DLTA District Local Technical Assistance
DRS Demand Responsive Service

E
EDA Economic Development Administration
EIR Environmental Impact Report
EIS Environmental Impact Study/Statement
EJ Environmental Justice
ENF Environmental Notification Form

EOEEA Executive Office of Energy and Environmental Affairs
EPA Environmental Protection Agency
EPDO Equivalent Property Damage Only

F

FAST Act Fixing America's Surface Transportation Act (2015-2020)
FASTLANE Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies Grants Program
FEIR Final Environmental Impact Report
FEMA Federal Emergency Management Agency
FFY Federal Fiscal Year (begins October 1)
FHWA Federal Highway Administration
FO Functionally Obsolete
FRA Federal Railroad Administration
FTA Federal Transit Administration
FFY Federal Fiscal Year (October 1st to September 30th)
FY Fiscal Year (July 1st to June 30th)

G

GANs Grant Anticipation Notes
GIS Geographic Information System
GPS Global Positioning System
GVW Gross Vehicle Weight

H

HAZMATH Hazardous Material
HCM Highway Capacity Manual
HCS Highway Capacity Software
HOV High Occupancy Vehicle
HPMS Highway Performance Monitoring System
HPP High Priority Project
HSIP Highway Safety Improvement Program
HTF Highway Trust Fund

I

I/M Inspection and Maintenance
IM Interstate Maintenance
ISTEA Intermodal Surface Transportation Efficiency Act (1991-1997)
ITC Intermodal Transportation Center
ITE Institute of Transportation Engineers
ITS Intelligent Transportation System

J

JARC Job Access Reverse Commute

L

LOS Level of Service
LRT Light Rail Transit
L RTP Long-Range Transportation Plans

M

MAP Mobility Assistance Program
MAP-21 Moving Ahead for Progress in the 21st Century (2012-2015)
MARPA Massachusetts Association of Regional Planning Agencies
MART Montachusett Regional Transit Authority
MARTA Massachusetts Association of Regional Transit Authorities
MBTA Massachusetts Bay Transportation Authority
MassDOT Massachusetts Department of Transportation
MEMA Massachusetts Emergency Management Agency
MISM Major Investment Study
MJTC Montachusett Joint Transportation Committee
MMPO Montachusett Metropolitan Planning Organization
MOE Measures of Effectiveness
MOU Memorandum of Understanding
MPO Metropolitan Planning Organization
MRPC Montachusett Regional Planning Commission
MSA Metropolitan Statistical Area
MUTCD Manual on Uniform Traffic Control Devices

N

NAAQS National Ambient Air Quality Standards
NARC National Association of Regional Councils
NEPA National Environmental Policy Act
NFA Non-Federal Aid
NHFN National Highway Freight Network
NHFP National Highway Freight Program
NHPP National Highway Performance Program
NHS National Highway System
NHTSA National Highway Traffic Safety Administration
NSBP National Scenic Byways Program
NTP Notice to Proceed
NTS National Transportation System

O

OA Obligational Authority
OTPO Office of Transportation Planning

P

PHF Peak Hour Factor
PHFS Primary Highway Freight System
PL Planning Funds
PMS Pavement Management System
PMT Personal Miles Traveled
PMUG Pavement Management User's Group
PPP Public Participation Program
PRC Project Review Committee
PS&E Plans, Specifications & Estimates
PWED Public Works/Economic Development

R

RABA Revenue Aligned Budget Authority

RFP Request for Proposals
RFQ Request for Quotes
RFR Request for Referrals
ROW Right of Way
RPAs Regional Planning Agencies
RPOs Rural Planning Organizations
RRF Request a Release of Funds
RTA Regional Transit Authority
RTP Regional Transportation Plan

S

SAFETEA-LU Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
(2005-2009)

SEIR Supplemental Environmental Impact Report
SIP State Implementation Plan
SPR State Planning and Research Funds
SOV Single Occupant Vehicle
STBGPS Surface Transportation Block Grant Program
STIP Statewide Transportation Improvement Program

T

TCM Transportation Control Measure
TCSP Transportation and Community System Preservation
TDM Travel Demand Management
TDP Transit Development Plan
TE Transportation Enhancement
TEA-21 Transportation Equity Act for the 21st Century (1998-2003)
TIGER Transportation Investment Generating Economic Recovery
TIGGER Transit Investment in Greenhouse Gas and Energy Reduction
TIP Transportation Improvement Program
TMA Transportation Management Area
TMC Turning Movement Count
TOD Transit Oriented Development
TSM Travel/Transportation System Management

U

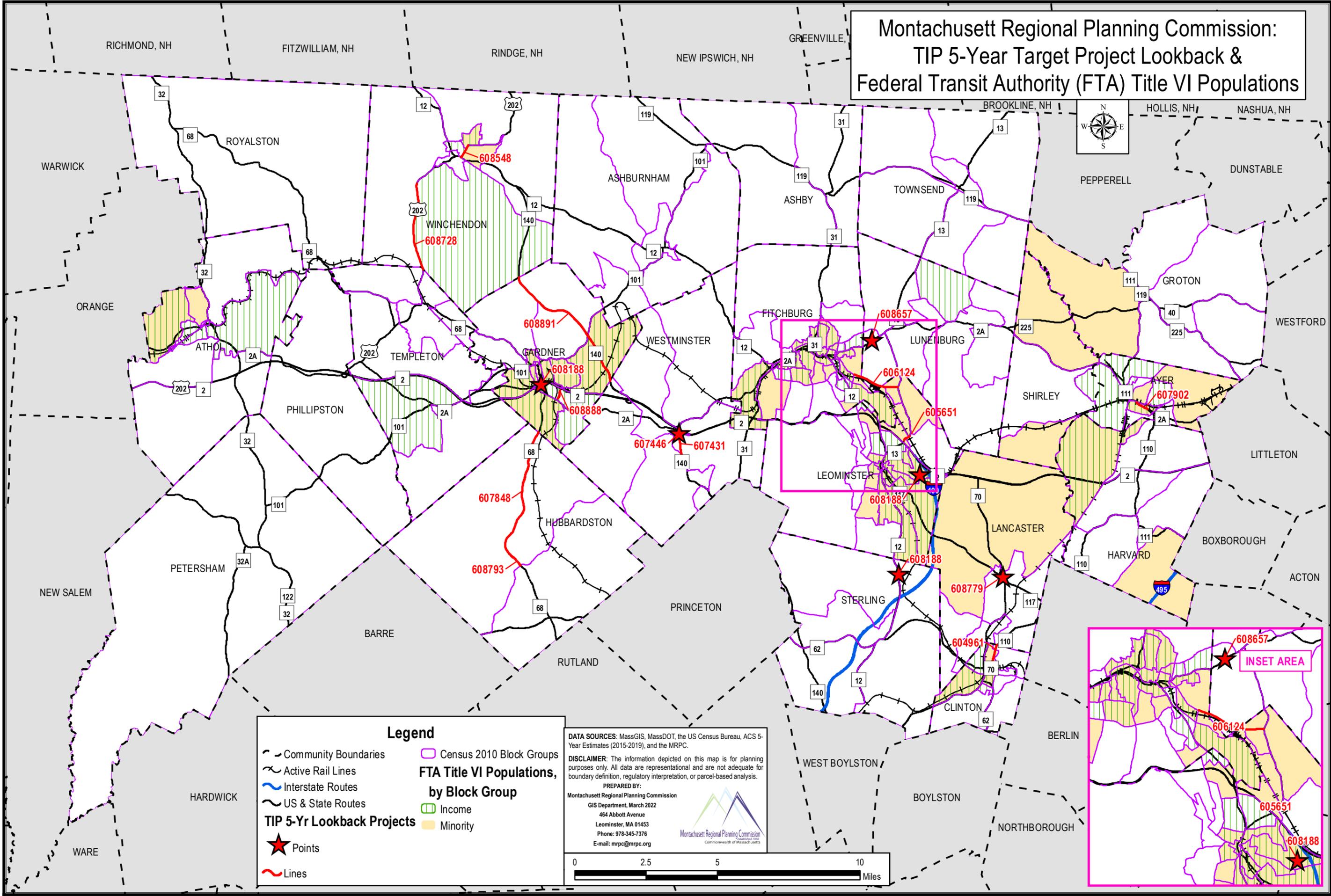
UPWP Unified Planning Work Program
UZA Urbanized Areas

V

V/C Volume to Capacity Ratio
VMS Variable Message Sign
VMT Vehicle Miles Traveled
VOCs Volatile Organic Compounds
VPH Vehicles Per Hour

APPENDIX E – EQUITY DISTRIBUTION ANALYSIS OF TIP PROJECTS MAPS

Montachusett Regional Planning Commission: TIP 5-Year Target Project Lookback & Federal Transit Authority (FTA) Title VI Populations



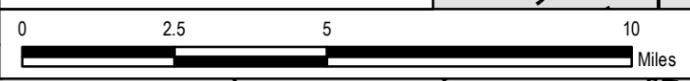
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- Community Boundaries
- Active Rail Lines
- Interstate Routes
- US & State Routes
- TIP 5-Yr Lookback Projects
- Points
- Lines
- Census 2010 Block Groups
- FTA Title VI Populations, by Block Group**
- Income
- Minority

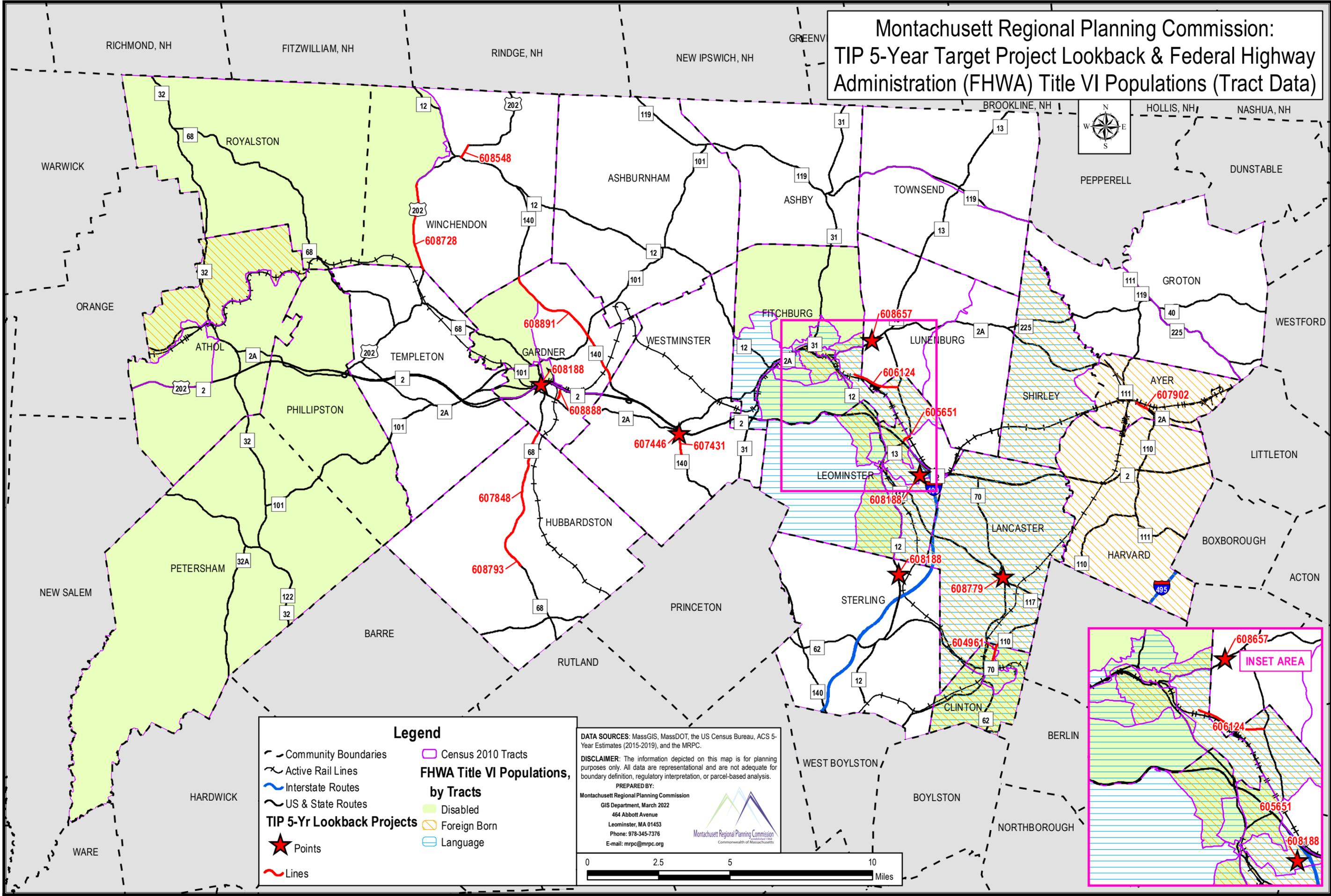
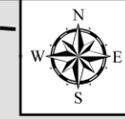
DATA SOURCES: MassGIS, MassDOT, the US Census Bureau, ACS 5-Year Estimates (2015-2019), and the MRPC.

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Montachusett Regional Planning Commission: TIP 5-Year Target Project Lookback & Federal Highway Administration (FHWA) Title VI Populations (Tract Data)



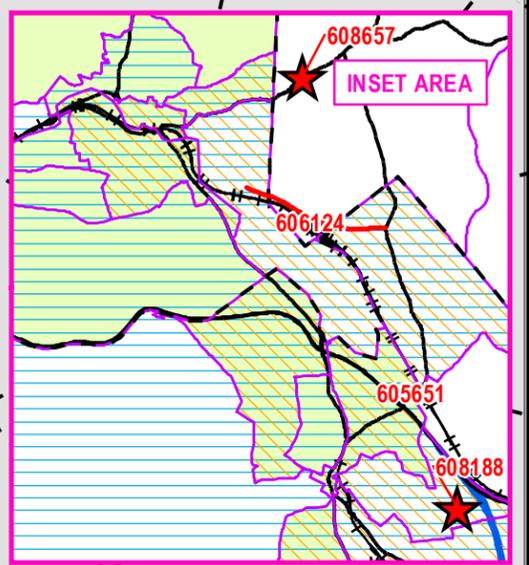
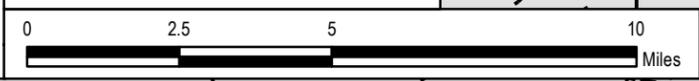
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- Disabled
- Foreign Born
- Language

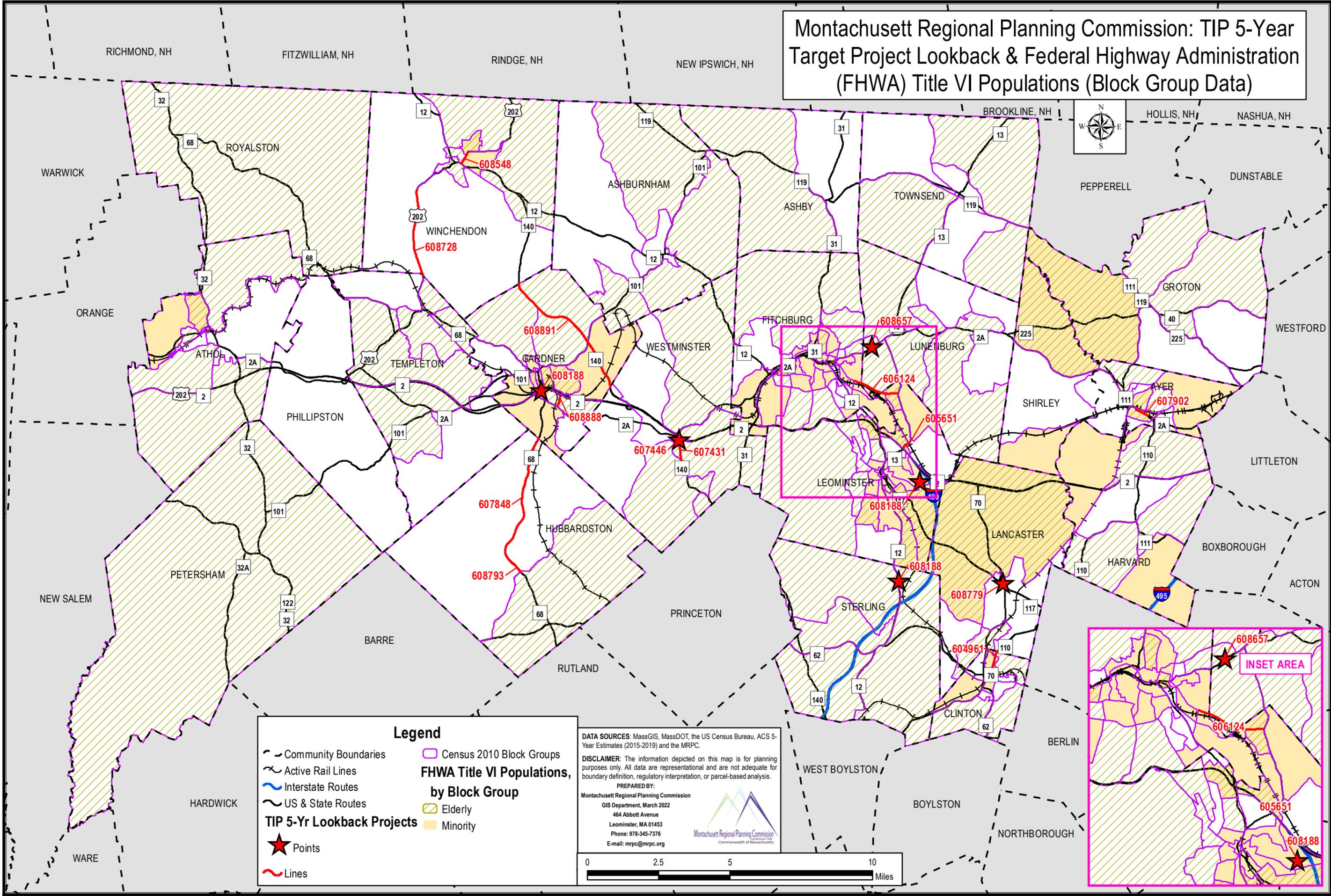
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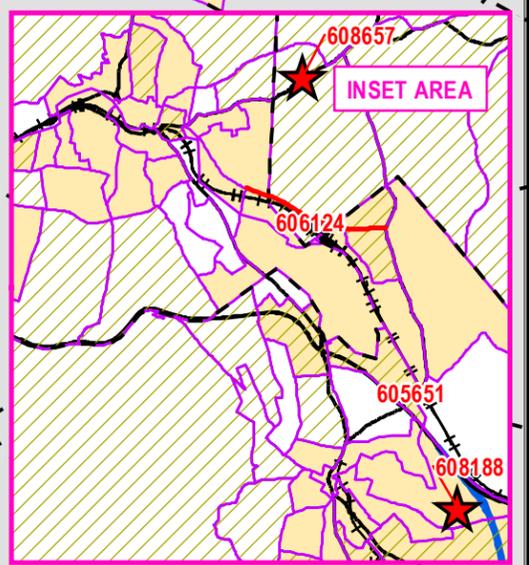
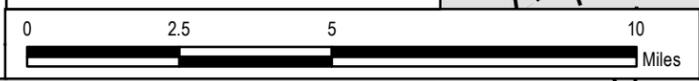
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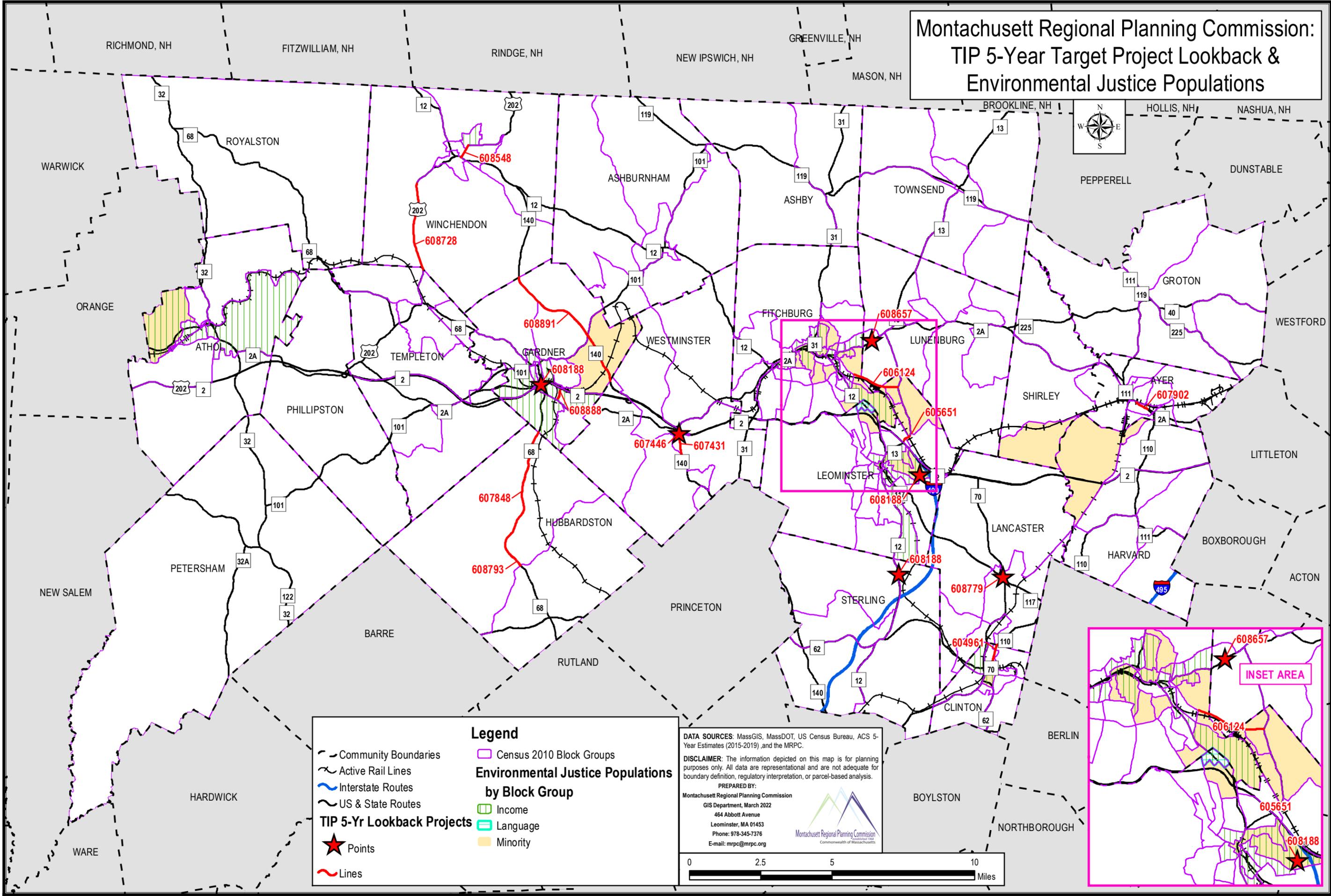
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Montachusett Regional Planning Commission: TIP 5-Year Target Project Lookback & Environmental Justice Populations



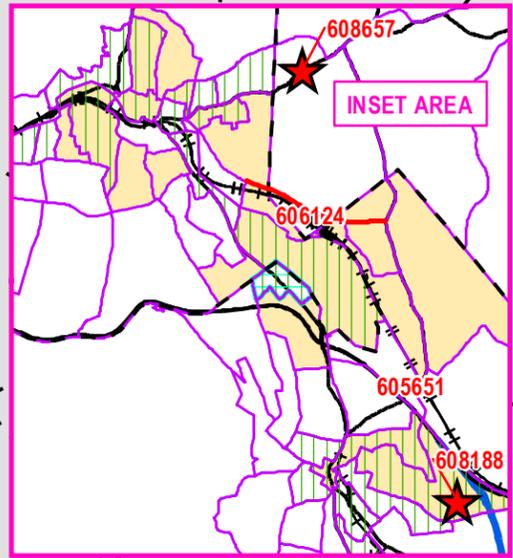
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 - Minority

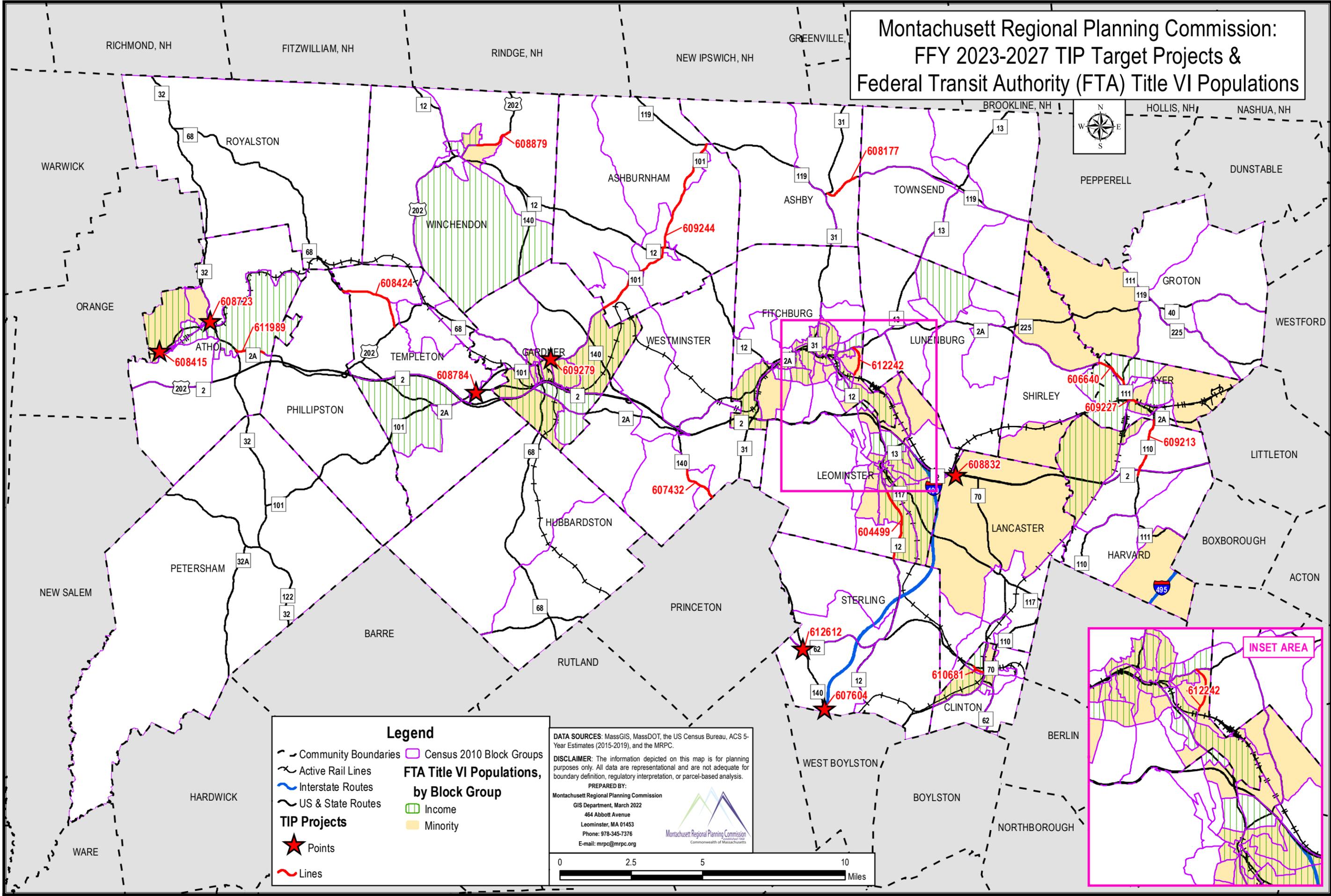
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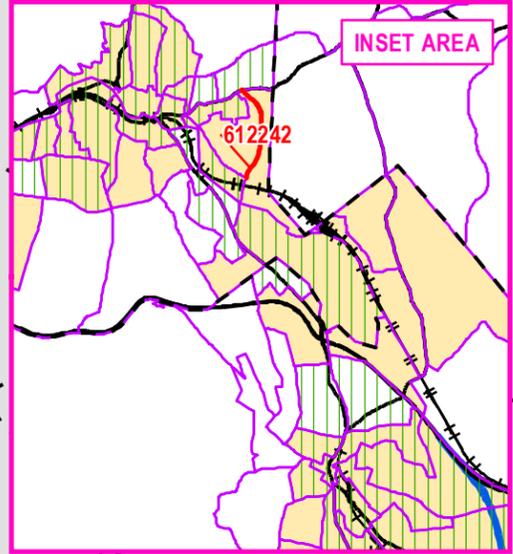
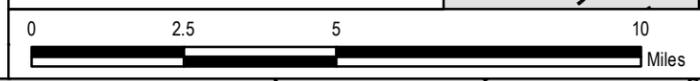
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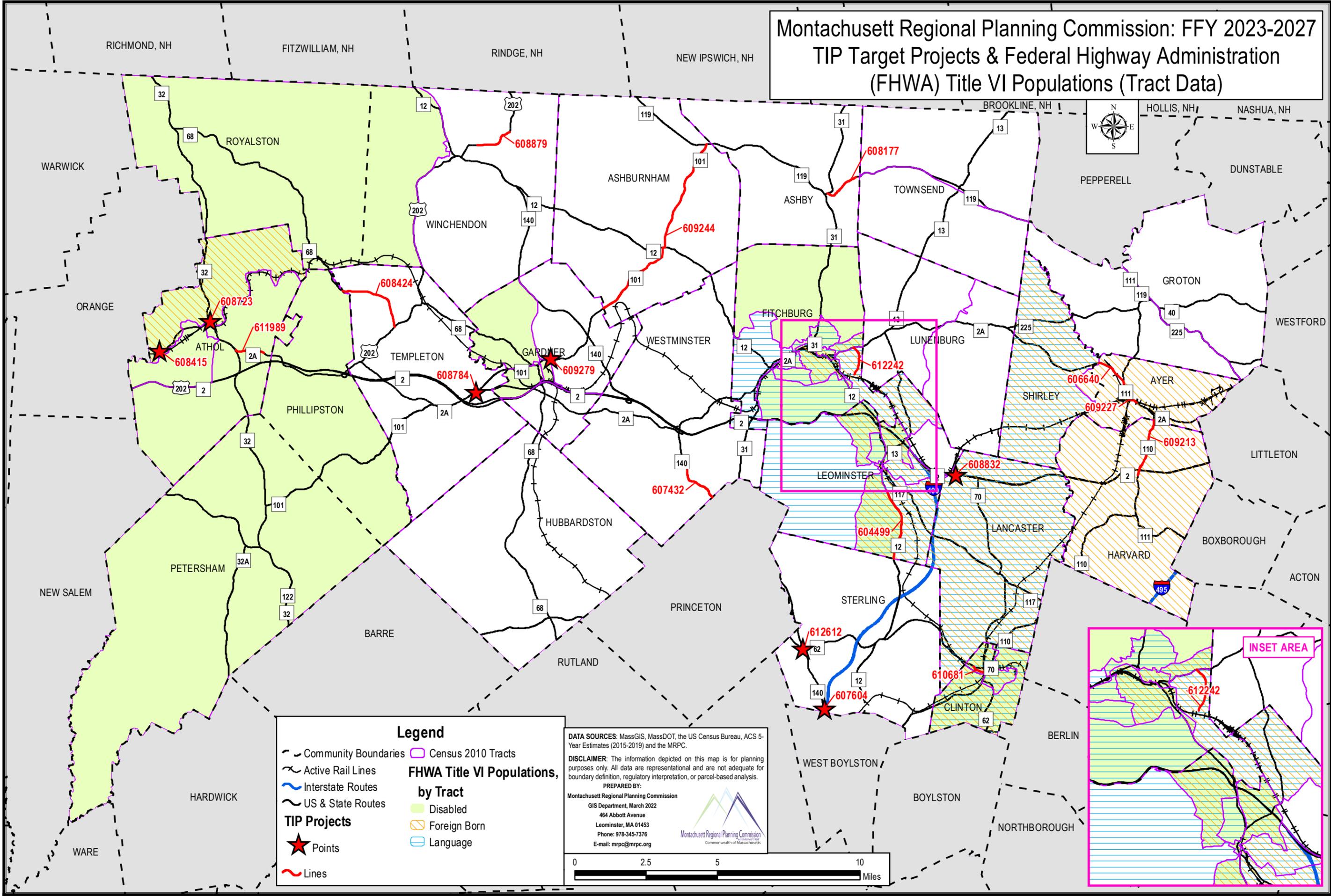
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Montachusett Regional Planning Commission: FFY 2023-2027 TIP Target Projects & Federal Highway Administration (FHWA) Title VI Populations (Tract Data)



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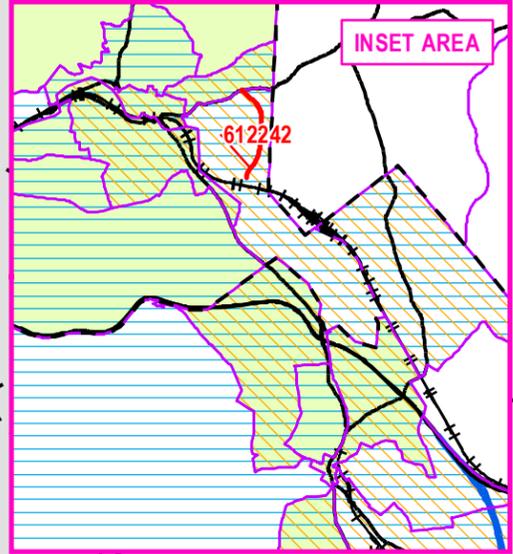
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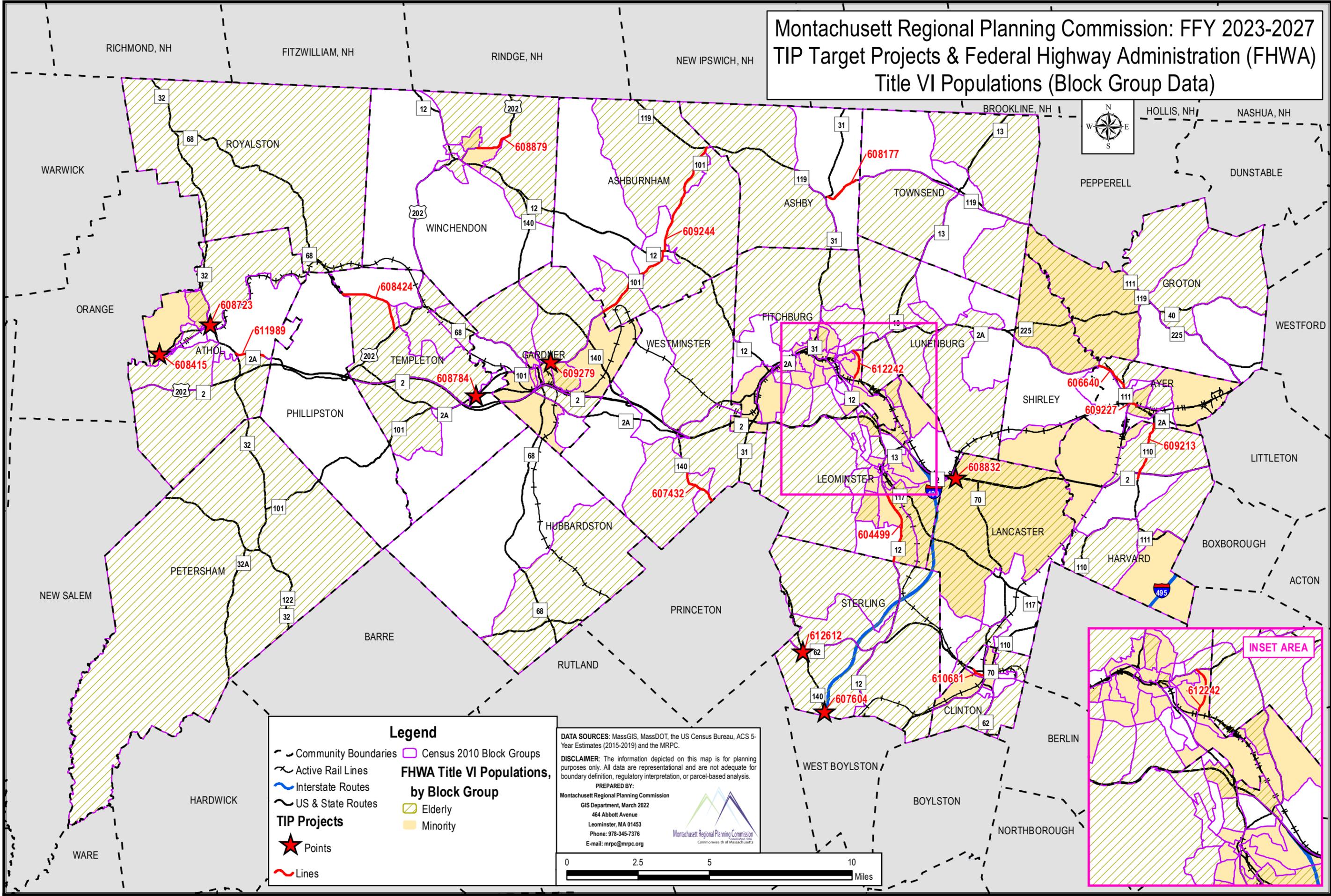
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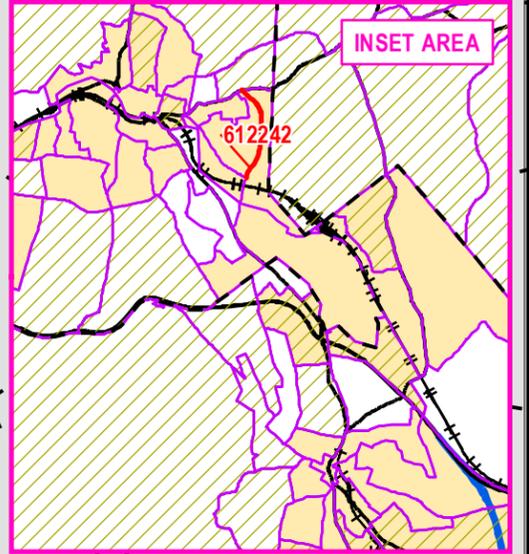
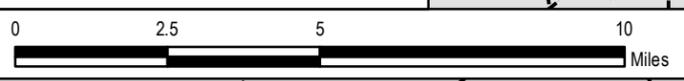
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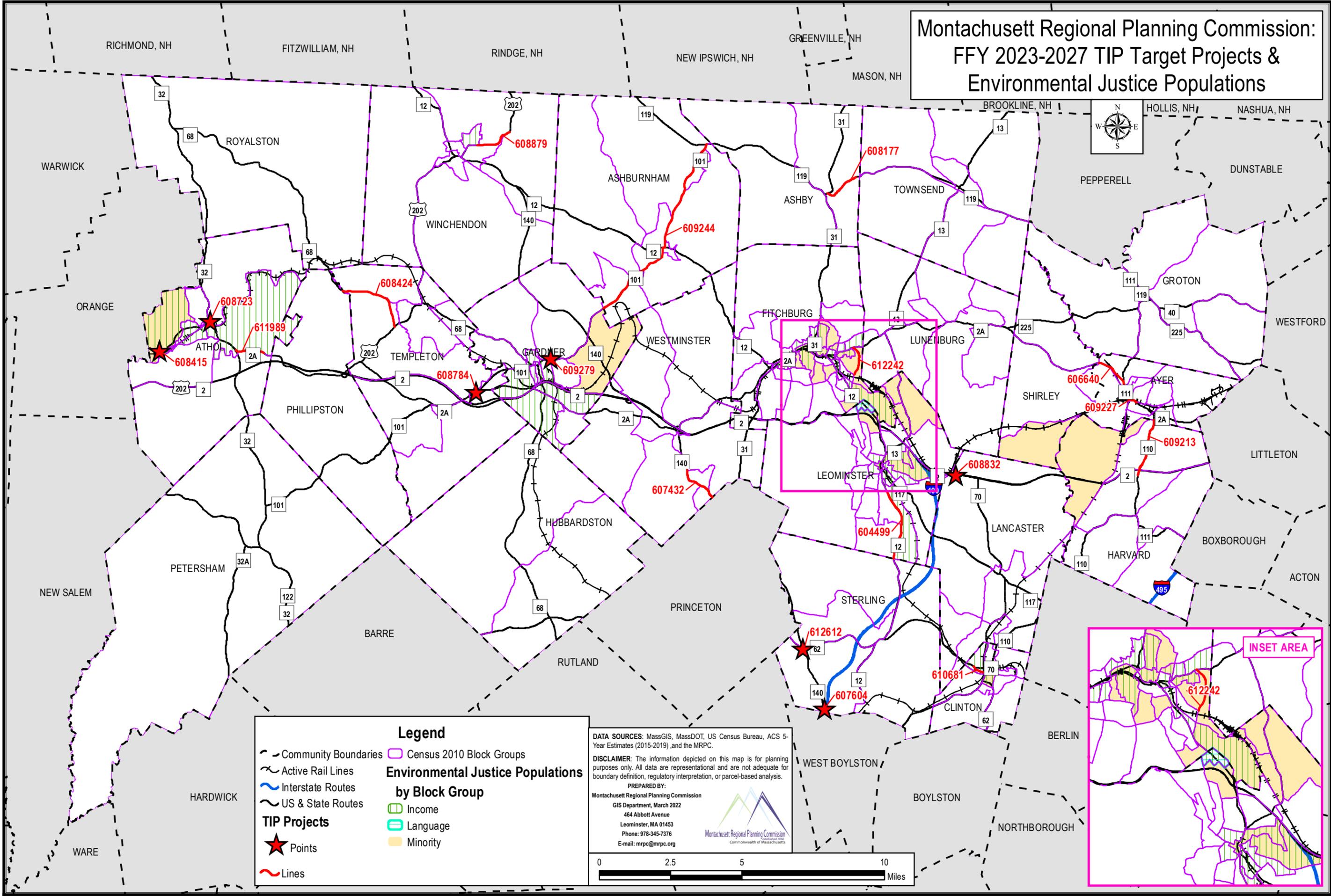
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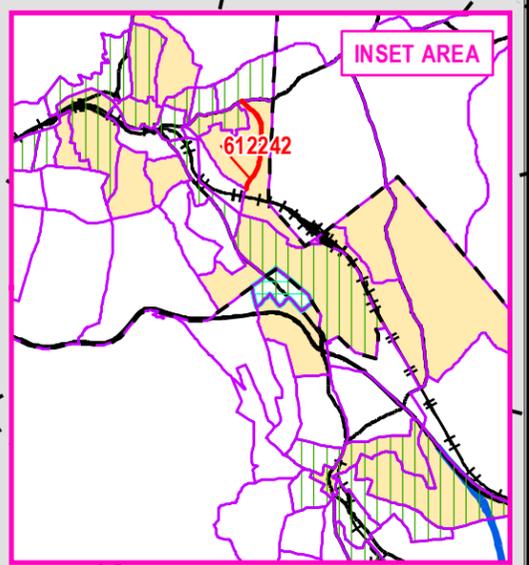
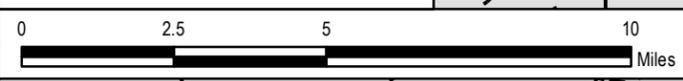
Legend

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APPENDIX F – OPERATIONS AND MAINTENANCE TABLES

(Operations and Maintenance spending within the region are included in the following Statewide and District tables)

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

| Operating and Maintenance Expenditures as of March 2022 | | | | | |
|--|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|
| Statewide and District Contracts plus Expenditures within MPO boundaries | | | | | |
| Program Group/Sub Group | Est SFY 2022 Spending | Est SFY 2023 Spending | Est SFY 2024 Spending | Est SFY 2025 Spending | Est SFY 2026 Spending |
| Part 2: Federal Aid | | | | | |
| Section I - Federal Aid Maintenance Projects | | | | | |
| 01 - ADA Retrofits | | | | | |
| Sidewalk Construction and Repairs | \$ - | \$ - | \$ - | \$ - | \$ - |
| 02 - Bicycles and pedestrians program | | | | | |
| Bikeway/Bike Path Construction | \$ - | \$ - | \$ - | \$ - | \$ - |
| 03 - Bridge | | | | | |
| Bridge Maintenance | \$ 3,805,564 | \$ 502,504 | \$ 2,357,142 | \$ - | \$ - |
| Bridge Maintenance - Deck Repairs | \$ - | \$ - | \$ 1,038,762 | \$ 952,198 | \$ - |
| Bridge Maintenance - Joints | \$ - | \$ - | \$ - | \$ - | \$ - |
| Bridge Preservation | \$ - | \$ - | \$ - | \$ - | \$ - |
| Bridge Reconstruction/Rehab | \$ - | \$ - | \$ - | \$ - | \$ - |
| Drawbridge Maintenance | \$ - | \$ - | \$ - | \$ - | \$ - |
| Painting - Structural | \$ 3,401,816 | \$ 378,207 | \$ - | \$ - | \$ - |
| Structures Maintenance | \$ 238,348 | \$ 2,860,181 | \$ 1,430,090 | \$ - | \$ - |
| 04 - Capacity | | | | | |
| Hwy Reconstr - Added Capacity | \$ - | \$ - | \$ - | \$ - | \$ - |
| 05 - Facilities | | | | | |
| Vertical Construction (Ch 149) | \$ - | \$ - | \$ - | \$ - | \$ - |
| 07 - Intersection Improvements | | | | | |
| Traffic Signals | \$ - | \$ - | \$ - | \$ - | \$ - |
| 08 - Interstate Pavement | | | | | |
| Resurfacing Interstate | \$ - | \$ - | \$ - | \$ - | \$ - |
| 09 - Intelligent Transportation Systems Program | | | | | |
| Intelligent Transportation System | \$ - | \$ - | \$ - | \$ - | \$ - |
| 10 - Non-Interstate DOT Pavement Program | | | | | |
| Milling and Cold Planing | \$ - | \$ - | \$ - | \$ - | \$ - |
| Resurfacing | \$ - | \$ - | \$ - | \$ - | \$ - |
| Resurfacing DOT Owned Non-Interstate | \$ - | \$ - | \$ - | \$ - | \$ - |
| 11 - Roadway Improvements | | | | | |
| Asbestos Removal | \$ - | \$ - | \$ - | \$ - | \$ - |
| Catch Basin Cleaning | \$ - | \$ - | \$ - | \$ - | \$ - |
| Contract Highway Maintenance | \$ - | \$ - | \$ - | \$ - | \$ - |
| Crack Sealing | \$ - | \$ - | \$ - | \$ - | \$ - |
| Culvert Maintenance | \$ - | \$ - | \$ - | \$ - | \$ - |
| Culvert Reconstruction/Rehab | \$ - | \$ - | \$ - | \$ - | \$ - |
| Drainage | \$ - | \$ - | \$ - | \$ - | \$ - |
| Guard Rail & Fencing | \$ - | \$ - | \$ - | \$ - | \$ - |
| Highway Sweeping | \$ - | \$ - | \$ - | \$ - | \$ - |
| Landscaping | \$ - | \$ - | \$ - | \$ - | \$ - |
| Mowing and Spraying | \$ - | \$ - | \$ - | \$ - | \$ - |
| Sewer and Water | \$ - | \$ - | \$ - | \$ - | \$ - |
| Tree Trimming | \$ - | \$ - | \$ - | \$ - | \$ - |
| 12 - Roadway Reconstruction | | | | | |
| Hwy Reconstr - Restr and Rehab | \$ - | \$ - | \$ - | \$ - | \$ - |
| 13 - Safety Improvements | | | | | |
| Electrical | \$ - | \$ - | \$ - | \$ - | \$ - |
| Impact Attenuators | \$ - | \$ - | \$ - | \$ - | \$ - |
| Lighting | \$ 5,557,056 | \$ 9,931 | \$ 978,483 | \$ - | \$ - |
| Pavement Marking | \$ - | \$ - | \$ - | \$ - | \$ - |
| Safety Improvements | \$ - | \$ - | \$ - | \$ - | \$ - |
| Sign Installation/Upgrading | \$ - | \$ - | \$ - | \$ - | \$ - |
| Structural Signing | \$ 583,693 | \$ 99,450 | \$ - | \$ - | \$ - |
| Section I Total: | \$ 13,586,477 | \$ 3,850,272 | \$ 5,804,478 | \$ 952,198 | \$ - |

Operating and Maintenance Expenditures as of March 2022

Statewide and District Contracts

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

Operating and Maintenance Expenditures as of March 2022

Statewide and District Contracts

| Program Group/Sub Group | Est SFY 2022 Spending | Est SFY 2023 Spending | Est SFY 2024 Spending | Est SFY 2025 Spending | Est SFY 2026 Spending |
|--|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|
| Part 2: Federal Aid | | | | | |
| Section I - Federal Aid Maintenance Projects | | | | | |
| 01 - ADA Retrofits | | | | | |
| Sidewalk Construction and Repairs | \$ - | \$ - | \$ - | \$ - | \$ - |
| 02 - Bicycles and pedestrians program | | | | | |
| Bikeway/Bike Path Construction | \$ - | \$ - | \$ - | \$ - | \$ - |
| 03 - Bridge | | | | | |
| Bridge Maintenance | \$ 2,557,469 | \$ 502,504 | \$ - | \$ - | \$ - |
| Bridge Maintenance - Deck Repairs | \$ - | \$ - | \$ - | \$ - | \$ - |
| Bridge Maintenance - Joints | \$ - | \$ - | \$ - | \$ - | \$ - |
| Bridge Preservation | \$ - | \$ - | \$ - | \$ - | \$ - |
| Bridge Reconstruction/Rehab | \$ - | \$ - | \$ - | \$ - | \$ - |
| Drawbridge Maintenance | \$ - | \$ - | \$ - | \$ - | \$ - |
| Painting - Structural | \$ 3,401,816 | \$ 378,207 | \$ - | \$ - | \$ - |
| Structures Maintenance | \$ - | \$ - | \$ - | \$ - | \$ - |
| 04 - Capacity | | | | | |
| Hwy Reconstr - Added Capacity | \$ - | \$ - | \$ - | \$ - | \$ - |
| 05 - Facilities | | | | | |
| Vertical Construction (Ch 149) | \$ - | \$ - | \$ - | \$ - | \$ - |
| 07 - Intersection Improvements | | | | | |
| Traffic Signals | \$ - | \$ - | \$ - | \$ - | \$ - |
| 08 - Interstate Pavement | | | | | |
| Resurfacing Interstate | \$ - | \$ - | \$ - | \$ - | \$ - |
| 09 - Intelligent Transportation Systems Program | | | | | |
| Intelligent Transportation System | \$ - | \$ - | \$ - | \$ - | \$ - |
| 10 - Non-interstate DOT Pavement Program | | | | | |
| Milling and Cold Planing | \$ - | \$ - | \$ - | \$ - | \$ - |
| Resurfacing | \$ - | \$ - | \$ - | \$ - | \$ - |
| Resurfacing DOT Owned Non-Interstate | \$ - | \$ - | \$ - | \$ - | \$ - |
| 11 - Roadway Improvements | | | | | |
| Asbestos Removal | \$ - | \$ - | \$ - | \$ - | \$ - |
| Catch Basin Cleaning | \$ - | \$ - | \$ - | \$ - | \$ - |
| Contract Highway Maintenance | \$ - | \$ - | \$ - | \$ - | \$ - |
| Crack Sealing | \$ - | \$ - | \$ - | \$ - | \$ - |
| Culvert Maintenance | \$ - | \$ - | \$ - | \$ - | \$ - |
| Culvert Reconstruction/Rehab | \$ - | \$ - | \$ - | \$ - | \$ - |
| Drainage | \$ - | \$ - | \$ - | \$ - | \$ - |
| Guard Rail & Fencing | \$ - | \$ - | \$ - | \$ - | \$ - |
| Highway Sweeping | \$ - | \$ - | \$ - | \$ - | \$ - |
| Landscaping | \$ - | \$ - | \$ - | \$ - | \$ - |
| Mowing and Spraying | \$ - | \$ - | \$ - | \$ - | \$ - |
| Sewer and Water | \$ - | \$ - | \$ - | \$ - | \$ - |
| Tree Trimming | \$ - | \$ - | \$ - | \$ - | \$ - |
| 12 - Roadway Reconstruction | | | | | |
| Hwy Reconstr - Restr and Rehab | \$ - | \$ - | \$ - | \$ - | \$ - |
| 13 - Safety Improvements | | | | | |
| Electrical | \$ - | \$ - | \$ - | \$ - | \$ - |
| Impact Attenuators | \$ - | \$ - | \$ - | \$ - | \$ - |
| Lighting | \$ - | \$ - | \$ - | \$ - | \$ - |
| Pavement Marking | \$ - | \$ - | \$ - | \$ - | \$ - |
| Safety Improvements | \$ - | \$ - | \$ - | \$ - | \$ - |
| Sign Installation/Upgrading | \$ - | \$ - | \$ - | \$ - | \$ - |
| Structural Signing | \$ 583,693 | \$ 99,450 | \$ - | \$ - | \$ - |
| Section I Total: | \$ 6,542,978 | \$ 980,161 | \$ - | \$ - | \$ - |

ATTACHMENT 1 - COMMENTS RECEIVED ON DRAFT TIP

| Federal Highway Administration (FHWA) / Federal Transit Administration (FTA) Joint Comments | | |
|---|--|----------------------------------|
| Page/Section | Comment | MPO Response |
| 13 | Secretary Tessler is listed as "Acting" on this page (though correctly as Secretary on other pages). Appears twice under "Signatories" and "Sub-Signatory Committee Members." | Change made in final document |
| 42 | If possible, it would be preferable to include readable text versions of these images, from an accessibility/screen reader standpoint. Please ensure alt text is accurate, at a minimum. | Updates added |
| 54 | Under funding programs, consider updating this listing to align with BIL. In particular: <ul style="list-style-type: none"> BIL adds a couple of new formula programs under Contract Authority from the Highway Trust Fund: Carbon Reduction and PROTECT. As a note, Rail-Highway Grade Crossings is a set aside from HSIP, and Off-System Bridge is a set aside from STBG (like TAP). Optional, but this also does not include new formula programs with 5-year apportionments outside the Contract Authority: Bridge Formula Program & National Electric Vehicle Formula Program (NEVI) | Updates added |
| 69-74 | In these tables, what is the source for the Federal Target/Availability? It appears on first glance that these totals show less availability than is programmed (here and all FY tables following). Are the Federal target numbers just the preliminary amounts? Pre-BIL and increased OA? Transit is highlighted, but we know those numbers were pending. Please ensure update before final posting. Will the public have ability to comment on transit funding? | Tables updated in final document |
| 133 | MART Funding Table: I believe "CARISA" in the 5307 line should be "CRRSSA." Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA), https://www.congress.gov/bill/116th-congress/house-bill/133/text | Change made in final document |

MassDOT Office of Transportation Planning (OTP) Comments

| OTP Comments under "Completeness" | | |
|--|---|--|
| Review Item | Comments | MPO Response |
| Table of Contents is accurate and internally-linked. | Please link items i, ii, & iii | Items are linked in the final |
| Document has no broken links. | Link broken on page 46. Try https://www.mass.gov/doc/701-cmr-700-use-of-road-flaggers-and-police-details-on-public-works-projects-0/download | Fixed in final document |
| Charts, tables, and maps are legible and properly annotated. | From pages 106 - 111, page numbers in top right appear twice. Tables on pages 55 - 59 are a little confusing | Page numbers fixed, tables updated in final document |
| Acronyms and partner agency lists are up to date. | Please create and list the location of these in the Table of Contents | Included in final document |
| Dates listed w/in TIP reflect FFY 2023-2027. | Page 51, update to 2023 - 2027 TIP | Updated in final document |
| OTP Comments under "Narrative" | | |
| Review Item | Comments | MPO Response |
| TIP describes funding sources accurately. | Revise Transportation Funding Programs to include BIL programs - PROTECT and Carbon Reduction | Updated in final document |
| OTP Comments under "Project Listing" | | |
| Review Item | Comments | MPO Response |
| Additional comment field contains all necessary info. | When projects have multiple funding sources, i.e. 604499, please summarize in 'Other Information' field. For example: "Project is advance constructed over three years (FFY 2024-2025); HSIP + TAP + STBG = \$13,814,345." | Included in final document |