Merrimack Valley Metropolitan Planning Organization

Transportation Improvement Program

Federal Fiscal Years 2026-2030

Merrimack Valley Planning Commission

Merrimack Valley Metropolitan Planning Organization

MVMPO Board, Staff & Contributors

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Front Matter & Certifications

Funding Disclaimer

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Title VI Notice of Protection

MVMPO complies with federal and state nondiscrimination obligations and does not discriminate on the basis of race, color, age, religion, creed, national origin (including limited English proficiency), ethnicity, ancestry, sex, gender, sexual orientation, gender identity or expression, disability, veteran's status, or background. For more information, to express a concern, or to file a complaint, please contact Title VI Specialist Patrick Reed by phone at 978-374-0519, Ext. 15 or by email at transportation@mvpc.org. Visit www.mvpc.org to learn more about these nondiscrimination obligations.

MVPC is committed to nondiscrimination in all activities. Individuals who believe they have been discriminated against may file a complaint with MVPC at:

Attn: Title VI Specialist
Merrimack Valley Planning Commission
160 Main Street
Haverhill, MA 01830
Email: transportation@mvpc.org.

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

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

For additional information, language service requests, or reasonable accommodations visit https://mvpc.org/title-vi

Translations

Spanish

Si necesita esta información en otro idioma, por favor contacte al coordinador de MVMPO del Título VI/Contra la Discriminación al 978-374-0519 ext. 15.

Portuguese

Caso estas informações sejam necessárias em outro idioma, por favor, contate o Coordenador de Título VI e de Não Discriminação da MVMPO pelo telefone 978-374-0519, Ramal 15.

Chinese Simple

如果需要使用其它语言了解信息，请联系Merrimack Valley**大都会**规划组织（MVMPO）《**民**权法案》第六章协调员，电话978-374-0519，转15。

Chinese Traditional

如果需要使用其他語言瞭解資訊，請聯繫 Merrimack Valley**大都會規劃組織**（MVMPO）《**民權法案》第六章協調員，電話**978-374-0519，**轉**15。

Vietnamese

Nếu quý vị cần thông tin này bằng tiếng khác, vui lòng liên hệ Điều phối viên Luật VI/Chống phân biệt đối xử của MVMPO theo số điện thoại 978-374-0519, số máy nhánh 15.

French Creole

Si yon moun vle genyen enfòmasyon sa yo nan yon lòt lang, tanpri kontakte Kowòdinatè kont Diskriminasyon/MVMPO Title VI la nan nimewo 978-374-0519, ekstansyon 15.

Russian

Если Вам необходима данная информация на любом другом языке, пожалуйста, свяжитесь с Координатором Титула VI/Защита от дескриминации в MVMPO по тел: 978-374-0519, добавочный 15.

French

Si vous avez besoin d'obtenir une copie de la présente dans une autre langue, veuillez contacter le coordinateur du Titre VI/anti-discrimination de MVMPO en composant le 978-374-0519, poste 15.

Italian

Se ha bisogno di ricevere queste informazioni in un'altra lingua si prega di contattare il coordinatore del MVMPO del Titolo VI e dell'ufficio contro la discriminazione al 978-374-0519 interno 15.

Mon-Khmer, Cambodian

ប្រសិនបើលោក-អ្នកត្រូវការបកប្រែព័ត៌មាននេះ
សូមទាក់ទងអ្នកសម្របសម្រួលជំពូកទី6/គ្មានការរើសអើងរបស់ MVMPO **តាមរយៈលេខទូរស័ព្ទ** 978-374-0519 **រួចភ្ជាប់ទៅលេខ** 15។

Arabic

إذا كنت بحاجة إلى هذه المعلومات بلغة أخرى، يُرجى الاتصال بمنسق التمييز لمنع السادسة الفقرة بمنسق التابع التخطيط لمنظمة الحضري في
.15 الأرقام اضغط وثم 978-374-0519 :الهاتف على فالي ميريماك

FFY 2026-2030 Transportation Improvement Program Endorsement

Whereas, the Merrimack Valley MPO has completed its review in accordance with Section 176(c) (4) of the Clean Air Act as amended in 1990 [42 U.S.C. 7251 (a)], and hereby certifies that the FFYs 2025-2029 TIP is financially constrained and that the implementation of the Merrimack Valley Metropolitan Planning Organization 2020 Regional Transportation Plan satisfies the conformity criteria specified in both 40 CFR Part 51 and 93 (8/15/1997) and 310 CMR 60.03 (12/30/1994).

Therefore, in accordance with 23 CFR Part 450 Section 322 (Development and content of the Metropolitan Transportation Plan) of the March 16, 2007 Final Rules for Statewide and Metropolitan Planning, the MPO hereby endorses the FFYs 2025-2029 Transportation Improvement Program.

May 21, 2025

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Monica Tibbits-Nutt, Secretary and Chief Executive Officer
Massachusetts Department of Transportation (MassDOT)
Chair, Merrimack Valley Metropolitan Planning Organization (MVMPO)

Self-Certification Compliance Statement

Certification of the Merrimack Valley Metropolitan Planning Organization Transportation Planning Process

The Merrimack Valley Metropolitan Planning Organization certifies that its conduct of the metropolitan transportation planning process complies with all applicable requirements, which are listed below, and that this process includes activities to support the development and implementation of the Regional Long-Range Transportation Plan and Air Quality Conformity Determination, the Transportation Improvement Program and Air Quality Conformity Determination, and the Unified Planning Work Program.

1. 23 USC 134, 49 USC 5303, and this subpart.
2. Sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 USC 7504, 7506 (c) and (d) and 40 CFR part 93 and for applicable State Implementation Plan projects.
3. Title VI of the Civil Rights Act of 1964, as amended (42 USC 2000d-1) and 49 CFR Part 21.
4. 49 USC 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity.
5. Section 11101(e) of the Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58) and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in U.S. DOT-funded projects.
6. 23 CFR part 230, regarding implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts.
7. The provisions of the US DOT and of the Americans with Disabilities Act of 1990 (42 USC 12101 et seq.) and 49 CFR Parts 27, 37, and 38.
8. The Older Americans Act, as amended (42 USC 6101), prohibiting discrimination on the basis of age in programs or activities receiving federal financial assistance.
9. Section 324 of Title 23 USC regarding the prohibition of discrimination based on gender.
10. Section 504 of the Rehabilitation Act of 1973 (29 USC 794) and 49 CFR Part 27 regarding discrimination against individuals with disabilities.
11. Anti-lobbying restrictions found in 49 CFR Part 20. No appropriated funds may be expended by a recipient to influence or attempt to influence an officer or employee of any agency, or a member of Congress, in connection with the awarding of any federal contract.

May 21, 2025

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Monica Tibbits-Nutt, Secretary and Chief Executive Officer
Massachusetts Department of Transportation
Chair, Merrimack Valley Metropolitan Planning Organization

310 CMR 60.05 Global Warming Solutions Act Requirements for the Transportation Sector and MassDOT Certification

This will certify that the Transportation Improvement Program and Air Quality Conformity Determination for the Merrimack Valley Metropolitan Planning Organization's Long Range Transportation Plan is in compliance with all applicable requirements in the State Regulation 310 CMR 60.05: Global Warming Solutions Act Requirements for Transportation. The regulation requires the MPO to:

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

May 21, 2025

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Monica Tibbits-Nutt, Secretary and Chief Executive Officer
Massachusetts Department of Transportation (MassDOT)
Chair, Merrimack Valley Metropolitan Planning Organization (MVMPO)

Executive Summary

About the Merrimack Valley Metropolitan Planning Organization

Fifteen member communities fall within the Merrimack Valley's federally designated metropolitan planning region. The Merrimack Valley Planning Commission (MVPC) supports these communities by facilitating various environmental, economic development, transportation, and technology planning services. Staff within MVPC also support the Merrimack Valley Metropolitan Planning Organization (MVMPO), which is the region's transportation policy board. This body manages the region's federally required Continuing, Cooperative, and Comprehensive (3C) transportation planning process, which ensures infrastructure planning and funding coordination across the local, state, and federal levels of government.

What is the region's Transportation Improvement Program (TIP)?

The Transportation Improvement Program (TIP) is the region's five-year transportation capital plan for federal aid projects. Each year the MVMPO prepares and approves a list of projects that are candidates to receive federal funding over a five-year horizon. Projects must be programmed on the TIP to receive federal aid.

How is the TIP developed?

The TIP programs federal aid from the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

On the highway side, the TIP contains two primary types of federal aid projects: regional projects and statewide projects. Regional projects are typically developed by member communities in coordination with MVMPO staff and MassDOT. These projects are typically confined to a single municipality and tend to benefit residents, employees, and visitors who travel through the specific municipality. By contrast, statewide projects tend to be greater in geographic scope and/or magnitude of benefit in that they support statewide mobility. Statewide projects may also support specific policy goals of the state (such as improving access to schools through the Safe Routes to School program). Most FHWA TIP projects support infrastructure construction; however, various federal aid programs have numerous eligibilities including capital purchase and design.

On the transit side, the TIP contains both capital and operating support for the region's transit authority, Merrimack Valley Transit (MeVa). Capital projects include a range of project-types including but not limited to replacing rolling stock, preventative maintenance, and upgrading facilities. Operating projects include subsidies for operations and short-range planning support.

Federal aid projects are supported by two types of federal aid funding: apportioned aid and discretionary aid. Federal surface transportation legislation includes programs (often referred to as "funding colors") and associated funding ceilings to allow states and regional governments to obligate the use of federal funds for their projects. Funds that are *apportioned* are approved by congress and divvyed up to states through specific program formulas. In Massachusetts, regional funds are further broken up by formula. Funds that are *discretionary* are available to recipients, as warranted, by federal approval, most typically through competitive grant programs administered by the Federal Highway Administration or Federal Transit Administration. *Earmarks* provide funding for priorities specifically included in federal surface transportation legislation.

What projects are funded in this year's TIP?

This cycle programs federal aid for the following regional target projects:

Table 1. Regional Target Projects

Project ID	Project Description
608095	Corridor Improvements on Route 114 between Waverly Road and Mill Street in North Andover (2026-2028)
602843	Reconstruction on Route 97 between West Main and Moulton Street in Georgetown (2026)
608029	Intersection Improvements at Route 1 and Merrimack Street in Newburyport (2027)
611977	A trail connector between the Riverwalk and Salisbury Ghost Trail in Amesbury (2027)
608788	Reconstruction of North Avenue between Main Street and the New Hampshire Line in Haverhill (2028-2029)
611957	Reconstruction of Route 133 between Shawsheen Road and North Main Street in Andover (2029-2030)
S13278	Newburyport Bikeshare Pilot Capital Contribution (2026-2027)
S13279 and S13280	Merrimack Valley Region Design/Capital Purchase Reserve (2027 and 2029)

This cycle also programs earmarks or discretionary grant funded projects

Table 2. Earmarks and Discretionary Grant Funded Projects

Project ID	Project Description
612074	Replacement of the Short Street Bridge over the Spicket River in Lawrence (2027)
612158	Replacement of the Route 213 Bridge over the Methuen Rail Trail (2028)
613903	Preservation of the Union Street Bridge over the North Canal in Lawrence (2026)

This cycle also programs federal aid for the following statewide projects:

Table 3. Statewide Target Projects.

Project ID	Project Description
609466	I-495 bridge replacements in Haverhill/Methuen (2026)
608930	Lawrence to Manchester Rail Trail (2026-2027)
605304	Replacement of the Basiliere Bridge in Haverhill (2026-2028)
607541	A segment of the Border to Boston Trail between Georgetown Road and West Main Street in Georgetown and Boxford (2026)
612002	Safe Routes to School Improvements for Community Day Arlington in Lawrence (2026)
612045	Interstate Improvements on I-93 between Andover and Tewksbury (2026)
612143	Bridge replacement on Tewksbury Street over the MBTA Commuter Rail in Andover (2026)
612193	Bridge replacement over the Merrimack River in Andover (2026)
607542	A segment of the Border to Boston Trail between Georgetown and Byfield in Georgetown and Newbury (2027)
613092	Three culvert replacements in Haverhill on Route 110 (2029)
612890	Safe Routes to School Improvements for Bagnall Elementary in Groveland (2028)
612024	Resurfacing and related work on Route 28 in Andover (2027)
612103	Haverhill, Merrimac, Amesbury, and Salisbury interstate resurfacing and related work on I-495 (2030)
613702	Methuen Guide and Traffic Sign Replacement on Route 213 (2029)
613881	District 4 Accessibility Improvements at Multiple Locations in Haverhill and Salisbury (2029)

This cycle additionally programs various transit projects that allow Merrimack Valley Transit (MeVa) to operate their year-round fare-free fixed route service, operate paratransit services, and maintain vehicles and other infrastructure.

How Can I Be Involved?

Every year, MVMPO releases its draft TIP for a 21-day comment period at its April meeting. Public hearing opportunities are provided and advertised thereafter. In addition to attending a public hearing, written comments may be provided by mail and/or email via the contact information listed below. Staff additionally welcome the opportunity to discuss the TIP and may be contacted to set up a meeting or call by email.

Mail:

Attn: Transportation Program Manager
Merrimack Valley Planning Commission
160 Main Street
Haverhill, MA 01830

Email:

transportation@mvpc.org

Can the TIP be Changed Following Approval?

Yes. The TIP may be amended or adjusted following the procedures outlined in the region's most current Public Participation Plan. The current document's procedures (as of the approval date of May 22, 2025) may be found within this document under the "Amendment and Adjustment" procedures heading.

Contents

Chapter 1: Transportation Planning Process

Overview

Transportation projects are born in a variety of ways. Elected officials, municipal engineers/planners, regional transportation officials, and community advocates can each play role in a project's development and advancement. While it is possible for municipalities to manage the entire development, design, and construction of a project, local governments will often engage their associated Metropolitan Planning Organization (MPO) to study, design, or advance projects. This happens most typically when a municipality seeks additional funding for a project beyond its own coffers, bond authority, or willingness to bond.

Each metropolitan area in the United States with a population equal to or exceeding 50,000 has an MPO. An MPO is a federally designated policy board that carries out the metropolitan transportation planning process, often referred to as the 3C Transportation Planning Process (Continuing, Comprehensive, and Cooperative). MPOs promote ongoing cooperation among municipal, state, and federal partners to advance transportation-related needs for all users of the transportation network. They assess both short and long-term needs and function as a forum for impartial regional decision-making.

The Merrimack Valley MPO, or MVMPO, is the Merrimack Valley region's designated MPO board. MVMPO is a ten-person board representing 15 member towns and cities, the Merrimack Valley Planning Commission (MVPC), Merrimack Valley Transit (MeVa), and representatives from the Massachusetts Department of Transportation (MassDOT). MVPC's transportation program staffs the MVMPO. Figure 1 depicts a map of the MVMPO's 15 member communities and towns.

Federal Aid Basics and 3C Transportation Planning Documents

As a designated MPO, the MVMPO coordinates with its member communities to program apportioned and discretionary federal aid (i.e. obligate the use of federal funds to support local needs). Apportioned aid is made available to states by the federal government in an amount determined by formulas included in federal surface transportation legislation, the most recent being the Infrastructure and Jobs Act (IIJA), which is more commonly referred to as the Bipartisan Infrastructure Law (BIL). A state allocates a percentage of its apportioned federal aid to be available to regional MPOs and recognized regional transit authorities. Apportioned aid comprises most of the federal aid that MPOs are responsible for programming. MPOs are also responsible for programming discretionary aid—aid that is not guaranteed through surface transportation legislation programs, which is often awarded to regions and municipalities through competitive grant processes—and earmarks.

To remain eligible to program available federal aid, MPOs must produce and endorse four certification documents: the Unified Planning Work Program (UPWP), the Transportation Improvement Program (TIP), the Metropolitan Transportation Plan (MTP), and a Public Participation Plan. Table 4 describes the role of the certification documents in the 3C funding process. Figure 2 depicts the relationship between the three primary federally required certification documents. The Public Participation Plan, which is not shown in Figure 2, establishes standards and policies for engaging communities in the development and approval of the other documents. Table 4 describes each 3C document.

Figure 1-MVPC and MVMPO Member Communities

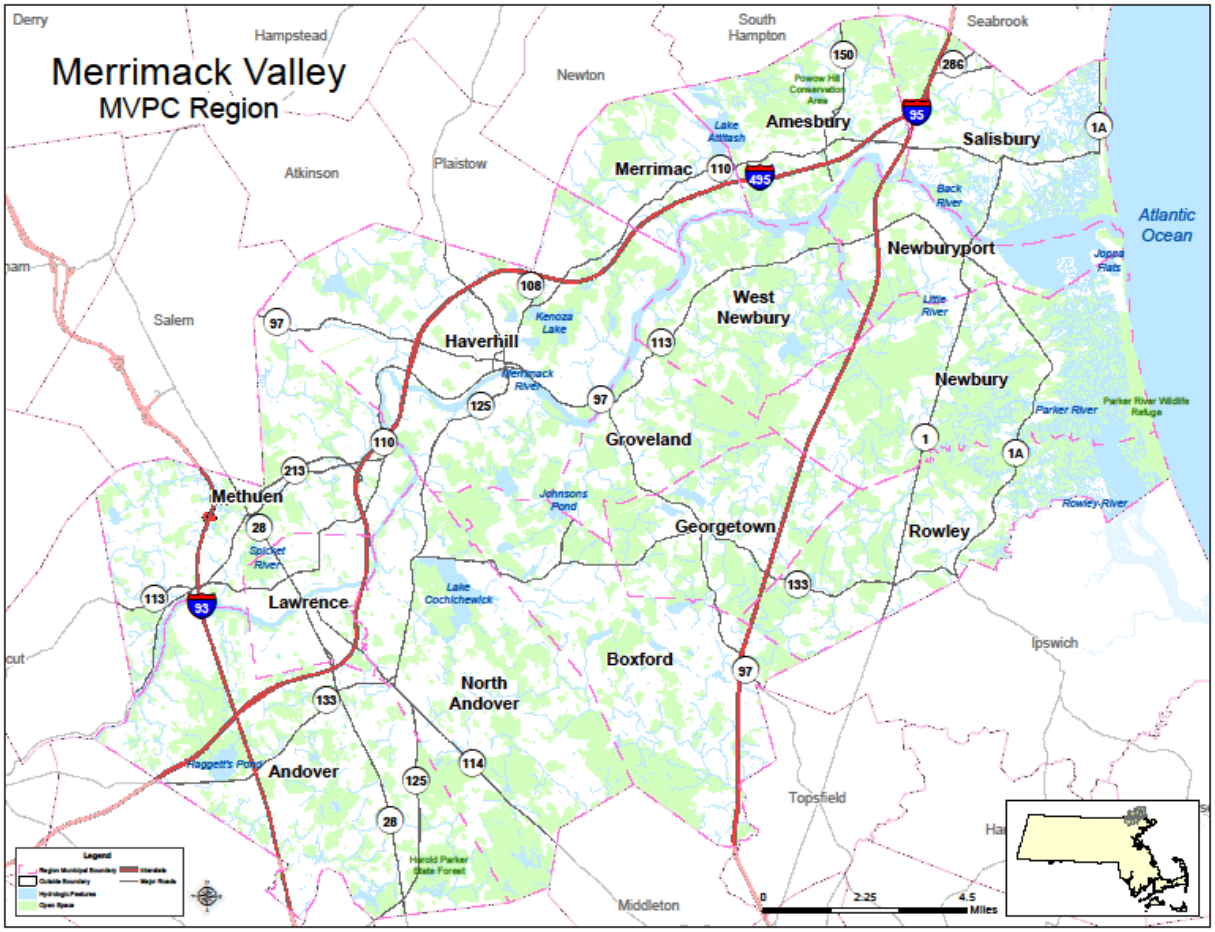


Figure 2 - 3C Transportation Planning Process Documents

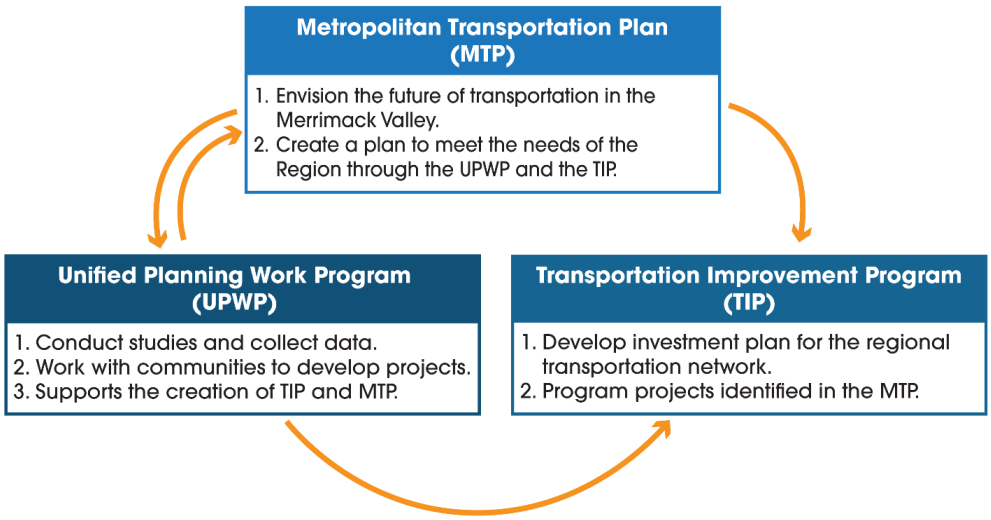


Table 4 - 3C Certification Documents

Document	Purpose	Horizon	Update Timeline
Unified Planning Work Program (UPWP)	Establishes the annual work program for the MVMPO staff, including studies and tasks that support member communities.	One Year	Annually, endorsed in spring
Transportation Improvement Program (TIP)	Programs federal and state aid funding for specific transportation projects.	Five Years	Annually, endorsed in spring
Metropolitan Transportation Plan (MTP)	Establishes a long-range vision for a region, including goals and objectives. Identifies projects and strategies to realize the vision.	Twenty to Twenty-Five Years	Updated every four to five years, depending on current surface transportation legislation; typically endorsed in summer.
Public Participation Plan (PPP)	Establishes standards and policies for engaging communities in the 3C transportation planning process.	Continuous	Approximately every five years

The region's Metropolitan Transportation Plan (MTP)—which is a long-term, high-level visioning document—includes a fiscally-constrained list of projects that are potential candidates for state and federal aid. These projects often originate from studies or tasks included in the region's annual Unified Planning Work Program (UPWP). The MTP may also recommend potential studies or tasks for future UPWP cycles.

The UPWP always includes a line item for the development of the annual Transportation Improvement Program (TIP). This document programs projects for federal aid based on their benefits and readiness. Projects on the TIP must also be included in the most recent MTP, or at the very least, have a strong relationship to the MTP's vision.

Surface Transportation Legislation

Historically, surface transportation legislation has been the vehicle that authorizes apportioned and discretionary funding streams to support infrastructure improvements. Each round of enabling legislation differs from the previous by setting funding formulas and updating, adding, and eliminating funding programs.[1]

On November 15, 2021, President Biden signed the Infrastructure Investment and Jobs Act (IIJA) also known as the Bipartisan Infrastructure Law (Pub. L. No. 117-58). The BIL is the largest long-term investment in the nation's infrastructure and economy. The BIL authorizes $550 billion over fiscal years 2022 through 2026 for investments in infrastructure related to roads, bridges, public transit, water infrastructure, resilience, and broadband.

The BIL includes Planning Emphasis Areas (PEAs), around which states and MPOs should orient their planning efforts. The BIL encourages the Federal Highway Administration (FHWA) division and Federal Transit Administration (FTA) regional offices to work with State DOTs, MPOs, and other parties as relevant to advance the emphasis areas. Table 5 lists the eight PEAs. Chapter IV (*Highway Project Descriptions)* lists each regional target project's relation to relevant PEAs.

[1] See pages 44-47 for a list of highway and transit programs authorized by the IIJA.

Table 5 - Planning Emphasis Areas

Planning Emphasis Area	Description
Tackling the Climate Crisis – Transition to a Clean Energy and Resilient Future	Ensure that transportation plans and infrastructure investments help achieve the national greenhouse gas reduction goals of 52% below 2005 levels by 2030, and net-zero emissions by 2050.
Equity and Justice40 in Transportation Planning	Advance racial equity and support for underserved and disadvantaged communities.
Complete Streets	Review current policies, rules, and procedures to determine their impact on safety for all users. This effort should work to include provisions for safety in future transportation infrastructure, particularly those outside automobiles.
Public Involvement	Increase meaningful public involvement in transportation planning by integrating Virtual Public Involvement (VPU) tools into the overall public involvement approach while ensuring continued public participation by individuals without access to computers and mobile devices.
Strategic Highway Network (STRAHNET)/US Department of Defense Coordination	Coordinate with representatives from DOD in the transportation planning and project programming process on infrastructure and connectivity needs for STRAHNET routes and other public roads that connect to DOD facilities.
Federal Land Management (FLMA) Coordination	Coordinate with FLMAs in the transportation planning and project programming process on infrastructure and connectivity needs related to access routes and other public roads and transportation services that connect to federal lands.
Planning and Environmental Linkages (PEL)	Implement PEL as part of the transportation planning and environmental review process. The use of PEL is a collaborative and integrated approach to transportation decision-making that considers environmental community, and economic goals early in the transportation planning process, and uses the information, analysis, and products developed during planning to inform the environmental review process.
Data in Transportation Planning	Incorporate data sharing and consideration into the transportation planning process.

Title VI/Nondiscrimination

MVMPO recognizes the importance of national nondiscrimination legislation and complies with federal requirements. MVMPO's Title VI Plan ensures that all interested parties in the region can access and be involved in the MVMPO's decision-making process. The MVMPO promotes awareness of its Title VI notices and processes in a variety of ways, including:

- Posting Title VI notices on MVPC.org web pages;
- Posting MVMPO meeting agendas both physically at MVPC and on the website;
- Posting public hearing and meeting notices physically at MVPC, at Merrimack Valley Transit bus stations (when applicable), and at the town and city halls of member communities; and
- Circulating draft documents for public review.

The MVMPO recognizes that although Title VI is the focal point of non-discrimination law in the United States, FHWA incorporates a broader spectrum of statutes, executive orders, and regulations into its requirements for states and MPOs. For example, Section 324 of the Federal-Aid Highway Act of 1973 prohibits discrimination based on sex; Section 504 of the Rehabilitation Act of 1973 prohibits discrimination on the basis of disability status, as does the Americans with Disabilities Act of 1990. Additionally, the Age Discrimination Act of 1975 prohibits age discrimination. Finally, the Civil Rights Restoration Act of 1987 (FHWA Notice 4720.6) clarified the original intent of Congress with respect to Title VI by restoring the broad, institution-wide scope and coverage of the nondiscrimination statutes to include all programs and activities of federal aid recipients and enforcing the application of the laws that include nondiscrimination on the basis of race, color, national origin, age, gender, or disability.

Chapter 2: TIP Development Process

Overview

The TIP programs federal aid projects for funding over a five-year horizon. Each programmed highway and transit project must be included in the region's most current Metropolitan Transportation Plan (MTP) or have substantial relation to its goals or vision.

On the highway-side of federal aid, MVMPO staff propose regional target projects for programming based on two core elements: project readiness and transportation evaluation scoring. Highway projects must first be conceptually designed, accepted by MassDOT's Project Review Committee (PRC), and assigned a project number. Projects are then reviewed by MPO staff and assigned an evaluation score that aligns with regional vision, goals, and objectives established in the MTP. Statewide highway projects move through the same process; however, the initial statewide highway project list is prepared by MassDOT rather than the region.

Merrimack Valley Transit (MeVa) staff prepare the proposed transit program. Transit federal aid must align with a region's Transit Asset Management (TAM Plan) and Transit Safety Performance Targets (each described under their respective headings).

The criteria used to inform the proposed program ensure a dispassionate approach to programming funding. The MVMPO Board—and not staff—exercise their discretion to revise the proposed program. The public may participate in development of the TIP by several means, including providing input to their respective community's board member, contacting staff to provide written or verbal comment(s), participating in hearings during the draft TIP's 21-day comment period, and participating in the document's endorsement hearing. Staff welcome participation in the TIP development process and can make themselves available to members of the public at their convenience.

Schedule

The MVMPO's TIP development process synchronizes with the state's update to the State Transportation Improvement Program (STIP), which is required per 23 CFR 450.324. The STIP includes projects from the Merrimack Valley and every other planning region in Massachusetts. MVMPO's TIP is typically endorsed annually in May, which informs the STIP for approval prior to October 1.

Readiness

MassDOT provides input each year pertaining to highway-side projects' readiness for programming. Each project's determined readiness year is based on the project's design status, right-of-way work (i.e. takings, securing easements, identifying and confirming title holders etc.), and environmental documentation/decision-making status, as required by both the Massachusetts Environmental Policy Act (MEPA) and National Environmental Policy Act (NEPA). Readiness determinations help ensure that available obligation authority will be drawn down. Programming projects that are not ready for construction can result in the opportunity cost of unspent available funding in a given fiscal year.

Some MPOs in Massachusetts have developed their own supplemental readiness year criteria. While a duplicative parallel process may add value in the event of culling a program when there is significant demand,

to date MVMPO has not needed to exercise this authority and instead relies on MassDOT's readiness guidance for programming determinations.

Transportation Evaluation Criteria Scoring

MVMPO scores locally-sponsored federal-aid candidate projects based on Transportation Evaluation Criteria (TEC). MVMPO uses a two-step TEC process that accounts for merit on a raw level and return on investment (ROI). Typically, larger projects tend to have a better chance to receive higher merit scores because they include several elements. Smaller, geographically confined projects tend to have lower merit scores as they have less opportunity to comprehensively address MVMPO's transportation goals. Small projects, however, often cost less, presenting good return on investment if pursued. MVMPO's TEC methodology averages a project's merit score and ROI score to normalize projects, allowing large and small projects to be compared. The TEC scoring calculation is as follows:

(merit score + ROI score) / 2 = TEC score

Merit Scores

The TIP scoring application calculates the value for a merit score by summing the points received from the merit scoring criteria. MVMPO staff determined the scoring criteria categories based on the Capital and Strategic Investment priorities in the region's Metropolitan Transportation Plan (MTP).

Figure 3 shows these funding priorities:

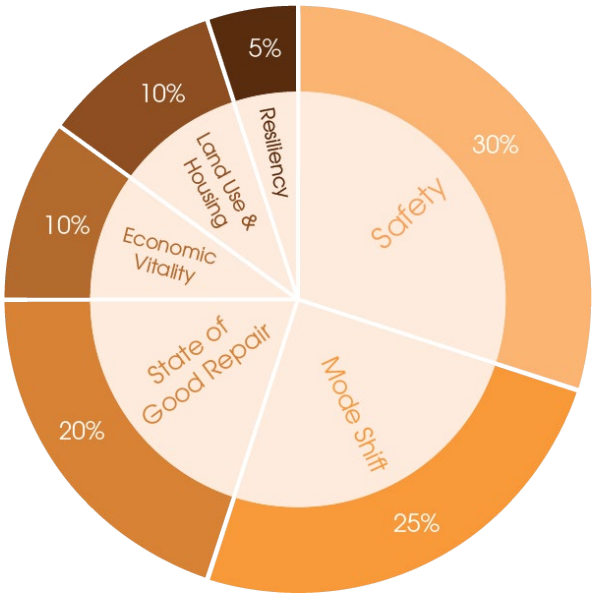


Figure 3. MVMPO's Capital and Strategic Investment Priorities

Table 6 on the following pages identifies the region's merit scoring criteria and points assigned in each category per project phase.

Table 6 – Transportation Evaluation Criteria – Merit Criteria

PROJECT PHASE	RESILIENCE 5%	SAFETY 30%	MODE SHIFT 25%	STATE OF GOOD REPAIR 20%	LAND USE AND HOUSING 10%	ECONOMIC VITALITY 10%	EQUITY/GEOGRAPHIC CONTEXT BONUSES	MVPC REVIEW (BONUS/ PENALTY)
Project Initiation (Max Points 82 with 20 possible bonus points)	-Is the project anticipated to result in a net addition or reduction of impervious surface area *dedicated to driving* or *built environment*? -.5, 0, .5 -Is the project located in a Priority Preservation Area? Is the project intended to aid preservation? If so, how? -.5, 0, .5 -Is the project located in an area prone to flooding? If so, will the project include measures that reduce the likelihood of flooding? 0, .5 -Will the project involve the development or use of alternative energy? 0, .5	-Is the project located on and relevant to the region's trends-based HIN? How so? 0,4 -Is the project located on and relevant to the region's risk-based HIN? How so? 0,4 -Does the project intend to implement a strategy detailed in the region's Vision Zero Plan? How so? 0,4 -Does the project offer any innovative or demonstrative applications, that, if successful, could be potentially replicated in other locations? 0,4 -What is the existing design speed for the roadway? (If unknown, list posted speed) Will the project reduce this speed? 0,4	-Will the project make using a non-auto mode of travel more cost-efficient OR convenient (e.g. reduce fares, increase span of service, expand or add a transit route, reduce purchase costs for nonmotorists, add amenities)? 0,10 -Will the project complete a link on the region's Planned Active Transportation Network? 0,10	-Will the project improve deficient existing surface paving (either roadways, paths, or sidewalks)? 0,10 -Will the project replace existing assets in need of repair, such as signal equipment or an existing culvert? What asset in need of repair will be replaced? 0,10	What is the residential density within .25 miles of the project in dwelling units/acre? Dwelling Units per Acre: < 3: 0 points, ≥ 3 < 5: 1 point, ≥ 5 < 10: 2 points, ≥ 10: 3 points Is the project within a quarter mile of mapped subsidized housing? 0,3 Does the community sponsoring the project have a community-wide inclusionary zoning bylaw that is 3A compliant? 0,1 What 0.5% Housing Production Plan Goa for the community sponsoring this project? Has the community met its housing production plan goals in at least one of the past 5 years? 0,3	-Is the project located within a Priority Development Area? 0,3 -Is the project located within an existing downtown activity center? 0,3 -Is the project specifically included in the region's Community Economic Development Strategy (CEDS) Plan? 0,3 -Will the project improve access and/or connectivity for freight? 0,.5 -If the project will improve access and/or connectivity for freight, is the project on the regional prioritized freight network? 0,.5	-Is the project located in a regional environmental justice plus geography? If yes, +10 -Has the sponsor community received federal transportation aid to construct a transportation project within the past five years? If no, +5 -Is/was the project's design funded in part with federal aid programmed on the region's Transportation Improvement Program (TIP)? If yes, +5	

PROJECT PHASE	RESILIENCE 5%	SAFETY 30%	MODE SHIFT 25%	STATE OF GOOD REPAIR 20%	LAND USE AND HOUSING 10%	ECONOMIC VITALITY 10%	EQUITY/GEOGRAPHIC CONTEXT BONUSES	MVPC REVIEW (BONUS/ PENALTY)
Design & Construction (Max Points 18 with +/- Review Bonus/Penalty)	-Has project met all MEPA/NEPA requirements and received approval from any relevant conservation commission? 0,1 -Will project go above and beyond in meeting MEPA/NEPA requirements? If so, how? 0,2	-Has the project's 25 percent design been reviewed by MVPC for consistency with best safety practices? -10,10	-Has the project's 25 percent design been reviewed by MVPC for consistency with best nonmotorist design practices? -5,5					-What changes have been made to address MVPC's comments, if any: Substantive or No Changes Needed +5, Minor Changes, 0 No Changes/Response, -5

Return On Investment Scores

The application calculates a project's ROI score by dividing the project's cost by the merit score to get a value of cost per merit point. MVMPO staff assign a project with a letter grade based on its dollar per point value with doubling scale threshold breaks. Table 7 below depicts threshold breaks and associated point values.

Table 7 - Transportation Evaluation Criteria - Return on Investment Criteria

Cost Per Merit Point	Letter Grade	Point Value
Less than $50,000	A	95
$50,000 - $99,999	B	85
$100,000 - $299,999	C	75
$300,000 - $399,999	D	65
$400,000 or greater	F	55

MVPC calculates a *final score*, by averaging the merit and ROI scores.

Bonuses, Penalties and Exceeding Caps.

Projects receiving bonuses may not exceed 100 points; in other words, projects exceeding 100 points are capped. Based on the nature of the system, it is impossible for projects to receive fewer than 27.5 points.

Geographic Distribution of Highway Funding

MVMPO staff also account for the geographic distribution of projects across member municipalities for regional target projects of which the MPO Board has direct decision-making authority. Table 8 illustrates the breakdown of highway federal aid funding by municipality and project type for this TIP cycle. MVMPO programs *regional target* funding per its own discretion, while the state proposes programming for *statewide* projects. Table 8 shows programming amounts for each portfolio of FHWA federal aid, as well as totals.

Table 8 - FFY26-30 Programming by Municipality and Project Type

	Programmed per MVMPO Board Discretion		Proposed for Programming by MassDOT for approval by MVMPO		Total FHWA Federal Aid Programmed	
Municipality	**Total Regional Target[1]**	**Percent Regional Target**	**Total Statewide[1,2,3]**	**Percent Statewide**	**Combined FHWA[1,2]**	**Percent Combined FHWA**
Haverhill	$ 23,336,877	30.3%	$170,555,291	36.5%	$193,892,168	35.6%
Andover	$ 17,072,083	22.2%	$158,862,031	34.0%	$175,934,114	32.3%
Multiple Communities	$1,250,000	1.6%	$67,792,538	14.5%	$69,042,538	12.7%
North Andover	$18,042,455	23.5%	$33,753,815	7.2%	$51,796,270	9.5%
Lawrence	$0	0.0%	$ 27,309,125	5.8%	$27,309,125	5.0%
Georgetown	$10,749,456	14%	$0	0.0%	$10,749,456	2.0%
Methuen	$0	0.0%	$7,508,996	1.6%	$7,508,996	1.4%
Newburyport	$3,726,884	4.8%	$0	0.0%	$3,726,884	0.7%
Amesbury	$2,733,756	3.6%	$0	0.0%	$2,733,756	0.5%
Groveland	$0	0.00%	$1,879,553	0.4%	$1,879,553	0.3%
Newbury	$0	0.00%	$0	0.0%	$0	0.0%
West Newbury	$0	0.00%	$0	0.0%	$0	0.0%
Merrimac	$0	0.00%	$0	0.0%	$0	0.0%
Boxford	$0	0.00%	$0	0.0%	$0	0.0%
Rowley	$0	0.00%	$0	0.0%	$0	0.0%
Salisbury	$0	0.00%	$0	0.0%	$0	0.0%
Total	**$76,911,511**	**100%**	**$467,661,349**	**100%**	**$544,572,860**	**100%**

[1]Table 8 only includes funding amounts programmed within FFY26-30. Projects with advance construction schedules exclude programmed totals that precede or fall after the subject program period.

[2]Program amounts for projects that span multiple municipalities (e.g. bridges connecting two communities) are split in the table in a 50-50 share, which may not reflect the ultimate level of effort in each community.

[3]Totals include discretionary aid for two bridge projects: I-495 bridge replacements in Haverhill and Methuen and the Short Street Bridge replacement in Lawrence.

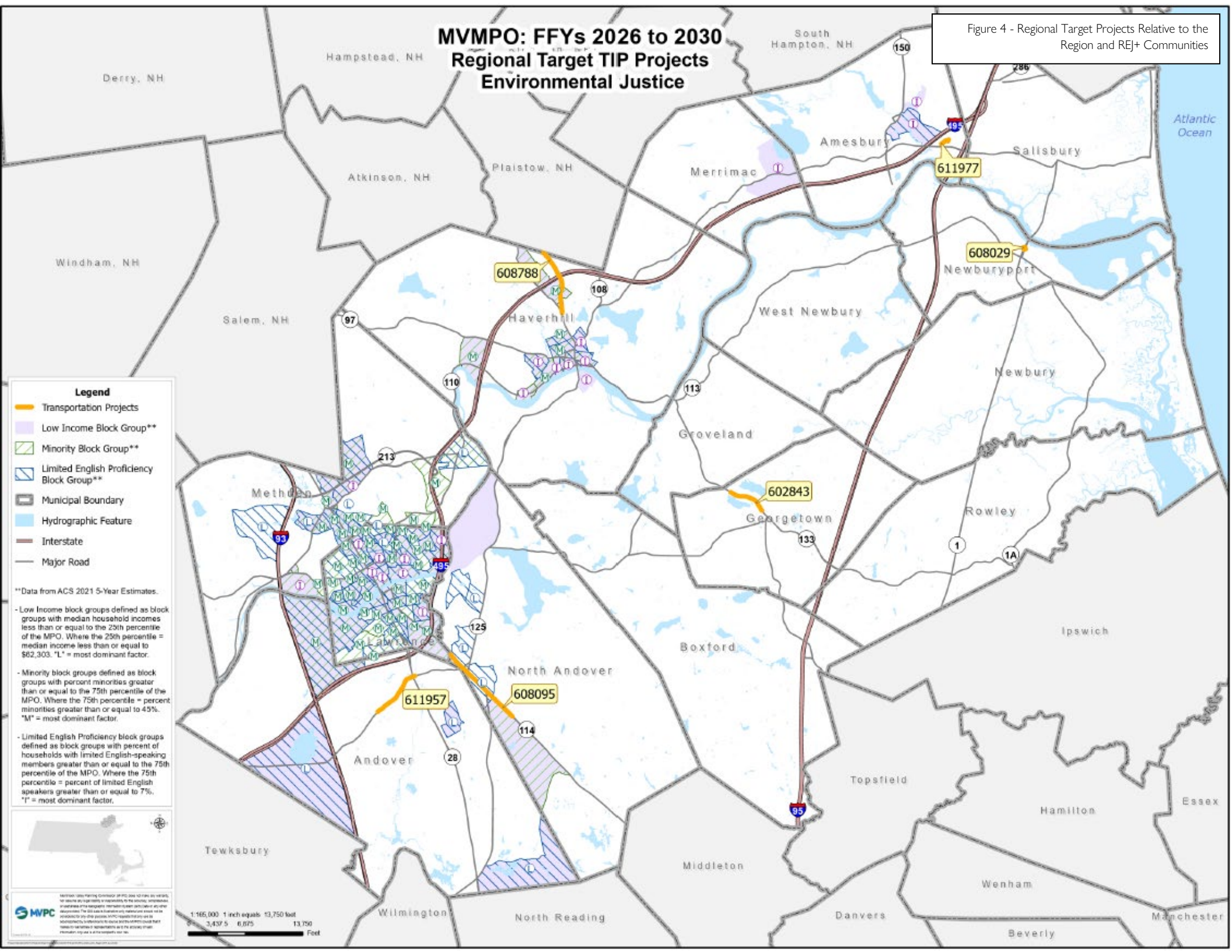


Figure 4 - Regional Target Projects Relative to the Region and REJ+ Communities

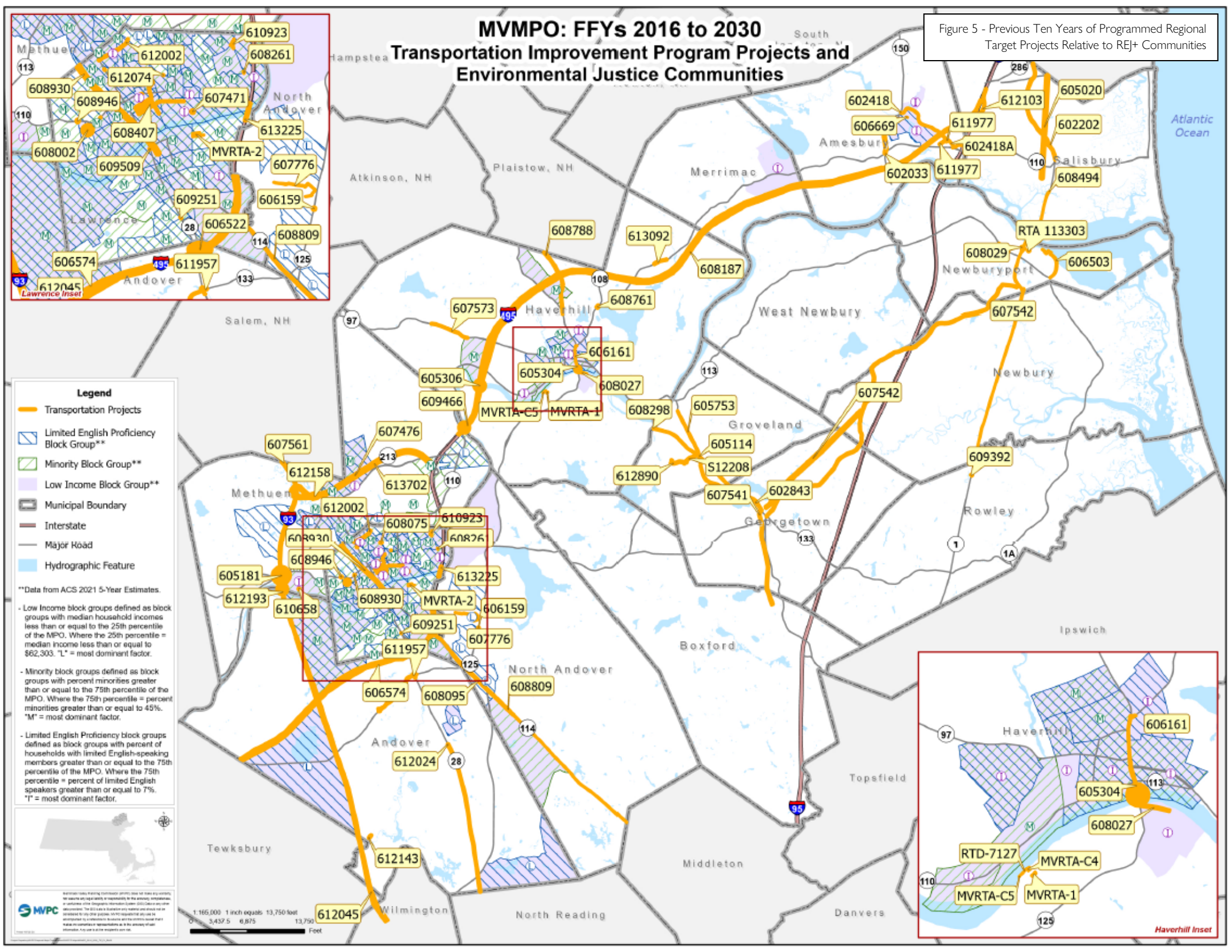

MVMPO: FFYs 2016 to 2030
Transportation Improvement Program Projects and
Environmental Justice Communities
Figure 5 - Previous Ten Years of Programmed Regional Target Projects Relative to REJ+ Communities
Legend
Transportation Projects
Limited English Proficiency Block Group**
Minority Block Group**
Low Income Block Group**
Municipal Boundary
Interstate
Major Road
Hydrographic Feature
**Data from ACS 2021 5-Year Estimates.
- Low Income block groups defined as block groups with median household incomes less than or equal to the 25th percentile of the MPO. Where the 25th percentile = median income less than or equal to $62,303. "L" = most dominant factor.
- Minority block groups defined as block groups with percent minorities greater than or equal to the 75th percentile of the MPO. Where the 75th percentile = percent minorities greater than or equal to 45%. "M" = most dominant factor.
- Limited English Proficiency block groups defined as block groups with percent of households with limited English-speaking members greater than or equal to the 75th percentile of the MPO. Where the 75th percentile = percent of limited English speakers greater than or equal to 7%. "I" = most dominant factor.
MVPC
Lawrence Inset
Haverhill Inset
Methuen
Lawrence
North Andover
Andover
Salem, NH
Atkinson, NH
Plaistow, NH
Merrimac
Amesbury
Salisbury
Newburyport
West Newbury
Haverhill
Newbury
Groveland
Georgetown
Rowley
Ipswich
Boxford
Topsfield
Middleton
Danvers
North Reading
Wilmington
Tewksbury
Atlantic Ocean
South Hampstead
610923
612002
608261
612074
608930
608946
607471
608407
613225
608002
609509
MVRTA-2
607776
609251
606159
606522
608809
606574
611957
612045
608788
613092
608187
608761
607573
606161
605306
605304
608027
609466
MVRTA-C5
MVRTA-1
608298
605753
607476
607561
612158
613702
605114
S12208
612890
607541
602843
607542
609392
605181
612193
610658
608075
608826
608095
612024
612143
602418
606669
611977
602033
602418A
612103
605020
602202
608494
RTA 113303
608029
606503
607542
RTD-7127
MVRTA-C4
MVRTA-1
606161
605304
608027

Figure 4 depicts the distribution of regional target projects across the region relative to the state's Regional Environmental Justice Plus communities (REJ+ communities). Documentation regarding the methodology for the identification of REJ+ communities and additional resource maps can be found in the appendix.

Figure 5 depicts the distribution of projects over the last ten years relative to the region and REJ+ communities.

Sustainability & Greenhouse Gas Emissions

MVMPO staff prepare impact assessments to understand projects' greenhouse gas (GHG) emission impacts. Projects with advantageous GHG impacts may be considered for programming through the Congestion Mitigation and Air Quality (CMAQ) program through MassDOT's consultation process. The appendix provides an overview of the region's current air quality conformance determination, overviews the greenhouse gas emission reduction assessment methodology, and provides results of the assessment.

Consistency Across Planning Documents

As a federal programming document, the TIP should align with priorities and goals documented in other regional and state plans. The projects included in the FY26-30 TIP are either specifically identified in MVMPO's Long Range Transportation Plan or are consistent with the objectives and goals of the region's documented long-range planning vision. Additionally, each of the regional target projects included in this TIP cycle supports the vision and intent of MassDOT's Beyond Mobility 2050 Plan (2024), the Statewide Freight Plan (2023), the Statewide Bicycle Plan (2019) and Statewide Pedestrian Plan (2019). These plans seek to increase everyday walking and biking through project development while also increasing for safety vulnerable users. Each regional target project included in the TIP restores or significantly upgrades bicycle and pedestrian facilities. Table 9 shows the alignment of regional target projects with state planning documents as well as *MV Vision,* the region's adopted long-range plan.

Table 9 - Regional Target Consistency with Other Planning Efforts and Long Range Goals

Regional Target Projects	Included in 2024 Metropolitan Transportation Plan (*MV Vision 2050*)?	Consistent with Statewide Bicycle and Pedestrian Plans?	Fair Access	Mode Share Balance	Environmental Sustainability	Economic Vitality	Resilience	State of Good Repair	Attainable Housing	Safe Systems
CORRIDOR IMPROVEMENTS ON ROUTE 114, BETWEEN WAVERLY ROAD & WILLOW/MILL STREET	Yes	Yes	●	●	●	●	●	●	●	●
RECONSTRUCTION ON ROUTE 97 (W. MAIN STREET) FROM MOULTON STREET TO GROVELAND T.L.	Yes	Yes		●	●			●		●
INTERSECTION IMPROVEMENTS AT ROUTE 1 & MERRIMAC STREET	Yes	Yes		●		●		●		●
RIVERWALK CONNECTOR TO THE SALISBURY POINT GHOST TRAIL	Yes	Yes		●	●		●		●	●
ROADWAY RECONSTRUCTION ON NORTH AVENUE, FROM MAIN STREET (ROUTE 125) TO PLAISTOW NH	Yes	Yes	●	●	●			●		●
RECONSTRUCTION ON ROUTE 133 (LOWELL STREET) FROM SHAWSHEEN ROAD TO ROUTE 28 (NORTH MAIN STREET)	Yes	Yes		●	●			●		●
Newburyport – Bikeshare Capital Contribution	No	Yes		●	●	●			●	

[1]Staff anticipate that the main goals of the 2020 LRTP will be retained in the current LRTP/MTP cycle.

Alignment with State Performance Measures

All programmed highway projects must advance statewide performance measures in some shape or form to ensure investment aligns with desired outcomes. On the transit-side, projects must support a Regional Transit Authority's (RTA's) asset management targets and safety performance targets. This section describes the MVMPO's adopted performance targets and RTA targets.

Federal Highway Administration Performance Measures

Performance-based planning guides the 3C planning process. On the highway-side, states develop performance goals guided by national goals. States and MPOs then coordinate to establish targets. MPOs may elect to develop their own targets, or may opt-in to statewide targets, which is the typical practice in Massachusetts. Each highway-side performance measure and its associated target is summarized in the following sections per federal regulation. MassDOT tracks annual performance annually in its Performance Tracker page; however, performance targets are updated on differing cycles. PM1 (safety) targets are updated annually, while PM2 (Bridge and Pavement) and PM3 (Reliability, Congestion, & Emissions) targets are updated every other year.

Safety Performance Measures (PM1)

The MVMPO has chosen to adopt the statewide safety performance measure targets set by MassDOT for Calendar Year (CY) 2025. In setting these targets, MassDOT has followed FHWA guidelines by using statewide crash data and Highway Performance Monitoring System (HPMS) data for vehicle miles traveled (VMT) to calculate five-year, rolling average trend lines for all FHWA-defined safety measures. Per Federal Highway Administration (FHWA) guidance, the calendar year (CY) 2025 target setting process began with a trend line projection based on the most recent available data.

As always, MassDOT's overarching goal is zero roadway deaths and serious injuries. This goal will be pursued by implementing strategies from the Strategic Highway Safety Plan (SHSP). The Massachusetts SHSP and Vulnerable Road User Safety Assessment were both updated and finalized in 2023. These strategies help provide details on how the state will drive down fatalities and serious injuries. Moreover, it should be restated that while MassDOT developed numeric targets, the goal is 0 and MassDOT will continue to work toward that goal by implementing SHSP strategies.

PM1 Total Fatalities

While the goal is to work towards zero fatalities, the State-wide Target for 2021-2025 is 365 per year – equating to one fatality per day. Merrimack Valley represents about 5.2% of the state-wide fatalities on a 5-year average. The region's share of the state-wide target is less than 19 fatalities per year.

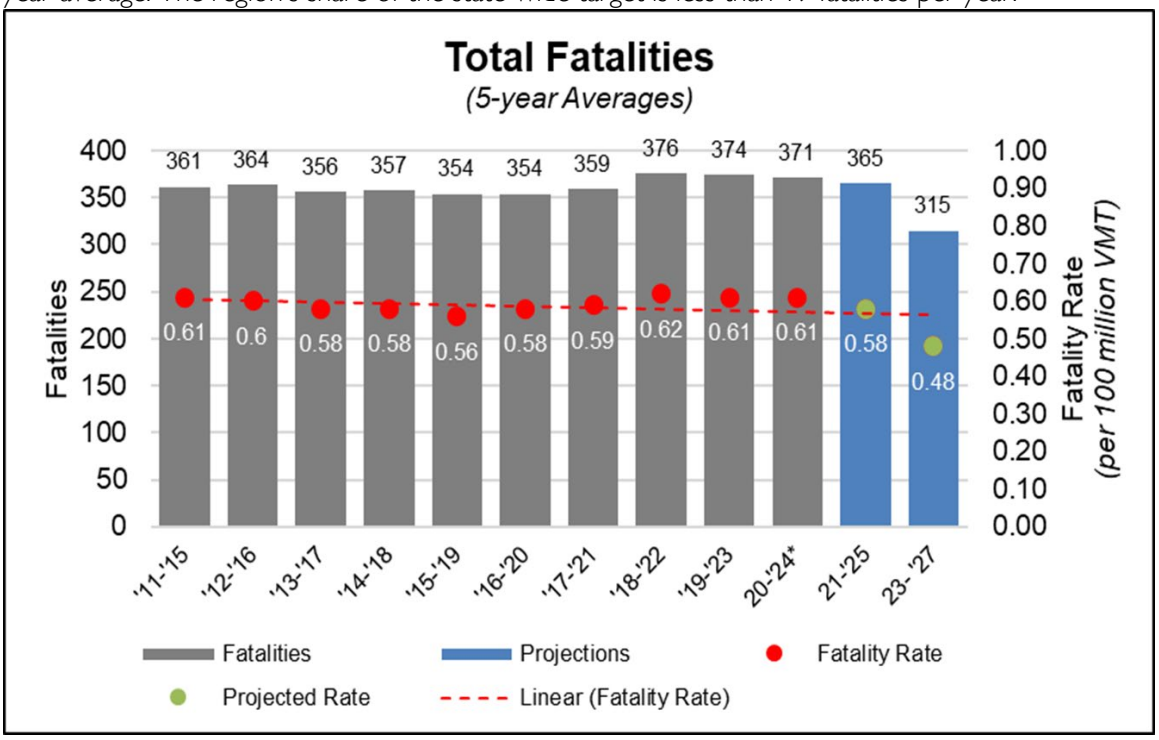


Figure 6. 2021-2025 Total Fatalities Target

Note: All data as of July 30, 2024.

A Note on Vehicle Miles Traveled (VMT)

While there was a drop in VMT in 2020 due to the COVID-19 Pandemic and associated lockdowns, VMT has since risen back to pre-pandemic levels.

Fatality Rate

The fatality rate represents five-year average fatalities divided by five-year average VMTs. Massachusetts' target fatality rate is 0.58 fatalities per 100 million VMT. The Merrimack Valley has fallen below the state's target since the 2018-2022 cycle.

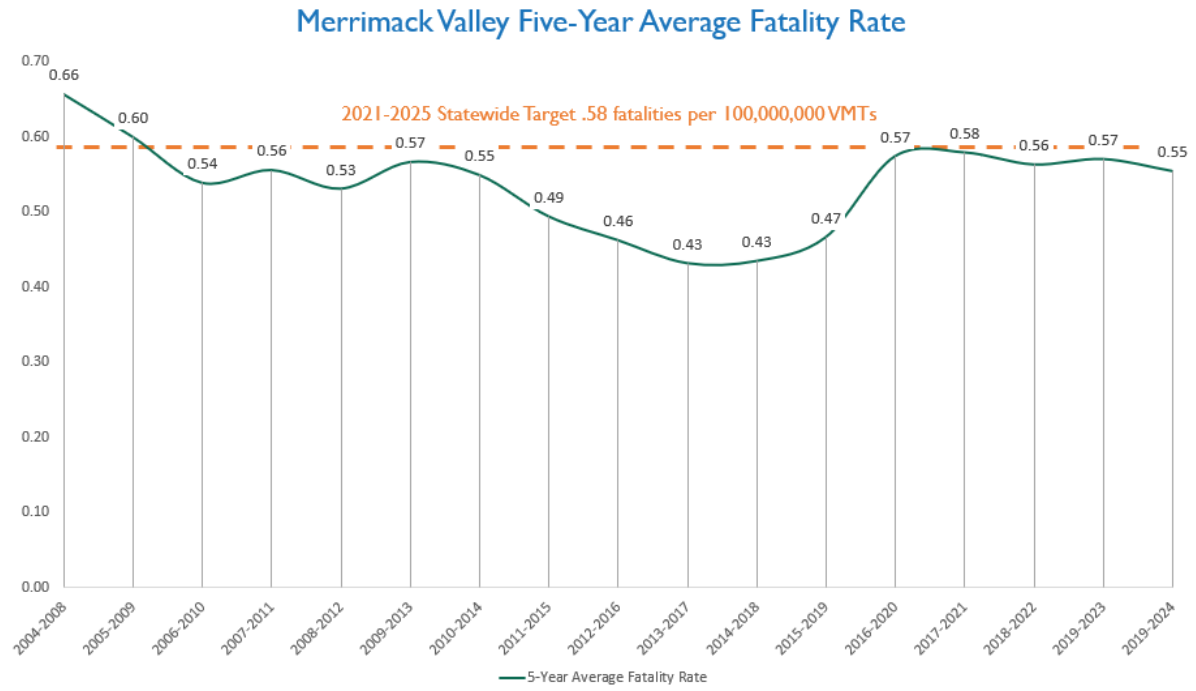


Figure 7. 2021-2025 Fatality Rate Target

Note: All data as of July 30, 2024.

Total Serious Injuries

The State-wide target for 2021-2025 is 2,622 serious injuries per year. Merrimack Valley represents about 4.8% of the statewide total. The regional target is to have less than 125 serious injuries per year.

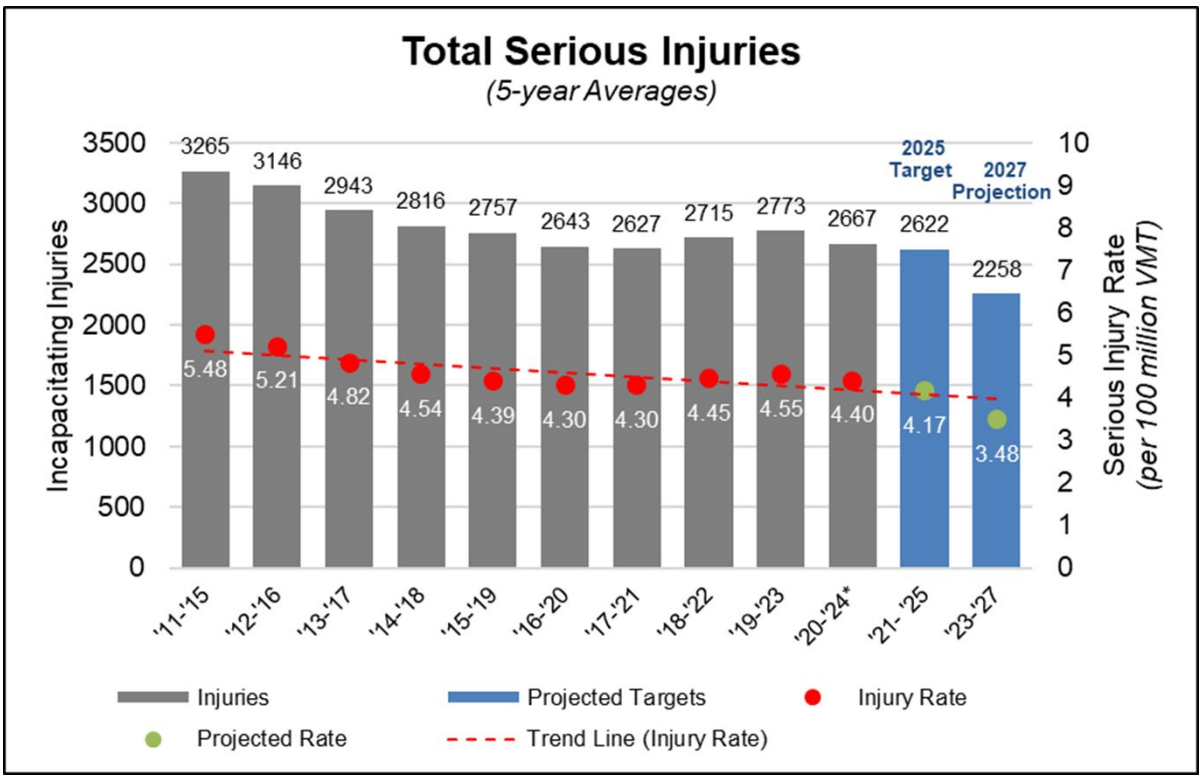


Figure 8. 2021-2025 Total Serious Injuries Target

Note: All data as of July 30, 2024.

Serious Injuries Rate

The Statewide target is 4.17 serious injuries per 100 million VMT. The Merrimack Valley has been below the statewide target for the past two 5-year cycles (2019-2023 and 2020-2024).

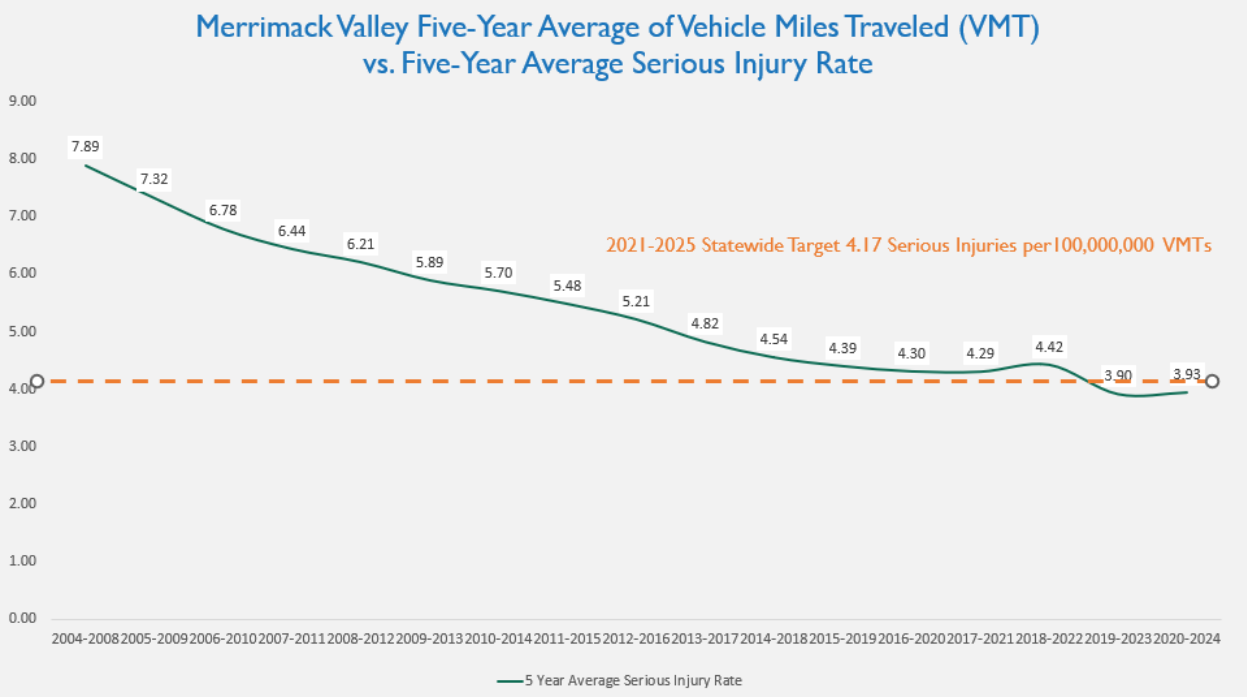


Figure 9. 2021-2025 Serious Injury Rate Target.

Note: All data as of July 30, 2024.

Total Number of Non-Motorized Fatalities and Serious Injuries

This is a combination of serious and fatal injuries among people not inside a vehicle. The statewide target for 2021-2025 is 497 non-motorist injuries and fatalities. The previous three years (2022, 2023, and 2024) have been the highest number of non-motorist injuries and fatalities recorded. The Merrimack Valley, on average, accounts for 4.2% of the statewide total. MVPC's share of the statewide target is less than 21 non-motorist severe injuries and fatalities.

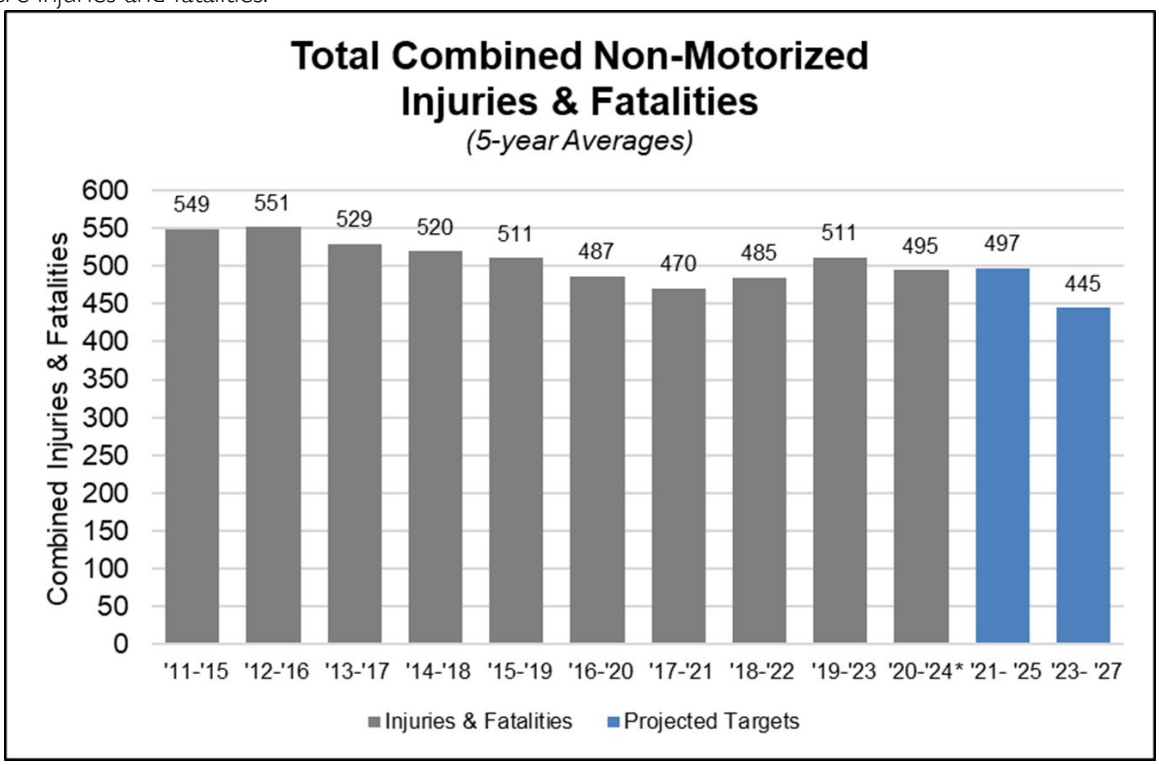


Figure 10. 2021-2025 Total Combined Non-Motorized Injuries and Fatalities Target.

Note: All data as of July 30, 2024.

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

The targets were developed in coordination with the Executive Office of Public Safety and Security (EOPSS), the Highway Safety Division (HSD), and other sections within MassDOT. Although MassDOT emphasizes that the state's goal is zero fatalities and serious injuries, the state targets presented here are not "goals" but realistic targets considering the events of the last 3+ years. The Secretary of Transportation and Highway Division Administrator for MassDOT approved the targets recognizing that MassDOT must demonstrate short term incremental steps to achieve the Commonwealth's goal.

How the Merrimack Valley Gets to Zero

MVPC completed its Safety Action Plan, *MV Vision Zero,* in FY2024. The plan set out guiding principles based on the safe-systems approach (see figure 11) to address roadway fatalities and serious injuries. As a result of the planning process, MVPC created a Vision Zero Dashboard for the region. The Dashboard displays the regional trends-based and risk-based high-injury networks that compile and analyze all the injury crashes that occurred in the region from the latest available data and will be updated as new crash data becomes available. MVPC and the regional communities can use this platform to better understand the injury crash trends and mitigation strategies to make streets safer for all users.

The completion of the action plan opens the opportunity for MVPC and regional communities to apply for Safe Streets and Roads for All (SS4A) implementation funding to address safety challenges with capital improvements. The plan also informs MVPC's TIP scoring system by incorporating the High-Injury Network (HIN) to drive merit-based decision making.

MVPC has prioritized safety in our planning practice and funding program so that member communities can work towards zero fatalities and serious injuries through a regional lens. By equipping regional partners with the knowledge and resources to address roadway fatalities and serious injuries in a comprehensive and intentional way, MVPC is charting the path to reach zero.

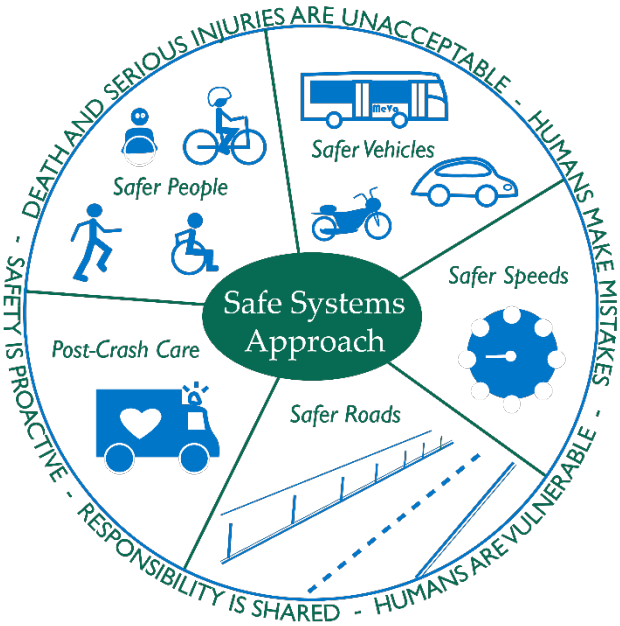


Figure 11. Safe-Systems Approach Graphic.

Bridge & Pavement Performance Measures (PM2)

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

Targets for bridge-related performance measures were determined by identifying which bridge projects are programmed and projecting at what rate bridge conditions deteriorate. The bridge-related performance measures measure the percentage of deck area, rather than the total number of bridges.

Performance targets for pavement-related performance measures were based on a single year of data collection, and thus were set to remain steady under the guidance of FHWA. These measures are to be revisited at the 2-year mark (2024), once three years of data are available, for more informed target setting.

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

Table 10: Performance Measure 2, Bridge and Pavement Performance

Performance Measure	Current (2021)	2-year target (2024)	4-year target (2026)
Bridges in Good Condition	16%	16%	16%
Bridges in Poor Condition	12.2%	12%	12%
Interstate Pavement in Good condition	71.8%	70%	70%
Interstate Pavement in Poor Condition	0.0%	2%	2%
Non-Interstate Pavement in Good Condition		30%	30%
Non-Interstate Pavement in Poor Condition		5%	5%

Reliability, Congestion, & Emissions Performance Measures (PM3)

MVMPO has chosen to adopt the 2-year (2024) and 4-year (2026) statewide reliability, congestion, and emissions performance measure targets set by MassDOT. MassDOT was required to adopt a statewide target by December 16, 2022, with MPOs either adopting the statewide target or establishing their own by June 2023.

MassDOT followed FHWA regulation in measuring Level of Travel Time Reliability (LOTTR) on both the Interstate and non-Interstate NHS as well as Truck Travel Time Reliability (TTTR) on the Interstate system using the National Performance Management Research Dataset (NPMRDS) provided by FHWA. These performance measures aim to identify the predictability of travel times on the roadway network by comparing the average travel time along a given segment against longer travel times. For LOTTR, the performance of all segments of the Interstate and of the non-Interstate NHS are defined as either reliable or unreliable based on a comparison between the 50th percentile travel time and the 80th percentile travel time, and the proportion of reliable segments is reported. For TTTR, the ratio between the 50th percentile travel time and the 90th percentile travel time for trucks only along the Interstate system is reported as a statewide measure.

The MVMPO—an agency whose planning area includes communities in the Boston Urbanized Area (UZA), and as a signatory to the 2018 Boston UZA Memorandum of Understanding (Boston UZA MOU)—has also adopted 2-year (2024) and 4-year (2026) Boston UZA-wide congestion performance measure targets. These performance measures are the percentage of non-single occupancy vehicle (SOV) travel and the Peak Hour Excessive Delay (PHED). Targets were developed in coordination with state Departments of Transportation and neighboring MPOs with planning responsibility for portions of the Boston UZA.
The percentage of non-SOV travel is approximated using the U.S. Census Bureau's American Community Survey (ACS) Journey-to-Work data. This metric is based on the percentage of people commuting to work using a mode other than a single occupancy vehicle. In the Boston UZA, the proportion of non-SOV travel has been steadily increasing and is projected to continue increasing at a rate of 1.4% annually.

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

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

Table 11: Performance Measure 3, Reliability, Congestion, & Emissions Performance Measures

Measure	Current (2021)	2-year (2023)	4-year (2025)
Interstate LOTTR	84.2%	74.0%	76.0%
Non-Interstate LOTTR	87.2%	85.0%	87.0%
TTTR	1.61	1.80	1.75
PHED (Boston UZA)	18.0	24.0	22.0
% non-SOV (Boston UZA)	36.9%	38.8%	39.8%
Emissions Reductions: PM2.5			

Emissions Reductions: NOx	0.490	0.000	0.000
Emissions Reductions: VOC	0.534	0.000	0.000
Emissions Reductions: PM10			
Emissions Reductions: CO	6.637	0.354	0.354

Project Consistency with PM1, PM2, and PM3

As shown in Table 9, the majority of this TIP's programmed regional target projects have some positive benefit to safety, particularly for nonmotorists such as pedestrians, bicyclists, and other rollers, generally through the provision of new facilities or the integration of protection for nonmotorist facilities, such as striped buffers or landscaped space between the vehicle travel lanes and nonmotorist zones of travel. Furthermore, the statewide highway program includes projects that develop new key nonmotorist facilities, such as missing segments of the Border to Boston Trail and the Manchester Rail Trail. Several roadway projects provide new paving on NHS roadway, such as the Route 114 Corridor Improvements Project. The statewide program also includes various bridge and paving projects both on and off the interstate system. Several of the intersection projects included in this TIP anticipate a reduction in delay. While not all these projects fall on roads within the NHS network, these projects are key links to NHS roadways and offer reliability improvements. Staff has not used the RITIS platform to inform this cycle, but welcomes the opportunity to receive training from MassDOT and/or other partners for application of RITIS in future TIP cycles.

Federal Transit Administration Performance Measures

Relationship between Transit Asset Management (TAM) and the Public Transportation Agency Safety Plan (PTASP)

Achieving targets under the TAM plan helps to improve system reliability targets under the PTASP by maintaining vehicles in a state of good repair. Vehicles maintained in a state of good repair are less prone to breakdowns and crashes and therefore reduce the likelihood of safety incidents.

Transit Asset Management and Targets

Transit Asset Management (TAM) uses the condition of assets to guide the prioritization of transit funding for the purpose of maintaining a state of good repair. Merrimack Valley Transit (MeVa) updates its TAM targets every year. These targets are included in MeVa's National Transit Database (NTD) Annual Report. Table 12 presents MeVa's latest FY25 TAM targets for the Merrimack Valley region.

Table 12 - MeVa Transit Asset Management Targets

Category	Performance Measure	2024 Target	2024 Performance	2024 Difference	2025 Target %
Rolling Stock	Bus	0%	0%	0%	0%
Rolling Stock	Cutaway	0%	0%	0%	0%
Equipment	Automobiles	100%	100%	0%	100%
Equipment	Trucks & Other Rubber Tire Vehicles	7.69%	0%	7.69%	0%
Facility	Passenger/Parking Facilities	0%	0%	0%	0%
Facility	Administrative/Maintenance Facilities	0%	0%	0%	0%

Transit Safety Performance Targets

MeVa updated its Public Transportation Agency Safety Plan (PTASP) in October 2023. This plan outlines MeVa's safety training program, establishes safety performance targets, a safety management policy, and safety performance monitoring. Historic safety data inform targets to maximize safety and proactively address hazards. Table 13 details MeVa's safety performance targets for bus (motorbus) and paratransit (demand response) modes.

Table 13 - MeVa's Transit Safety Performance Targets[1]

Measures for Motorbus Mode	Baseline #	Rate per total VRM	Actual # FY24	Rate per total VRM	Target #	Target Rate
Fatalities	0	0	1	810,205	0	0
Injuries	4.25	390,457	3	540,136	2	550,000
Safety Events	5	304,637	6	270,068	4	350,000
System Reliability – expressed as mean distance between major failures	69,155		621,412		250,000	

Measures for Demand Response Mode	Baseline #	Rate per total VRM	Actual # FY24	Rate per total VRM	Target #	Target Rate
Fatalities	0	0	0	0	0	0
Injuries	0	0	0	0	0	0
Safety Events	3	294,037	2	503,631	2	500,000
System Reliability – expressed as mean distance between major failures	142,121		389,280		150,000	

[1]VRM: "Vehicle Revenue Miles"

Chapter 3: TIP Funding

Federal Highway Administration Program Funding

The FFY26-30 TIP's highway program is developed based on state funding apportionment formulas defined in federal surface transportation legislation, the most recent being the Infrastructure Investment and Jobs Act (IIJA). From this apportionment, the state of Massachusetts accounts for federally required program set asides, pass-throughs, and Grant Anticipation Notes (GANSs payments) for debt service on its accelerated bridge program. The remaining apportioned funding is budgeted to support statewide and regional priorities.

After accounting for statewide priorities, regions are provided obligation authority—the authority to program federal funds—based on a sub-allocation formula approved by the Massachusetts Association of Regional Planning Agencies (MARPA). About 30 percent of the state's overall federal apportionment is allocated to regions from year to year, ranging from 27 to 35 percent in the subject TIP cycle. The MARPA sub-allocation to the Merrimack Valley encompasses approximately 4.43 percent of total regional funding.

Most federal aid funnels through the state and into regional projects via program vehicles that require local matching funds—generally 20 percent of a project's total federal aid cost. MassDOT typically provides required project matches. As such, most regional projects are funded with an 80-20 federal-state share; however, some larger projects include additional local funding sources. Atypical applications of federal aid, such as funding project design, a capital purchase, or supporting a mobility program like bikeshare, may require a local match not provided by MassDOT.

Table 14 shows the MVMPO's anticipated obligation authority between FY26 and FY30.

Table 14 – Merrimack Valley Anticipated Regional Target Obligation Authority for Highway Projects

Year	Federal (80 percent)	State (20 percent)	Total
2026	$10,541,130	$2,374,926	$12,916,056
2027	$13,369,964	$2,364,830	$15,734,794
2028	$13,811,409	$2,549,514	$16,360,923
2029	$12,991,210	$3,247,803	$16,239,013
2030	$12,528,580	$3,132,145	$15,660,725
Total	**$63,242,293**	**$13,669,218**	**$76,911,511**

Federal Transit Administration Program Funding

Federal aid for public transit is allocated by formula to urbanized areas (UZAs). MassDOT functions as the recipient of transit federal aid for Boston's urbanized area and applies a formula that distributes programming authority across regional transit authorities. This formula considers passenger-miles traveled and population density, among other factors.

Transit-side federal aid supports capital and operating needs, which are both programmed in the TIP. Many operating programs require a 50 percent match, which is generally provided by MassDOT. Table 15 shows anticipated transit funding and state match assistance between FFY26-30 based on MeVa's program.

Table 15 - Anticipated Federal and State Aid for MeVa Transit, FFY2026-2030

	Federal	State	Total
2026	$16,326,265	$11,592,615	$27,918,880
2027	$8,140,820	$15,196,150	$31,336,970
2028	$51,527,150	$20,146.940	$71,674,090
2029	$51,441,500	$20,625,000	$72,066,500
2030	$10,815,000	$10,500,000	$21,315,000
Total	$138,250,735	$78,060,705	$216,311,440

Federal Aid Programs

As noted, federal surface transportation legislation authorizes the use of federal aid via several transportation funding programs administered by the Federal Highway Administration (FHWA) and Federal Transit Administrations (FTA). Each funding program has an array of eligible uses, as prescribed by the Infrastructure Investment and Jobs Act (IIJA). Table 16 and Table 17 detail the various more-common federal aid programs and their associated eligible uses. Note that some eligible uses extend beyond typical capital improvements.

Federal Highway Administration Programs

Table 16 - FHWA Funding Programs (source: https://www.fhwa.dot.gov/specialfunding/)

Program	Common Acronym	Programming Authority	Eligible Uses
Bridge Formula Program	BFP	Apportioned	Replacement, rehabilitation, preservation, or construction of bridges on public roads. 15% of funds are reserved for non-Federal-aid highway bridge projects.
Bridge Investment Program	BIP	Discretionary	Replacement, rehabilitation, or preservation of bridges in the National Bridge Inventory (NBI). Culvert improvements that improve flood control and/or aquatic habitat connectivity.
Carbon Reduction Program	CRP	Apportioned	Capital projects or strategic products focused on reduction of transportation emissions.
Congestion Mitigation and Air Quality Improvement	CMAQ	Apportioned	Wide range of emission-reducing, air-quality maintenance, or air-quality improvement projects. Project must be located in air quality nonattainment area or maintenance areas for ozone, carbon monoxide, and small particulate matter
Charging and Fueling Infrastructure Program	CFI	Discretionary	Deployment of alternative fueling and associated infrastructure in designated alternative fuel corridors as well as communities. Operating assistance for five years after installation.
Federal Land Access Program	FLAP	Discretionary	Improvements to transportation facilities that provide access to, are adjacent to, or located within federal lands.
Highway Safety Improvement Program	HSIP	Apportioned	Implementation of infrastructure-related highway safety improvements
Nationally Significant Multimodal Freight & Highway Projects	INFRA	Discretionary	Implementation of multimodal freight and highway projects of national or regional significance to improve safety, efficiency, and reliability of the movement of freight and people in and across rural and urban areas.
National Highway Freight Program	NHFP	Apportioned	Projects that improve the efficient movement of freight on the National Highway Freight Network

Table 16 - FHWA Funding Programs (Continued)

Program	Common Acronym	Programming Authority	Eligible Uses
National Highway Performance Program	NHPP	Apportioned	Projects that support the condition and performance of the National Highway System, including the replacement or rehabilitation of the system's capital assets.
National Infrastructure Project Assistance	MEGA	Discretionary	Multimodal, multijurisdictional projects of regional or national significance.
Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation	PROTECT	Combination	Projects that increase the resiliency of the transportation system, including coastal resiliency projects.
Rebuilding American Infrastructure with Sustainability and Equity	RAISE	Discretionary	Assistance for communities with projects that result in local or regional sustainability or equity impacts.
Reconnecting Communities Pilot Program	RCP	Discretionary	Planning support, construction, and technical assistance to communities divided by transportation infrastructure.
Rural Surface Transportation Grants	RSTG	Discretionary	Highway, bridge, tunnel, freight, safety, or bridge project that supports economic growth and quality of life in rural areas and/or integrated transportation demand management, mobility management, or on-demand systems that support economic growth and quality of life.
Safe Streets and Roads for All	SS4A	Discretionary	Planning, design, and construction of projects identified in a comprehensive safety action plan; or, the development of a safety action plan.
Strengthening Mobility and Revolutionizing Transportation (SMART) Grants	SMART	Discretionary	Planning and implementation of demonstration projects that leverage technology to improve mobility and access.
Surface Transportation Block Grant	STBG	Apportioned	A broad range of surface transportation capital needs, including roads; transit, sea, and airport access; and vanpool, bicycle, and pedestrian facilities.
Transportation Alternatives Program	TAP	Apportioned	A variety of smaller-scale transportation projects, such as bicycle, pedestrian and trail facilities. Encompasses eligible activities from the former Safe Routes to School (SRTS) program.

Federal Transit Administration Programs

Table 17 - FTA Funding Programs (source: https://www.fhwa.dot.gov/specialfunding/)

Program	Common Acronym	Programming Authority	Eligible Uses
Joint Development Program	§5302(3)(G)	Combination	Purchase or rehabilitation of buses and related equipment that support fixed route bus service, disbursed based on formula. Additional funds available through competitive grant programs, one of which only low and zero-emission vehicles are eligible.
Urbanized Formula Grants	§5307	Apportioned	Capital expenditures on transit assets in urbanized areas (UZA)
Fixed Guideway Capital Investment Grants	§5309 or CIG	Discretionary	Transit projects that either are rail or a mode that emulates fixed-rail, including bus rapid transit and ferries. For New Starts and Small Starts, construction must be corridor based.
Enhanced Mobility of Seniors with Disabilities	§5310	Apportioned	Transit projects that meet the needs of seniors or go beyond the requirements of the 1990 Americans with Disabilities Act. A state is the direct recipient for rural areas.
Public Transportation Innovation Program	§5312	Discretionary	Broad range of activities that demonstrate innovation in public transportation, including capital projects and products that assist in operations and asset management.
Emergency Relief Program	§5324	Discretionary	Capital projects that protect, repair, replace, or reconstruct equipment and facilities that are in danger or, or have been impacted, by an emergency (as recognized by the federal government). Temporary operating assistance also available.
State of Good Repair and Rail Vehicle Replacement Program	§5337	Combination (formula based available to only urbanized areas)	Projects that maintain, rehabilitate, and replace capital assets including rail rolling stock, as well as projects that implement transit asset management plans.

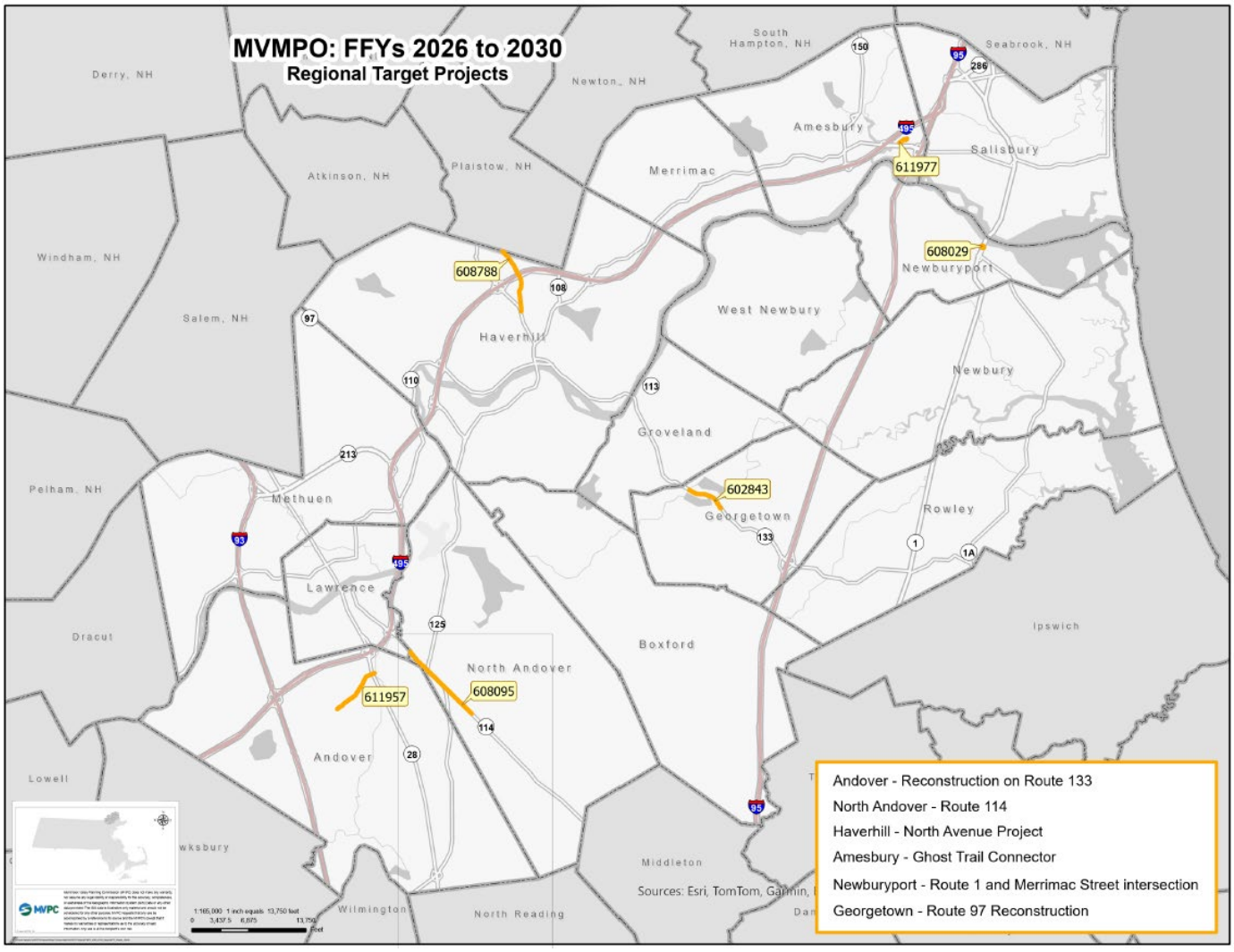
Table 17 - FTA Funding Programs (Continued)

Program	Common Acronym	Programming Authority	Eligible Uses
Bus and Bus Facilities Program	§5339	Combination	Purchase or rehabilitation of buses and related equipment that support fixed route bus service, disbursed based on formula. Additional funds available through competitive grant programs, one of which only low and zero-emission vehicles are eligible
Electric or Low Emitting Ferry Pilot Program		Discretionary	Purchase of electric or low-emitting ferries, or ferry electrification that results in reduction of emissions.
Innovative Coordination Access & Mobility Pilot Program		Discretionary	Financing of projects that support the transportation disadvantaged or improve non-emergency medical transportation services, including coordination technology and access improvements to one-call/one-click services.

Chapter 4: TIP Highway Project Descriptions

This chapter provides descriptions for programmed highway project across the TIP's five-year funding cycle. Figure 12 depicts the general locations of regional target projects. Following sections describe statewide highway projects.

Figure 12 - General Project Locations for Regional Target Projects



Regional Target Highway Project Descriptions

The following brief project profile sheets describe each regional target project programmed in this TIP cycle. Project descriptions include Transportation Evaluation Scores, MassDOT's Project Review Committee Scores, and GHG impacts where available/relevant.

Project Name	MassDOT ID	Municipality	Transportation Evaluation Criteria Score	Project Review Committee Score	GHG Reduction Impact (kg/yr)
1. RECONSTRUCTION ON ROUTE 133 (LOWELL STREET) FROM SHAWSHEEN ROAD TO ROUTE 28 (N MAIN STREET)	611957	Andover	71.3/100	N/A	N/A

Description: This project proposes the reconstruction of Route 133 between Shawsheen Road and North Main Street, including the improvement of several key intersections and the provision of pedestrian and bicycle facilities along the roadway via a sidepath.

Current Readiness Year Determination: 2028
Program Year: 2029-2030
Planning Emphasis Area (PEA) Linkages: Improves climate/resiliency by encouraging alternate modes; advances a complete street.
Performance Measure (PM) Linkages: Advances PM1 safety by separating vehicles from pedestrians and bicyclists; advances PM2 by repaving NHS segments.

Aerial Photograph of Project Vicinity:

Project Name	MassDOT ID	Municipality	Transportation Evaluation Criteria Score	Project Review Committee Score	GHG Reduction Impact (kg/yr)
2. CORRIDOR IMPROVEMENTS ON ROUTE 114, BETWEEN WAVERLY ROAD & WILLOW/MILL STREET	608095	North Andover	68/100	74/100	7,407,526

Description: This project proposes the reconstruction of Route 114, including the provision of a sidepath on the south side of the roadway. Each intersection will be reconstructed to improve safety, including the provision of upgraded signals at existing signalized intersections and two new signals (Route 114 and Royal Crest Drive, Merrimack College and Hillside Road). Adaptive signal control will be used to optimize traffic flow based on real time traffic demand collected by the system. Finally, the project proposes additional site work such as utility work, drainage improvements, culvert replacement, and landscaping. This project will receive additional statewide funding support beyond regional targets.

Current Readiness Year Determination: 2025
Program Year: 2025-2029
Planning Emphasis Area (PEA) Linkages: Upgrades stormwater infrastructure to improve resilience; implements a complete street by supporting all modes; advances equity by providing improvements in an REJ+ community.
Performance Measure (PM) Linkages: Advances PM1 safety by separating vehicles from pedestrians and bicyclists; advances PM2 by repaving NHS segments.

Aerial Photograph of Project Vicinity:

Project Name	MassDOT ID	Municipality	Transportation Evaluation Criteria Score	Project Review Committee Score	GHG Reduction Impact (kg/yr)

3. RECONSTRUCTION ON ROUTE 97 (W. MAIN STREET) FROM MOULTON STREET TO GROVELAND T.L.	602843	Georgetown	40.3/100	N/A	2,399

Description: This project proposes improvements to West Main Street (Route 97), including roadway reconstruction, intersection realignment, sidewalk reconstruction with new ADA compliant ramps, a drainage system, and a sidepath. The project also includes an additional path connector on King Street between the new sidepath proposed on West Main Street and the trail in Groveland along the railroad bed. The project will also include signage and pavement markings.

Current Readiness Year Determination: 2026
Program Year: 2026
Planning Emphasis Area (PEA) Linkages: Improves resilience by implementing drainage improvements; implements a complete street.
Performance Measure (PM) Linkages: Advances PM1 safety by separating vehicles from pedestrians and bicyclists; advances PM2 by repaving NHS segments.

Aerial Photograph of Project Vicinity:

Project Name	MassDOT ID	Municipality	Transportation Evaluation Criteria Score	Project Review Committee Score	GHG Reduction Impact (kg/yr)
4. ROADWAY RECONSTRUCTION ON NORTH AVENUE, FROM MAIN STREET (ROUTE 125) TO PLAISTOW NH	608788	Haverhill	66.5/100	N/A	214,372

Description: This project proposes to reconstruct North Avenue between Main Street (Route 125) and the New Hampshire Border. The project will add ADA compliant sidewalks, granite curbs, and bicycle lanes. The project will narrow the existing travel lanes and will improve drainage. Some utilities may also be relocated in conjunction with the project. The project will reconstruct existing intersections. The Gile Street intersection will receive geometric improvements and a mini-roundabout will be added at Marsh Avenue. The project will replace the Snows Brooks Bridge and the Frye Pond dam will be removed to return Snows Brooks to its natural condition.

Current Readiness Year Determination: 2028
Program Year: 2028-2029
Planning Emphasis Area (PEA) Linkages: Improves resilience by implementing drainage improvements; implements a complete street; advances equity by providing improvements in an REJ+ community.
Performance Measure (PM) Linkages: Advances PM1 safety by separating vehicles from pedestrians and bicyclists.

Aerial Photograph of Project Vicinity:

Project Name	MassDOT ID	Municipality	Transportation Evaluation Criteria Score	Project Review Committee Score	GHG Reduction Impact (kg/yr)
5. INTERSECTION IMPROVEMENTS AT ROUTE 1 & MERRIMAC STREET	608029	Newburyport	8.37/17.75	N/A	N/A

Description: This proposed project will install traffic control signals at the intersection of the Route 1 northbound and southbound ramps and Merrimac Street. The project will include sidewalks and crosswalks, as well as bicycle accommodations.

Current Readiness Year Determination: 2027
Program Year: 2027
Planning Emphasis Area (PEA) Linkages: Advance complete streets by accommodating pedestrians and bicycles.
Performance Measure (PM) Linkages: Improves safety by accounting for the needs of nonmotorists at the intersection and improves driver movements; advances PM3 by re-envisioning the intersection for efficient, safe movement onto/off of an NHS segment.

Aerial Photograph of Project Vicinity:

Project Name	MassDOT ID	Municipality	Transportation Evaluation Criteria Score	Project Review Committee Score	GHG Reduction Impact (kg/yr)
6. RIVERWALK CONNECTOR TO THE SALISBURY POINT GHOST TRAIL	611977	Amesbury	37.3/100	N/A	5,100

Description: This project proposes to connect Salisbury's Ghost Trail with the Amesbury Riverwalk. Currently, no direct, safe, off-street connection exists. A trail connector will cross Elm Street and travel behind the Carriage Town Shopping Center. The connector will continue adjacent to the back of the shopping center in a utility line easement and then link into the existing Riverwalk Trail's existing terminus.

Current Readiness Year Determination: 2027
Program Year: 2027
Planning Emphasis Area (PEA) Linkages: Invests in climate friendly infrastructure; initially developed through public involvement with community-based non-profit; advances equity by providing improvements proximate an REJ+ community, which will be connected into the larger multimodal network following the implementation of this project.
Performance Measure (PM) Linkages: Improves safety (PM1) by offering a traffic-separated route for pedestrians and cyclists.

Aerial Photograph of Project Vicinity:

Discretionary Grants and Earmark Project Descriptions

The following list provides MassDOT-generated project descriptions for projects funded by either earmarks or discretionary grants programmed in this TIP cycle.

- #612158 - Methuen – Route 213 Bridge Replacement over the Methuen Rail Trail
  No project description available in PINFO as of 4/22/2025.

- #612074 - Lawrence – Short Street Bridge Replacement over the Spicket River
  No project description available in PINFO as of 4/22/2025.

- #613903 - Lawrence – Union Street Bridge over the North Canal Preservation.
  This project will consist of bridge preservation work at the Mario Lucchesi bridge in the City of Lawrence. The bridge carries Union Street over the North Canal. The work will consist of repair or replacement of the existing sidewalks and railings. Additionally, the wearing surface will be removed and replaced with localized concrete patching of the deck and superstructure as needed. (Source: https://hwy.massdot.state.ma.us/ProjectInfo/Main.asp?ACTION=ViewProject&PROJECT_NO=613903 – accessed 4/22/2025.)

Statewide Highway Project Descriptions

The following list provides MassDOT-generated project descriptions for the various statewide projects programmed in this TIP cycle. Note that projects programmed to receive both statewide and regional target funds are described in the previous regional target fund section. General information is provided in cases where limited information is available in MassDOT's Project Information System.

- #605304 - Haverhill - Bridge Replacement over the Merrimack River (Basiliere Bridge).
  The PFC Ralph T. Basiliere Bridge crosses the Merrimack River in the center of Haverhill. It carries Route 125, locally known as Bridge Street. The bridge rests on seven spans. It has two lanes crossing the river and four lanes at the nearest intersections in Bradford and Haverhill. Haverhill. Each side of the bridge also supports a sidewalk. The bridge is a vital connector for the City of Haverhill. 25,000+ vehicles per day cross the bridge. This figure includes heavy vehicles such as trucks, school buses, and Merrimack Valley Transit Authority (MEVA) buses.

  All the bridge's parts show the wear of nearly a century of service. Even parts users cannot see are in poor condition with the foundations subject to scour. The scour results from the river's current colliding with the bridge's piers. As a result, the riverbed around the piers is eroding. Frequent inspections and repairs keep the bridge safe for all users, but have a real impact on the traveling public.
  The limits of work for project include the bridge and the two nearest intersections. These are Main/Water/Merrimack Street and South Main/Middlesex Street. A short section of Main Street between Merrimack Street and Ginty Boulevard is also included.

  As of the summer of 2024, MassDOT is actively developing the Request for Proposals (RFP) which will be made available to design/builders by the end of the year. The new bridge will be built using design/build methods. With this project delivery method, MassDOT develops a base concept. A contractor or contractors will then team with an engineering design firm forming a design/build team. These teams submit their qualifications to bid for the

project to MassDOT. The Best Value design/builder is awarded the project which includes completing the design and building the new structure. Best Value is determined by balancing a design/builder's proposed technical approach and cost.

Design/build benefits:

- *Teams may present innovative approaches to design.*
- *Teams may present innovative approaches to construction.*
- *The contractor joins the project early in the design effort. Construction activities can begin earlier, leading to faster project delivery.*

MassDOT currently anticipates that construction will begin in late 2025 and last approximately six and a half years. Impacts to traffic, such as lane reductions on the bridge or major changes to the adjoining intersections, are currently projected to last roughly six years.

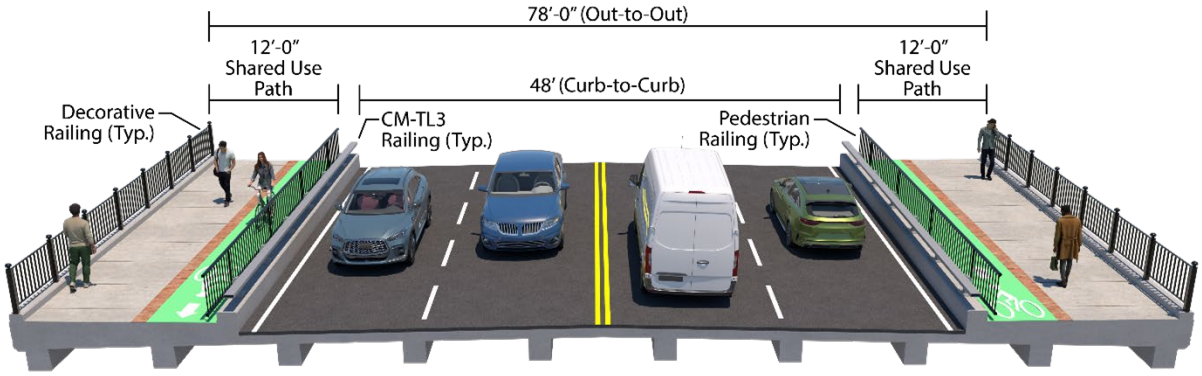


Figure 13. The new bridge bridge's cross section provides separate travel ways for all modes.

(Source: MassDOT: https://www.mass.gov/info-details/about-the-basiliere-bridge-replacement-project Accessed 4/03/2025)

- #607541- Georgetown/Boxford – Border to Boston Trail between Georgetown Road and West Main Street
  The proposed project consists of the construction of The Border to Boston Shared Use Path in the Towns of Boxford and Georgetown. The corridor extends from Georgetown Road in Boxford north to West Main Street (Route 97) in Georgetown. The trail is approximately 2.4 miles and will be comprised entirely of an off-road shared use trail facility utilizing former railroad corridor, utility right of way and town right of way. The Southern Georgetown section will make up part of the larger Border to Boston Trail system which is nearly 30 miles in length and links eight Essex County communities. (Source: MassDOT PINFO: https://hwy.massdot.state.ma.us/projectinfo/projectinfo.asp Accessed 4/03/2025)

- #607542 - Georgetown/Newbury – Border to Boston Trail between West Main Street and Byfield
  The Northern Georgetown/Newbury section of the Border to Boston Trail is approximately 3.3 miles, extending from West Main Street (Route 97) in Georgetown to Bayfield in Newbury; 2.6 miles in Georgetown and 0.7 miles in Newbury will be comprised of an off-road shared use trail facility utilizing former railroad corridor and

utility right of way. (Source: MassDOT PINFO: https://hwy.massdot.state.ma.us/projectinfo/projectinfo.asp Accessed 4/03/2025)

- #608930 - Lawrence - Lawrence to Manchester Rail Trail
  The proposed improvements include redeveloping the inactive Lawrence Manchester Rail Corridor into a shared-use path / alternate transportation corridor (ATC) for pedestrian and bicycle accommodations. The 1.40 mile project begins at Merrimack Street in Lawrence and extends to the Methuen/Lawrence City Line. The ATC will connect Merrimack Street to the south and Manchester Street Park, the Spicket River Greenway, and the future Methuen Rail Trail to the north. The project also includes improving 3 intersections for at-grade crossings, and developing additional access points to the Rail Trail from existing developments and parks. There are four bridges along the Right-of-Way that will be improved as part of the project including deck replacements at bridges over the South Canal and the Merrimack River, complete replacement of the Lowell Street Bridge that spans the Right of Way, and a superstructure replacement at the Manchester Street Bridge Crossing. (Source: MassDOT PINFO: https://hwy.massdot.state.ma.us/projectinfo/projectinfo.asp Accessed 4/03/2025)

- #609466 - Haverhill/Methuen – I-495 Bridge Replacements over the Merrimack River and Route 110, and Industrial Avenue over I-495.
  Work consists of replacing the bridges carrying I-495 over the Merrimack River and Route 110 as well as the bridge carrying Industrial Avenue over I-495. (Source: MassDOT PINFO: https://hwy.massdot.state.ma.us/projectinfo/projectinfo.asp Accessed 4/03/2025)

- #612002 - Lawrence – Community Day Arlington Safe Routes to School Improvements
  The project proposes [several improvements including] the reconstruction of curb ramps driveway aprons and sidewalk to improve accessibility; [upgraded] crosswalks with high visibility pavement markings and warning signs; construction of sidewalk bump outs at Arlington Street/Lawrence Street and Arlington Street/Hampshire Street to reduce crossing distances, [improved] sight lines, and [reduced] vehicle speeds; [replaced] school zone beacons to reduce speeding, and [installation of] a raised sidewalk/island along Arlington Street at the school driveway to define traffic flow and parking zones and reduce conflict between pedestrians and vehicles during school pick/up drop off. [The project will also install] a traffic signal at Arlington Street/Lawrence Street and upgrade pedestrian signals at Arlington Street/Broadway with countdown signal heads and accessible pushbuttons to improve pedestrian accessibility and safety. (Source: MassDOT PINFO: https://hwy.massdot.state.ma.us/projectinfo/projectinfo.asp Accessed 4/03/2025)

- #612024 - Andover – Resurfacing and Related Work on Route 28
  No project description available in PINFO as of 4/03/2025.

- #612045 - Andover/Tewksbury – Interstate Maintenance work on I-93
  No project description available in PINFO as of 4/03/2025.

- #612143 - Andover – Tewksbury Street Bridge Replacement over the MBTA/Former Boston and Maine Rail
  No project description available in PINFO as of 4/03/2025.

- #612193 - Andover – I-93 Bridge Preservation over the Merrimack River
  No project description available in PINFO as of 4/03/2025.

- #612890 - Groveland – Safe Routes to School Improvements at Dr. Elmer S. Bagnall Elementary
  The project includes installing new sidewalks along Center Street constructing new ADA compliant curb ramps and crosswalks at the intersections of Center Street with Atwood Lane Harvard Street and Yale Street The project aims to connect a few dense neighborhoods with numerous school children and tie into the existing sidewalks on School Street Route 97 which provides direct access to Dr Elmer S Bagnall Elementary School and the soon to be constructed community trail. (Source: MassDOT PINFO: https://hwy.massdot.state.ma.us/projectinfo/projectinfo.asp Accessed 4/03/2025)

- #613092 - Haverhill – Three Culvert Replacements on Amesbury Road (Route 110) over Tributary of East Meadow River
  No project description available in PINFO as of 4/03/2025.

- #612103 – Haverhill, Merrimac, Amesbury, and Salisbury interstate resurfacing and related work on I-495 (2030)
  No project description available in PINFO as of 4/03/2025.

- #613702 – Methuen Guide and Traffic Sign Replacement on Route 213 (2029)
  This project is for the replacement and updating of existing guide and traffic signs on Route 213 between the I-93 interchange (Exit 1) and the I-495 interchange (Exit 5), both located within Methuen with new signs meeting current retroreflectivity standards. (Source: MassDOT PINFO: https://hwy.massdot.state.ma.us/projectinfo/projectinfo.asp Accessed 4/03/2025)

- #613881 – District 4 Accessibility Improvements at Multiple Locations in Haverhill and Salisbury (2029)
  The purpose of this project is to reconstruct and upgrade all deficient pedestrian curb ramps to full ADA compliance at five locations. Four of the locations are located in Salisbury along Route 1A (Beach Road). The first location is along Route 1A east of Glenwood Avenue and Sand Hill Road. The second location is at the intersection of Route 1A and Dock Lane. The third location is a midblock crossing located along Route 1A just east of Meaders Lane. The fourth location is another midblock crossing located along Route 1A west of Lynne Avenue. The fifth location in the project is in Haverhill, at the intersection of Route 97 (Broadway) and Carleton Street. Additional curb ramps, sidewalk, crossings and crossing enhancements, curb extensions, and pedestrian signal upgrades will be evaluated on a location by location basis. (Source: MassDOT PINFO: https://hwy.massdot.state.ma.us/projectinfo/projectinfo.asp Accessed 4/03/2025)

Chapter 5: TIP Financial Plan

To make best use of regional obligation authority following programming, MVMPO expects cooperation, communication, and expeditious review by agencies with the responsibility of overseeing implementation. Expeditious and cooperative oversight allows the program's financial plan to remain in balance.

Financial Summaries

As noted in Chapter 3, a formula determines MVMPO's federal aid regional target obligation authority for highway side projects. The Merrimack Valley receives 4.4296% of the state's total regional highway funding apportionment. Each year, MVMPO may program projects up to an amount specified by MassDOT related to the apportionment formula. MassDOT's approach to project programming assumes a 2% inflation rate year over year, meaning the total cost of a project is assumed to be greater in an outyear compared to the present fiscal year. The TIP is financially constrained, per 23 CFR Part 450.324, meaning that annual programmed totals must not exceed combined estimates of state and federal aid.

Table 18 summarizes total programmed spending for regional target projects

Table 18 - Regional Target Program Summary

Fiscal Year	Obligation Authority[1]	Programmed Funding	Unprogrammed Funds
FFY26	$12,916,056	$12,916,056	$0
FFY27	$15,734,794	$15,734,794	$0
FFY28	$16,360,923	$16,360,923	$0
FFY29	$16,239,013	$16,239,013	$0
FFY30	$16,498,710	$15,660,725	$837,985
Total	**$77,749,496**	**$76,911,511**	**$837,985**

[1]Represented as a total amount, with an 80 percent federal and 20 percent state cost share.

The region is also the recipient of federal aid for statewide projects, which are proposed at MassDOT's discretion and subject to statewide apportionment fiscal constraint and support larger bridge, trail, and roadway paving projects. Table 19 summarizes anticipated federal aid investment made within the region per MassDOT discretion.

Table 19 - Statewide Program Summary

Fiscal Year	Federal Funds	Non-Federal Funds	Programmed Funding
FFY26	$89,485,447	$156,217,315	$245,702,762
FFY27	$97,883,279	21,089,687	$118,972,966
FFY28	$63,465,600	13,550,752	$77,016,352
FFY29	$6,731,062	1,682,767	$8,413,829
FFY30	$15,799,896	1,755,544	$17,555,440
Total	**$273,365,284**	**$194,296,065**	**$467,661,349**

A significant amount of TIP funding is also allocated to support public transportation. Table 20 summarizes the programmed federal and state aid in support of the Merrimack Valley region's transit system.

Table 20 - Transit Aid Program Summary

	Programmed Federal Aid	Programed State Aid	Total
2026	$16,288,000	$3,748,250	$20,036,250
2027	$7,991,000	$4,109,000	$12,100,000
2028	$50,559,000	$13,266,000	$63,825,000
2029	$50,302,000	$13,213,000	$63,515,000
2030	$10,815,000	$3,360,000	$14,175,000
Total	**$135,955,000**	**$37,696,250**	**$173,651,250**

* $8,000,000 in federal discretionary in FY26, and $40,000,000 in federal discretionary with $10,000,000 in state discretionary RTACAP match has been programmed into FFY2028 and FFY2029 each ($100,000,000 project).. This is a competitive program and is not guaranteed to be awarded. The funds are listed here to reflect the anticipated year of award, should this award be granted.

The following pages summarize the region's target program and transit program for FFY26-30.

STIP Investments Report
Merrimack Valley Region

STIP: 2026 - 2030 (D)

Year	MassDOT Project ID	MPO	Municipality	MassDOT Project Description	District	Funding Source	Adjusted TFPC	Total Programmed Funds	Federal Funds	Non-Federal Funds
Federal Fiscal Year 2026								$258,618,818	$100,026,577	$158,592,241
Section 1A / Regionally Prioritized Projects								$12,916,056	$10,541,130	$2,374,926
Roadway Reconstruction								$12,832,306	$10,474,130	$2,358,176
2026	602843	Merrimack Valley	Georgetown	GEORGETOWN- RECONSTRUCTION ON ROUTE 97 (W. MAIN STREET) FROM MOULTON STREET TO GROVELAND T.L.	4	STBG	$10,749,456	$10,749,456	$8,599,565	$2,149,891
2026	608095	Merrimack Valley	North Andover	NORTH ANDOVER- CORRIDOR IMPROVEMENTS ON ROUTE 114, BETWEEN WAVERLY ROAD AND WILLOW/MILL STREET	4	HSIP	$64,990,244	$2,082,850	$1,874,565	$208,285
Bicycle and Pedestrian								$83,750	$67,000	$16,750
2026	S13278	Merrimack Valley	Newburyport	NEWBURYPORT - BIKESHARE PILOT CAPITAL CONTRIBUTION		CMAQ	$225,000	$83,750	$67,000	$16,750
Section 1B / Earmark or Discretionary Grant Funded Projects								$2,500,000	$2,000,000	$500,000
Earmark Discretionary								$2,500,000	$2,000,000	$500,000
2026	613903	Merrimack Valley	Lawrence	LAWRENCE- BRIDGE PRESERVATION, L-04-004 (2PX), UNION STREET OVER NORTH CANAL	4	HPP	$1,465,400	$2,500,000	$2,000,000	$500,000
Section 2A / Federal Aid Funded State Prioritized Reliability Projects								$96,522,468	$77,317,358	$19,205,110
Bridge On-system NHS								$95,528,631	$76,422,905	$19,105,726
2026	605304	Merrimack Valley	Haverhill	HAVERHILL- BRIDGE REPLACEMENT, H-12-007, BRIDGE STREET (SR 125) OVER THE MERRIMACK RIVER AND THE BRADFORD RAIL TRAIL	4	NHPP-PEN	$222,177,565	$58,882,805	$47,106,244	$11,776,561
2026	609466	Merrimack Valley	Multiple	HAVERHILL- METHUEN- BRIDGE REPLACEMENT, H-12-040=M-17-030, I-495 (NB & SB) OVER MERRIMACK RIVER AND M-17-031, I-495 (NB & SB) OVER ROUTE 110 AND H-12-056, INDUSTRIAL AVENUE (EB & WB) OVER I-495	4	NHPP-PEN	$413,044,605	$36,645,826	$29,316,661	$7,329,165
Safety Improvements								$993,837	$894,453	$99,384
2026	613702	Merrimack Valley	Methuen	METHUEN- GUIDE AND TRAFFIC SIGN REPLACEMENT ON ROUTE 213	4	HSIP	$1,129,070	$993,837	$894,453	$99,384
Section 2B / Federal Aid Funded State Prioritized Modernization Projects								$7,710,111	$6,168,089	$1,542,022
Roadway Reconstruction								$4,425,514	$3,540,411	$885,103

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Merrimack Valley Region

STIP: 2026 - 2030 (D)

Year	MassDOT Project ID	MPO	Municipality	MassDOT Project Description	District	Funding Source	Adjusted TFPC	Total Programmed Funds	Federal Funds	Non-Federal Funds
2026	608095	Merrimack Valley	North Andover	NORTH ANDOVER- CORRIDOR IMPROVEMENTS ON ROUTE 114, BETWEEN WAVERLY ROAD AND WILLOW/MILL STREET	4	NHPP	$64,990,244	$4,425,514	$3,540,411	$885,103
Safe Routes to School								$3,284,597	$2,627,678	$656,919
2026	612002	Merrimack Valley	Lawrence	LAWRENCE- COMMUNITY DAY ARLINGTON IMPROVEMENTS (SRTS)	4	TAP	$3,284,597	$3,284,597	$2,627,678	$656,919
Section 2C / Federal Aid Funded State Prioritized Expansion Projects								$5,000,000	$4,000,000	$1,000,000
Bicycle and Pedestrian								$5,000,000	$4,000,000	$1,000,000
2026	608930	Merrimack Valley	Lawrence	LAWRENCE- LAWRENCE MANCHESTER RAIL CORRIDOR (LMRC) RAIL TRAIL	4	CMAQ	$30,504,507	$5,000,000	$4,000,000	$1,000,000
Section 3B / Non-Federal Aid Funded								$133,970,183	$0	$133,970,183
Bridge On-system Non-NHS								$13,498,816	$0	$13,498,816
2026	612143	Merrimack Valley	Andover	ANDOVER- BRIDGE REPLACEMENT, A-09-015, TEWKSBURY STREET OVER CSX RAILROAD	4	NGBP	$13,498,816	$13,498,816	$0	$13,498,816
Bridge On-system NHS								$120,471,367	$0	$120,471,367
2026	612193	Merrimack Valley	Andover	ANDOVER- BRIDGE PRESERVATION, A-09-022, I-93 OVER MERRIMACK RIVER	4	NGBP	$120,471,367	$120,471,367	$0	$120,471,367

STIP Investments Report
Merrimack Valley Region

STIP: 2026 - 2030 (D)

Year	MassDOT Project ID	MPO	Municipality	MassDOT Project Description	District	Funding Source	Adjusted TFPC	Total Programmed Funds	Federal Funds	Non-Federal Funds
Federal Fiscal Year 2027								$134,707,760	$111,253,242	$23,454,518
Section 1A / Regionally Prioritized Projects								$15,734,794	$13,369,964	$2,364,831
Roadway Reconstruction								$12,292,288	$10,615,959	$1,676,329
2027	608029	Merrimack Valley	Newburyport	NEWBURYPORT- INTERSECTION IMPROVEMENTS AT ROUTE 1 & MERRIMAC STREET	4	STBG	$3,559,384	$3,559,384	$2,847,507	$711,877
2027	608095	Merrimack Valley	North Andover	NORTH ANDOVER- CORRIDOR IMPROVEMENTS ON ROUTE 114, BETWEEN WAVERLY ROAD AND WILLOW/MILL STREET	4	HSIP	$64,990,244	$7,821,283	$7,039,155	$782,128
2027	608095	Merrimack Valley	North Andover	NORTH ANDOVER- CORRIDOR IMPROVEMENTS ON ROUTE 114, BETWEEN WAVERLY ROAD AND WILLOW/MILL STREET	4	STBG	$64,990,244	$911,621	$729,297	$182,324
Bicycle and Pedestrian								$3,442,506	$2,754,005	$688,501
2027	611977	Merrimack Valley	Amesbury	AMESBURY- RIVERWALK CONNECTOR TO THE SALISBURY POINT GHOST TRAIL	4	CMAQ	$2,639,748	$2,733,756	$2,187,005	$546,751
2027	S13278	Merrimack Valley	Newburyport	NEWBURYPORT - BIKESHARE PILOT CAPITAL CONTRIBUTION		CMAQ	$225,000	$83,750	$67,000	$16,750
2027	S13279	Merrimack Valley		Merrimack Valley Region Design/Capital Purchase Reserve (2027)	4	STBG	$625,000	$625,000	$500,000	$125,000
Section 1B / Earmark or Discretionary Grant Funded Projects								$13,524,528	$13,524,528	$0
Bridge Off-system Local NB								$13,524,528	$13,524,528	$0
2027	612074	Merrimack Valley	Lawrence	LAWRENCE- BRIDGE REPLACEMENT, L-04-012, SHORT STREET OVER SPICKET RIVER	4	BROFF	$13,524,528	$13,524,528	$13,524,528	$0
Section 2A / Federal Aid Funded State Prioritized Reliability Projects								$88,123,087	$70,498,470	$17,624,617
Bridge On-system NHS								$81,756,436	$65,405,149	$16,351,287
2027	605304	Merrimack Valley	Haverhill	HAVERHILL- BRIDGE REPLACEMENT, H-12-007, BRIDGE STREET (SR 125) OVER THE MERRIMACK RIVER AND THE BRADFORD RAIL TRAIL	4	NHPP	$222,177,565	$27,662,416	$22,129,933	$5,532,483
2027	605304	Merrimack Valley	Haverhill	HAVERHILL- BRIDGE REPLACEMENT, H-12-007, BRIDGE STREET (SR 125) OVER THE MERRIMACK RIVER AND THE BRADFORD RAIL TRAIL	4	NHPP-PEN	$222,177,565	$54,094,020	$43,275,216	$10,818,804
Non-Interstate Pavement								$6,366,651	$5,093,321	$1,273,330

STIP Investments Report
Merrimack Valley Region

STIP: 2026 - 2030 (D)

Year	MassDOT Project ID	MPO	Municipality	MassDOT Project Description	District	Funding Source	Adjusted TFPC	Total Programmed Funds	Federal Funds	Non-Federal Funds
2027	612024	Merrimack Valley	Andover	ANDOVER- RESURFACING AND RELATED WORK ON ROUTE 28	4	NHPP	$6,366,651	$6,366,651	$5,093,321	$1,273,330
Section 2B / Federal Aid Funded State Prioritized Modernization Projects								$9,166,846	$7,333,477	$1,833,369
Roadway Reconstruction								$9,166,846	$7,333,477	$1,833,369
2027	608095	Merrimack Valley	North Andover	NORTH ANDOVER- CORRIDOR IMPROVEMENTS ON ROUTE 114, BETWEEN WAVERLY ROAD AND WILLOW/MILL STREET	4	NHPP	$64,990,244	$9,166,846	$7,333,477	$1,833,369
Section 2C / Federal Aid Funded State Prioritized Expansion Projects								$8,158,505	$6,526,804	$1,631,701
Bicycle and Pedestrian								$8,158,505	$6,526,804	$1,631,701
2027	607541	Merrimack Valley	Multiple	GEORGETOWN- BOXFORD- BORDER TO BOSTON TRAIL, FROM GEORGETOWN ROAD TO WEST MAIN STREET (ROUTE 97)	4	CMAQ	$5,225,930	$5,158,505	$4,126,804	$1,031,701
2027	608930	Merrimack Valley	Lawrence	LAWRENCE- LAWRENCE MANCHESTER RAIL CORRIDOR (LMRC) RAIL TRAIL	4	CMAQ	$30,504,507	$3,000,000	$2,400,000	$600,000

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Merrimack Valley Region

STIP: 2026 - 2030 (D)

Year	MassDOT Project ID	MPO	Municipality	MassDOT Project Description	District	Funding Source	Adjusted TFPC	Total Programmed Funds	Federal Funds	Non-Federal Funds
Federal Fiscal Year 2028								$93,377,275	$77,277,009	$16,100,266
Section 1A / Regionally Prioritized Projects								$16,360,923	$13,811,409	$2,549,515
Roadway Reconstruction								$16,360,923	$13,811,409	$2,549,515
2028	608095	Merrimack Valley	North Andover	NORTH ANDOVER- CORRIDOR IMPROVEMENTS ON ROUTE 114, BETWEEN WAVERLY ROAD AND WILLOW/MILL STREET	4	HSIP	$64,990,244	$7,226,701	$6,504,031	$722,670
2028	608788	Merrimack Valley	Haverhill	HAVERHILL- ROADWAY RECONSTRUCTION ON NORTH AVENUE, FROM MAIN STREET (ROUTE 125) TO PLAISTOW NH	4	STBG	$23,336,877	$9,134,222	$7,307,378	$1,826,844
Section 1B / Earmark or Discretionary Grant Funded Projects								$6,515,158	$5,212,126	$1,303,032
Bridge On-system NHS								$6,515,158	$5,212,126	$1,303,032
2028	612158	Merrimack Valley	Methuen	METHUEN- BRIDGE REPLACEMENT, M-17-026, ROUTE 213 (EB/WB) OVER THE METHUEN RAIL TRAIL	4	HIP-BR	$6,515,165	$6,515,158	$5,212,126	$1,303,032
Section 2A / Federal Aid Funded State Prioritized Reliability Projects								$43,784,524	$36,880,139	$6,904,385
Bridge On-system NHS								$25,259,327	$20,207,462	$5,051,865
2028	605304	Merrimack Valley	Haverhill	HAVERHILL- BRIDGE REPLACEMENT, H-12-007, BRIDGE STREET (SR 125) OVER THE MERRIMACK RIVER AND THE BRADFORD RAIL TRAIL	4	NHPP-PEN	$222,177,565	$25,259,327	$20,207,462	$5,051,865
Interstate Pavement								$18,525,197	$16,672,677	$1,852,520
2028	612045	Merrimack Valley	Andover	ANDOVER- TEWKSBURY- INTERSTATE MAINTENANCE AND RELATED WORKS ON I-93	4	NHPP-I	$18,525,197	$18,525,197	$16,672,677	$1,852,520
Section 2B / Federal Aid Funded State Prioritized Modernization Projects								$20,161,455	$16,129,164	$4,032,291
Roadway Reconstruction								$20,161,455	$16,129,164	$4,032,291
2028	608095	Merrimack Valley	North Andover	NORTH ANDOVER- CORRIDOR IMPROVEMENTS ON ROUTE 114, BETWEEN WAVERLY ROAD AND WILLOW/MILL STREET	4	NHPP	$64,990,244	$20,161,455	$16,129,164	$4,032,291
Section 2C / Federal Aid Funded State Prioritized Expansion Projects								$6,555,214	$5,244,171	$1,311,043
Bicycle and Pedestrian								$6,555,214	$5,244,171	$1,311,043

STIP Investments Report
Merrimack Valley Region

STIP: 2026 - 2030 (D)

Year	MassDOT Project ID	MPO	Municipality	MassDOT Project Description	District	Funding Source	Adjusted TFPC	Total Programmed Funds	Federal Funds	Non-Federal Funds
2028	607542	Merrimack Valley	Multiple	GEORGETOWN- NEWBURY- BORDER TO BOSTON TRAIL (NORTHERN GEORGETOWN TO BYFIELD SECTION)	4	CMAQ	$6,555,214	$6,555,214	$5,244,171	$1,311,043
Section 3B / Non-Federal Aid Funded								$1	$0	$1
Bridge On-system NHS								$1	$0	$1
2028	612158	Merrimack Valley	Methuen	METHUEN- BRIDGE REPLACEMENT, M-17-026, ROUTE 213 (EB/WB) OVER THE METHUEN RAIL TRAIL	4	NGBP	$6,515,165	$1	$0	$1

STIP Investments Report
Merrimack Valley Region

STIP: 2026 - 2030 (D)

Year	MassDOT Project ID	MPO	Municipality	MassDOT Project Description	District	Funding Source	Adjusted TFPC	Total Programmed Funds	Federal Funds	Non-Federal Funds
Federal Fiscal Year 2029								$24,652,842	$19,722,274	$4,930,568
Section 1A / Regionally Prioritized Projects								$16,239,013	$12,991,210	$3,247,803
Roadway Reconstruction								$15,614,013	$12,491,210	$3,122,803
2029	608788	Merrimack Valley	Haverhill	HAVERHILL- ROADWAY RECONSTRUCTION ON NORTH AVENUE, FROM MAIN STREET (ROUTE 125) TO PLAISTOW NH	4	STBG	$23,336,877	$14,202,655	$11,362,124	$2,840,531
2029	611957	Merrimack Valley	Andover	ANDOVER- RECONSTRUCTION ON ROUTE 133 (LOWELL STREET) FROM SHAWSHEEN ROAD TO ROUTE 28 (NORTH MAIN STREET)	4	STBG	$17,072,083	$1,411,358	$1,129,086	$282,272
Bicycle and Pedestrian								$625,000	$500,000	$125,000
2029	S13280	Merrimack Valley		Merrimack Valley Region Design/Capital Purchase Reserve (2029)	4	STBG	$625,000	$625,000	$500,000	$125,000
Section 2A / Federal Aid Funded State Prioritized Reliability Projects								$4,656,723	$3,725,378	$931,345
Highway Resiliency Improvement Program								$4,656,723	$3,725,378	$931,345
2029	613092	Merrimack Valley	Haverhill	HAVERHILL- 3 CULVERT REPLACEMENTS ON AMESBURY ROAD (ROUTE 110) OVER TRIBUTARY OF EAST MEADOW RIVER	4	PRCT	$4,656,723	$4,656,723	$3,725,378	$931,345
Section 2B / Federal Aid Funded State Prioritized Modernization Projects								$3,757,106	$3,005,685	$751,421
Safe Routes to School								$1,879,553	$1,503,642	$375,911
2029	612890	Merrimack Valley	Groveland	GROVELAND- IMPROVEMENTS AT DR. ELMER S. BAGNALL ELEMENTARY SCHOOL (SRTS)	4	TAP	$1,879,553	$1,879,553	$1,503,642	$375,911
Accessibility Improvements								$1,877,553	$1,502,042	$375,511
2029	613881	Merrimack Valley	Multiple	DISTRICT 4- ACCESSIBILITY IMPROVEMENTS AT MULTIPLE LOCATIONS (NORTHERN PROJECT)	4	STBG	$1,877,553	$1,877,553	$1,502,042	$375,511

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Merrimack Valley Region

STIP: 2026 - 2030 (D)

Year	MassDOT Project ID	MPO	Municipality	MassDOT Project Description	District	Funding Source	Adjusted TFPC	Total Programmed Funds	Federal Funds	Non-Federal Funds
Federal Fiscal Year 2030								$33,216,165	$28,328,476	$4,887,689
Section 1A / Regionally Prioritized Projects								$15,660,725	$12,528,580	$3,132,145
Roadway Reconstruction								$15,660,725	$12,528,580	$3,132,145
2030	611957	Merrimack Valley	Andover	ANDOVER- RECONSTRUCTION ON ROUTE 133 (LOWELL STREET) FROM SHAWSHEEN ROAD TO ROUTE 28 (NORTH MAIN STREET)	4	STBG	$17,072,083	$15,660,725	$12,528,580	$3,132,145
Section 2A / Federal Aid Funded State Prioritized Reliability Projects								$17,555,440	$15,799,896	$1,755,544
Interstate Pavement								$17,555,440	$15,799,896	$1,755,544
2030	612103	Merrimack Valley	Multiple	HAVERHILL- MERRIMAC- AMESBURY- SALISBURY- INTERSTATE RESURFACING AND RELATED WORK ON I-495	4	NHPP-I	$17,555,440	$17,555,440	$15,799,896	$1,755,544

Table 21 - FFY25-28 Programmed Transit Investment

STIP Investments Report

Program Activity: Transit, Merrimack Valley Regional Transportation Authority

STIP: 2026 - 2030 (D)+

Year	MassDOT Project ID	Municipality	Program	MassDOT Project Description	Funding Source	Total Project Cost	Total Programmed Funds	Federal Funds	State Funds	Other Funds	Action Status
Federal Fiscal Year 2026							$20,036,250	$16,288,000	$3,748,250		
Merrimack Valley Regional Transportation Authority							$20,036,250	$16,288,000	$3,748,250		
2026	MVRTA011632	Haverhill	RTA Facility & System Modernization	MULTI-Year Replace Fuel Tank for Diesel and Upgrade to Infrastructure.	5307	$2,000,000	$800,000	$800,000			Transit Admin Approved
2026	MVRTA011632	Haverhill	RTA Facility & System Modernization	MULTI-Year Replace Fuel Tank for Diesel and Upgrade to Infrastructure.	RTACAP	$2,000,000	$300,000		$300,000		Transit Admin Approved
2026	MVRTA011954		RTA Facility & Vehicle Maintenance	MVRTA - PURCHASE TOW TRUCK	5307	$250,000	$200,000	$200,000			Transit Admin Approved
2026	MVRTA011954		RTA Facility & Vehicle Maintenance	MVRTA - PURCHASE TOW TRUCK	RTACAP	$250,000	$50,000		$50,000		Transit Admin Approved
2026	RTD0010769		RTA Vehicle Replacement	Merrimack Valley Regional Transit Authority - Replace Road Supervisor Vehicle	5307	$125,000	$48,000	$48,000			Transit Admin Approved
2026	RTD0010769		RTA Vehicle Replacement	Merrimack Valley Regional Transit Authority - Replace Road Supervisor Vehicle	RTACAP	$125,000	$12,000		$12,000		Transit Admin Approved
2026	RTD0011309		RTA Replacement Facilities	Merrimack Valley Regional Transit Authority - CONSTRUCT ADMIN/MAINT FACILITY. Upgrade our current Maintenance and Bus Storage building to accommodate our growing fleet and limited footprint.	DOF	$10,000,000	$8,000,000	$8,000,000			Transit Admin Approved
2026	RTD0011309		RTA Replacement Facilities	Merrimack Valley Regional Transit Authority - CONSTRUCT ADMIN/MAINT FACILITY. Upgrade our current Maintenance and Bus Storage building to accommodate our growing fleet and limited footprint.	DRTACAP	$10,000,000	$500,000		$500,000		Transit Admin Approved
2026	RTD0011316		RTA Fleet Upgrades	MVRTA - MULTIYEAR - Replace paratransit vehicles with low floor cutaways	5307	$2,945,000	$640,000	$640,000			Transit Admin Approved
2026	RTD0011316		RTA Fleet Upgrades	MVRTA - MULTIYEAR - Replace paratransit vehicles with low floor cutaways	RTACAP	$2,945,000	$640,000		$640,000		Transit Admin Approved
2026	RTD0011317		RTA Facility & System Modernization	MVRTA - MULTIYEAR - REHAB - MISC EQUIPMENT & FACILITY IMPROVEMENTS	5307	$5,000,000	$800,000	$800,000			Transit Admin Approved
2026	RTD0011317		RTA Facility & System Modernization	MVRTA - MULTIYEAR - REHAB - MISC EQUIPMENT & FACILITY IMPROVEMENTS	RTACAP	$5,000,000	$200,000		$200,000		Transit Admin Approved
2026	T00092	Multiple	Operating	MVRTA-ANNUAL - Operating assistance for services	5307	$10,000,000	$795,000	$795,000			Transit Admin Approved

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STIP Investments Report

Program Activity: Transit, Merrimack Valley Regional Transportation Authority

STIP: 2026 - 2030 (D)+

Year	MassDOT Project ID	Municipality	Program	MassDOT Project Description	Funding Source	Total Project Cost	Total Programmed Funds	Federal Funds	State Funds	Other Funds	Action Status
2026	T00092	Multiple	Operating	MVRTA-ANNUAL - Operating assistance for services	SCA	$10,000,000	$795,000		$795,000		Transit Admin Approved
2026	T00093	Multiple	Operating	MVRTA- ANNUAL - Operating assistance for Non-Fixed Route Paratransit, ADA services	5307	$10,000,000	$1,680,000	$1,680,000			Transit Admin Approved
2026	T00093	Multiple	Operating	MVRTA- ANNUAL - Operating assistance for Non-Fixed Route Paratransit, ADA services	SCA	$10,000,000	$420,000		$420,000		Transit Admin Approved
2026	T00096	Multiple	RTA Facility & Vehicle Maintenance	MVRTA-- ANNUAL - Preventative Maintenance	5307	$20,000,000	$3,325,000	$3,325,000			Transit Admin Approved
2026	T00096	Multiple	RTA Facility & Vehicle Maintenance	MVRTA-- ANNUAL - Preventative Maintenance	SCA	$20,000,000	$831,250		$831,250		Transit Admin Approved

STIP Investments Report

Program Activity: Transit, Merrimack Valley Regional Transportation Authority

STIP: 2026 - 2030 (D)+

Year	MassDOT Project ID	Municipality	Program	MassDOT Project Description	Funding Source	Total Project Cost	Total Programmed Funds	Federal Funds	State Funds	Other Funds	Action Status
Federal Fiscal Year 2027							$12,100,000	$7,991,000	$4,109,000		
Merrimack Valley Regional Transportation Authority							$12,100,000	$7,991,000	$4,109,000		
2027	MVRTA011634		RTA Vehicle Replacement	MEVA BUY REPLACEMENT 35-FT BUSES	5307	$11,750,000	$1,000,000	$1,000,000			Transit Admin Approved
2027	MVRTA011634		RTA Vehicle Replacement	MEVA BUY REPLACEMENT 35-FT BUSES	RTACAP	$11,750,000	$250,000		$250,000		Transit Admin Approved
2027	RTD0010769		RTA Vehicle Replacement	Merrimack Valley Regional Transit Authority - Replace Road Supervisor Vehicle	5307	$125,000	$52,000	$52,000			Transit Admin Approved
2027	RTD0010769		RTA Vehicle Replacement	Merrimack Valley Regional Transit Authority - Replace Road Supervisor Vehicle	RTACAP	$125,000	$13,000		$13,000		Transit Admin Approved
2027	RTD0011309		RTA Replacement Facilities	Merrimack Valley Regional Transit Authority - CONSTRUCT ADMIN/MAINT FACILITY. Upgrade our current Maintenance and Bus Storage building to accommodate our growing fleet and limited footprint.	DRTACAP	$10,000,000	$1,500,000		$1,500,000		Transit Admin Approved
2027	RTD0011316		RTA Fleet Upgrades	MVRTA - MULTIYEAR - Replace paratransit vehicles with low floor cutaways	5307	$2,945,000	$504,000	$504,000			Transit Admin Approved
2027	RTD0011316		RTA Fleet Upgrades	MVRTA - MULTIYEAR - Replace paratransit vehicles with low floor cutaways	RTACAP	$2,945,000	$126,000		$126,000		Transit Admin Approved
2027	RTD0011317		RTA Facility & System Modernization	MVRTA - MULTIYEAR - REHAB - MISC EQUIPMENT & FACILITY IMPROVEMENTS	5307	$5,000,000	$700,000	$700,000			Transit Admin Approved
2027	RTD0011317		RTA Facility & System Modernization	MVRTA - MULTIYEAR - REHAB - MISC EQUIPMENT & FACILITY IMPROVEMENTS	RTACAP	$5,000,000	$175,000		$175,000		Transit Admin Approved
2027	T00092	Multiple	Operating	MVRTA-ANNUAL - Operating assistance for services	5307	$10,000,000	$815,000	$815,000			Transit Admin Approved
2027	T00092	Multiple	Operating	MVRTA-ANNUAL - Operating assistance for services	SCA	$10,000,000	$815,000		$815,000		Transit Admin Approved
2027	T00093	Multiple	Operating	MVRTA- ANNUAL - Operating assistance for Non-Fixed Route Paratransit, ADA services	5307	$10,000,000	$1,720,000	$1,720,000			Transit Admin Approved
2027	T00093	Multiple	Operating	MVRTA- ANNUAL - Operating assistance for Non-Fixed Route Paratransit, ADA services	SCA	$10,000,000	$430,000		$430,000		Transit Admin Approved
2027	T00096	Multiple	RTA Facility & Vehicle Maintenance	MVRTA-- ANNUAL - Preventative Maintenance	5307	$20,000,000	$3,200,000	$3,200,000			Transit Admin Approved
2027	T00096	Multiple	RTA Facility & Vehicle Maintenance	MVRTA-- ANNUAL - Preventative Maintenance	SCA	$20,000,000	$800,000		$800,000		Transit Admin Approved

STIP Investments Report

Program Activity: Transit, Merrimack Valley Regional Transportation Authority

STIP: 2026 - 2030 (D)+

Year	MassDOT Project ID	Municipality	Program	MassDOT Project Description	Funding Source	Total Project Cost	Total Programmed Funds	Federal Funds	State Funds	Other Funds	Action Status
Federal Fiscal Year 2028							$63,825,000	$50,559,000	$13,266,000		
Merrimack Valley Regional Transportation Authority							$63,825,000	$50,559,000	$13,266,000		
2028	MVRTA011634		RTA Vehicle Replacement	MEVA BUY REPLACEMENT 35-FT BUSES	5307	$11,750,000	$2,520,000	$2,520,000			Transit Admin Approved
2028	MVRTA011634		RTA Vehicle Replacement	MEVA BUY REPLACEMENT 35-FT BUSES	RTACAP	$11,750,000	$630,000		$630,000		Transit Admin Approved
2028	MVRTA011955		RTA Facility & System Modernization	MVRTA - FACILITY EXPANSION - Construction of New Electric Bus Storage and Maintenance Building with Charging Infrastructure	5339D	$100,000,000	$40,000,000	$40,000,000			Transit Admin Approved
2028	MVRTA011955		RTA Facility & System Modernization	MVRTA - FACILITY EXPANSION - Construction of New Electric Bus Storage and Maintenance Building with Charging Infrastructure	DRTACAP	$100,000,000	$10,000,000		$10,000,000		Transit Admin Approved
2028	RTD0011315		RTA Fleet Upgrades	Merrimack Valley Regional Transit Authority - Upgrade 35ft Diesel Replacement Buses to 35ft FlexGen Hybrid Buses	5307CR	$5,725,000	$1,480,000	$1,480,000			Transit Admin Approved
2028	RTD0011315		RTA Fleet Upgrades	Merrimack Valley Regional Transit Authority - Upgrade 35ft Diesel Replacement Buses to 35ft FlexGen Hybrid Buses	RTACAP	$5,725,000	$370,000		$370,000		Transit Admin Approved
2028	RTD0011316		RTA Fleet Upgrades	MVRTA - MULTIYEAR - Replace paratransit vehicles with low floor cutaways	5307	$2,945,000	$860,000	$860,000			Transit Admin Approved
2028	RTD0011316		RTA Fleet Upgrades	MVRTA - MULTIYEAR - Replace paratransit vehicles with low floor cutaways	RTACAP	$2,945,000	$215,000		$215,000		Transit Admin Approved
2028	T00092	Multiple	Operating	MVRTA-ANNUAL - Operating assistance for services	5307	$10,000,000	$835,000	$835,000			Transit Admin Approved
2028	T00092	Multiple	Operating	MVRTA-ANNUAL - Operating assistance for services	SCA	$10,000,000	$835,000		$835,000		Transit Admin Approved
2028	T00093	Multiple	Operating	MVRTA- ANNUAL - Operating assistance for Non-Fixed Route Paratransit, ADA services	5307	$10,000,000	$1,760,000	$1,760,000			Transit Admin Approved
2028	T00093	Multiple	Operating	MVRTA- ANNUAL - Operating assistance for Non-Fixed Route Paratransit, ADA services	SCA	$10,000,000	$440,000		$440,000		Transit Admin Approved
2028	T00096	Multiple	RTA Facility & Vehicle Maintenance	MVRTA-- ANNUAL - Preventative Maintenance	5307	$20,000,000	$3,000,000	$3,000,000			Transit Admin Approved
2028	T00096	Multiple	RTA Facility & Vehicle Maintenance	MVRTA-- ANNUAL - Preventative Maintenance	SCA	$20,000,000	$750,000		$750,000		Transit Admin Approved

STIP Investments Report

Program Activity: Transit, Merrimack Valley Regional Transportation Authority

STIP: 2026 - 2030 (D)+

Year	MassDOT Project ID	Municipality	Program	MassDOT Project Description	Funding Source	Total Project Cost	Total Programmed Funds	Federal Funds	State Funds	Other Funds	Action Status
2028	T00097	Multiple	RTA Vehicle Replacement	MVRTA - MULTIYEAR - Replace supervisor vehicles with EV SUV's	5307	$345,000	$104,000	$104,000			Transit Admin Approved
2028	T00097	Multiple	RTA Vehicle Replacement	MVRTA - MULTIYEAR - Replace supervisor vehicles with EV SUV's	RTACAP	$345,000	$26,000		$26,000		Transit Admin Approved

STIP Investments Report

Program Activity: Transit, Merrimack Valley Regional Transportation Authority

STIP: 2026 - 2030 (D)+

Year	MassDOT Project ID	Municipality	Program	MassDOT Project Description	Funding Source	Total Project Cost	Total Programmed Funds	Federal Funds	State Funds	Other Funds	Action Status
Federal Fiscal Year 2029							$63,515,000	$50,302,000	$13,213,000		
Merrimack Valley Regional Transportation Authority							$63,515,000	$50,302,000	$13,213,000		
2029	MVRTA011634		RTA Vehicle Replacement	MEVA BUY REPLACEMENT 35-FT BUSES	5307	$11,750,000	$2,640,000	$2,640,000			Transit Admin Approved
2029	MVRTA011634		RTA Vehicle Replacement	MEVA BUY REPLACEMENT 35-FT BUSES	RTACAP	$11,750,000	$660,000		$660,000		Transit Admin Approved
2029	MVRTA011955		RTA Facility & System Modernization	MVRTA - FACILITY EXPANSION - Construction of New Electric Bus Storage and Maintenance Building with Charging Infrastructure	5339D	$100,000,000	$40,000,000	$40,000,000			Transit Admin Approved
2029	MVRTA011955		RTA Facility & System Modernization	MVRTA - FACILITY EXPANSION - Construction of New Electric Bus Storage and Maintenance Building with Charging Infrastructure	DRTACAP	$100,000,000	$10,000,000		$10,000,000		Transit Admin Approved
2029	RTD0011315		RTA Fleet Upgrades	Merrimack Valley Regional Transit Authority - Upgrade 35ft Diesel Replacement Buses to 35ft FlexGen Hybrid Buses	5307CR	$5,725,000	$1,500,000	$1,500,000			Transit Admin Approved
2029	RTD0011315		RTA Fleet Upgrades	Merrimack Valley Regional Transit Authority - Upgrade 35ft Diesel Replacement Buses to 35ft FlexGen Hybrid Buses	RTACAP	$5,725,000	$375,000		$375,000		Transit Admin Approved
2029	RTD0011317		RTA Facility & System Modernization	MVRTA - MULTIYEAR - REHAB - MISC EQUIPMENT & FACILITY IMPROVEMENTS	5307	$5,000,000	$400,000	$400,000			Transit Admin Approved
2029	RTD0011317		RTA Facility & System Modernization	MVRTA - MULTIYEAR - REHAB - MISC EQUIPMENT & FACILITY IMPROVEMENTS	RTACAP	$5,000,000	$100,000		$100,000		Transit Admin Approved
2029	T00092	Multiple	Operating	MVRTA-ANNUAL - Operating assistance for services	5307	$10,000,000	$850,000	$850,000			Transit Admin Approved
2029	T00092	Multiple	Operating	MVRTA-ANNUAL - Operating assistance for services	SCA	$10,000,000	$850,000		$850,000		Transit Admin Approved
2029	T00093	Multiple	Operating	MVRTA- ANNUAL - Operating assistance for Non-Fixed Route Paratransit, ADA services	5307	$10,000,000	$1,800,000	$1,800,000			Transit Admin Approved
2029	T00093	Multiple	Operating	MVRTA- ANNUAL - Operating assistance for Non-Fixed Route Paratransit, ADA services	SCA	$10,000,000	$450,000		$450,000		Transit Admin Approved
2029	T00096	Multiple	RTA Facility & Vehicle Maintenance	MVRTA-- ANNUAL - Preventative Maintenance	5307	$20,000,000	$3,000,000	$3,000,000			Transit Admin Approved
2029	T00096	Multiple	RTA Facility & Vehicle Maintenance	MVRTA-- ANNUAL - Preventative Maintenance	SCA	$20,000,000	$750,000		$750,000		Transit Admin Approved

STIP Investments Report

Program Activity: Transit, Merrimack Valley Regional Transportation Authority

STIP: 2026 - 2030 (D)+

Year	MassDOT Project ID	Municipality	Program	MassDOT Project Description	Funding Source	Total Project Cost	Total Programmed Funds	Federal Funds	State Funds	Other Funds	Action Status
2029	T00097	Multiple	RTA Vehicle Replacement	MVRTA - MULTIYEAR - Replace supervisor vehicles with EV SUV's	5307	$345,000	$112,000	$112,000			Transit Admin Approved
2029	T00097	Multiple	RTA Vehicle Replacement	MVRTA - MULTIYEAR - Replace supervisor vehicles with EV SUV's	RTACAP	$345,000	$28,000		$28,000		Transit Admin Approved

STIP Investments Report

Program Activity: Transit, Merrimack Valley Regional Transportation Authority

STIP: 2026 - 2030 (D)+

Year	MassDOT Project ID	Municipality	Program	MassDOT Project Description	Funding Source	Total Project Cost	Total Programmed Funds	Federal Funds	State Funds	Other Funds	Action Status
Federal Fiscal Year 2030							$14,175,000	$10,815,000	$3,360,000		
Merrimack Valley Regional Transportation Authority							$14,175,000	$10,815,000	$3,360,000		
2030	MVRTA011634		RTA Vehicle Replacement	MEVA BUY REPLACEMENT 35-FT BUSES	5307	$11,750,000	$3,240,000	$3,240,000			Transit Admin Approved
2030	MVRTA011634		RTA Vehicle Replacement	MEVA BUY REPLACEMENT 35-FT BUSES	RTACAP	$11,750,000	$810,000		$810,000		Transit Admin Approved
2030	RTD0011315		RTA Fleet Upgrades	Merrimack Valley Regional Transit Authority - Upgrade 35ft Diesel Replacement Buses to 35ft FlexGen Hybrid Buses	5307CR	$5,725,000	$1,600,000	$1,600,000			Transit Admin Approved
2030	RTD0011315		RTA Fleet Upgrades	Merrimack Valley Regional Transit Authority - Upgrade 35ft Diesel Replacement Buses to 35ft FlexGen Hybrid Buses	RTACAP	$5,725,000	$400,000		$400,000		Transit Admin Approved
2030	T00092	Multiple	Operating	MVRTA-ANNUAL - Operating assistance for services	5307	$10,000,000	$875,000	$875,000			Transit Admin Approved
2030	T00092	Multiple	Operating	MVRTA-ANNUAL - Operating assistance for services	SCA	$10,000,000	$875,000		$875,000		Transit Admin Approved
2030	T00093	Multiple	Operating	MVRTA- ANNUAL - Operating assistance for Non-Fixed Route Paratransit, ADA services	5307	$10,000,000	$1,840,000	$1,840,000			Transit Admin Approved
2030	T00093	Multiple	Operating	MVRTA- ANNUAL - Operating assistance for Non-Fixed Route Paratransit, ADA services	SCA	$10,000,000	$460,000		$460,000		Transit Admin Approved
2030	T00096	Multiple	RTA Facility & Vehicle Maintenance	MVRTA– ANNUAL - Preventative Maintenance	5307	$20,000,000	$3,200,000	$3,200,000			Transit Admin Approved
2030	T00096	Multiple	RTA Facility & Vehicle Maintenance	MVRTA– ANNUAL - Preventative Maintenance	SCA	$20,000,000	$800,000		$800,000		Transit Admin Approved
2030	T00097	Multiple	RTA Vehicle Replacement	MVRTA - MULTIYEAR - Replace supervisor vehicles with EV SUV's	5307	$345,000	$60,000	$60,000			Transit Admin Approved
2030	T00097	Multiple	RTA Vehicle Replacement	MVRTA - MULTIYEAR - Replace supervisor vehicles with EV SUV's	RTACAP	$345,000	$15,000		$15,000		Transit Admin Approved

Amendment and Adjustment Procedures

The programming schedule detailed in the TIP may be revised by administrative modification or by act of the MVMPO, depending on the type and magnitude of the action. Table 22 and Table 23 detail the definition and classification of various revision actions for both highway and transit projects. Administrative modifications are changes considered minor in nature that do not require MVMPO votes, including minor changes to a project's description. Adjustments require MVMPO approval by vote, but do not require a 21-day comment period. Example adjustment actions include minor changes to a project's cost or scope, or a change in a project's funding program. Amendments require a public process, including a 21-day comment period.

Table 22 - Highway Revision 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.

Table 22 - Highway Revision Procedures Continued

Type of Revision	Definition	Procedure	Notes
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 nonfederal 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	None
Change in Program Year	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.

Table 23 - Transit Revision Procedures

Type of Revision	Definition	Procedure	Notes
Major Project Cost Change	Increase or decrease of $500,000 or greater for projects under $5,000,000 and greater than 10% of the total cost for projects exceeding $5,000,000.	Amendment	The "increase" or "decrease" in cost is relative to the combined federal and non- federal aid participating cost of the project.
Minor Project Cost Change	Increase or decrease of $499,999 or less for projects under $5,000,000 and less than 10% of the total cost for projects exceeding $5,000,000.	Adjustment	See above.
Project Description Change	Change in the description of the project as it is listed in the STIP.	Adjustment or Administrative Modification	Project description changes are treated as administrative modifications for minor changes (e.g. spelling errors, more detailed descriptions, etc.).
Major Project Scope Change	A revision to the project scope deemed large enough to require public review and comment (e.g. changing the number of stations for a new line).	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.

Table 23 - Transit Revision Procedures Continued

Type of Revision	Definition	Procedure	Notes
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 Program Year	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.

Acronym Glossary

Acronym	Meaning/Definition
AC	Advance Construction
ACS	American Community Survey
ADA	Americans with Disabilities Act
APC	Automatic Passenger Counters
ATC	Alternate Transportation Corridor *or* Active Transportation Committee
ATN	Active Transportation Network
BFP	Bridge Formula Program
BIL	Bipartisan Infrastructure Law (also called Infrastructure Investment and Jobs Act [IIJA])
BIP	Bridge Investment Program
CAA	Clean Air Act
CAAA	Clean Air Act Amendments
CEDS	Comprehensive Economic Development Strategy
CEO	Chief Executive Officer
CFI	Charging and Fueling Infrastructure Program
CFR	Code of Federal Regulations
CHSTP	Coordinated Human Services Transit Plan
CIG	Capital Investment Grants
CIP	Capital Improvement Program
CMAQ	Congestion Mitigation and Air Quality Program
CMP	Congestion Management Process
CMR	Code of Massachusetts Regulations
CO	Carbon Monoxide
COA	Council on Aging (Local/Municipal)
CPO	Chief Product Officer
CRP	Carbon Reduction Program
CY	Calendar Year
DEP	Department of Environmental Protection (Massachusetts)
DOD	Department of Defense (Federal)
DOT	Department of Transportation (Federal, also see USDOT)
DPW	Department of Public Works (Local/Municipal)
EJ	Environmental Justice (see also REJ+)
EOPSS	Executive Office of Public Safety and Security (Division of the Massachusetts Department of Transportation)
EPA	Environmental Protection Agency (Federal)
EPDO	Equivalent Property Damage Only (crash quantification measure)
EV	Electric Vehicle
FAST ACT	Fixing America's Surface Transportation Act (Federal)
FFY	Federal Fiscal Year
FHWA	Federal Highway Administration
FLAP	Federal Lands Access Program
FLMA	Federal Land Management Agency
FO	Functionally Obsolete (reference to Bridge Status)
FR	Federal Regulation
FTA	Federal Transit Administration
FY	Fiscal Year
GANS	Grant Anticipation Note
GHG	Greenhouse Gas
GIS	Geographic Information Systems
GWSA	Global Warming Solutions Act (Massachusetts)

HIN	High Injury Network
HPMS	Highway Performance Monitoring System
HSD	Highway Safety Division (of the Massachusetts Department of Transportation)
HSIP	Highway Safety Improvement Program
IIJA	Infrastructure Investment and Jobs Act (Federal)
INFRA	Nationally Significant Multimodal Freight & Highway Projects Program
IRI	International Roughness Index
IT	Information Technology
ITS	Intelligent Transportation Systems
LEP	Limited English Proficiency
LOTTR	Level of Traffic Time Reliability
LRTP	Long Range Transportation Plan (synonymous with MTP)
MA	Massachusetts
MARPA	Massachusetts Association of Regional Planning Agencies
MASSDEP	Massachusetts Department of Environmental Protection (State, see also DEP)
MASSDOT	Massachusetts Department of Transportation
MBTA	Massachusetts Bay Transportation Authority
MEGA	National Infrastructure Project Assistance Program
MEPA	Massachusetts Environmental Protection Act
MEVA	Merrimack Valley Transit
MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organization
MPP	Metropolitan Planning Program (synonymous with PL)
MS2	Modern Traffic Analytics (data storage and interface vendor for MassDOT's count program)
MTP	Metropolitan Transportation Plan (see also LRTP)
MV	Merrimack Valley
MVMPO	Merrimack Valley Metropolitan Transportation Planning Organization
MVPC	Merrimack Valley Planning Commission
MVPGS	Merrimack Valley Priority Growth Strategy
NAAQS	National Ambient Air Quality Standards
NBI	National Bridge Inventory
NBIS	National Bridge Inventory Standards
NEPA	National Environmental Policy Act (Federal)
NH	New Hampshire
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
NO	Nitrous Oxide
NPMRDS	National Performance Management Research Dataset
NTD	National Transit Database
ODCR	Office of Diversity and Civil Rights (of the Massachusetts Department of Transportation)
OTP	Office of Transportation Planning (of the Massachusetts Department of Transportation)
PCI	Pavement Condition Index
PDA	Priority Development Area
PEA	Planning Emphasis Area(s) (Federal)
PEL	Planning and Environmental Linkages
PHED	Peak Hour Excessive Delay
PIF	Project Initiation Form
PINFO	Project Information System (of the Massachusetts Department of Transportation)
PL	Metropolitan Planning Program (synonymous with MPP)
PM	Performance Measure

PPP	Public Participation Plan
PRC	Project Review Committee
PROTECT	Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation Program
PSI	Pavement Serviceability Index
PTASP	Public Transportation Agency Safety Plan
RAISE	Rebuilding American Infrastructure with Sustainability and Equity Program
RCP	Reconnecting Communities Pilot Program
REJ+	Regional Environmental Justice Plus
RFP	Request for Proposal
RFQ	Request for Quote
RITIS	Regional Integrated Transportation Information System
ROI	Return On Investment
ROW	Right Of Way
RPA	Regional Planning Agency
RSTG	Rural Surface Transportation Grants
RTA	Regional Transit Authority
RTP	Regional Transportation Plan (see LRTP, MTP)
SD	Structurally Deficient (refers to bridge status)
SHSP	Strategic Highway Safety Plan
SIP	State Improvement Plan
SMART	Strengthening Mobility and Revolutionizing Transportation Program
SNAP	Supplemental Nutrition Assistance Program
SOV	Single Occupant Vehicle
SRTS	Safe Routes to School
SS4A	Safe Streets and Roads for All
STBG	Surface Transportation Block Grant
STIP	State Transportation Improvement Program
STRAHNET	Strategic Highway Network
TAM	Transit Asset Management
TAMP	Transit Asset Management Plan
TAP	Transportation Alternatives Program
TCM	Turning Movement Count
TEC	Transportation Evaluation Criteria
TFPC	Total Federal Participation Cost
TIP	Transportation Improvement Program
TTR	Travel Time Reliability
TTTR	Truck Travel Time Reliability
UPWP	Unified Planning Work Program
USC	United States Code
USDOT	United State Department of Transportation
UZA	Urbanized Area
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compounds
VPU	Virtual Public Involvement
VRM	Vehicle Revenue Miles

Appendices

Air Quality Conformity Determination Merrimack Valley Metropolitan Planning Organization FFY2025-2029

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

Introduction

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

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

Legislative and Regulatory Background

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

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

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

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

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

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

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

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

However, on February 16, 2018, the United States Court of Appeals for the District of Columbia Circuit in South Coast Air Quality Mgmt. District v. EPA ("South Coast II," 882 F.3d 1138) held that transportation conformity determinations must be made in areas that were either nonattainment or maintenance for the 1997 ozone NAAQS and attainment for the 2008 ozone NAAQS when the 1997 ozone NAAQS was revoked. Conformity determinations are required in these areas after February 16, 2019. On November 29, 2018, EPA issued Transportation Conformity Guidance for the South Coast II Court Decision (EPA-420-B-18-050, November 2018) that addresses how transportation conformity determinations can be made in these areas. According to the guidance, both Eastern and Western Massachusetts, along with several other

areas across the country, are now defined as "orphan nonattainment areas" – areas that were designated as nonattainment for the 1997 ozone NAAQS at the time of its revocation (80 FR 12264, March 6, 2015) and were designated attainment for the 2008 ozone NAAQS in EPA's original designations rule for this NAAQS (77 FR 30160, May 21, 2012).

Current Conformity Determination

After 2/16/19, as a result of the court ruling and the subsequent federal guidance, transportation conformity for the 1997 NAAQS – intended as an "anti-backsliding" measure – now applies to both of Massachusetts' orphan areas. Therefore, a conformity determination was made for the 1997 ozone NAAQS on the 2020-2040 Regional Transportation Plans. This conformity determination was finalized in July 2019 following each MPO's previous endorsement of their regional transportation plan, and approved by the Massachusetts Divisions of FHWA and FTA on October 13, 2023. This conformity determination continues to be valid for the FFY 2025 - 2029 State Transportation Improvement Program and each MPOs' FFY 2025 – 2029 Transportation Improvement Program, as each is developed from the conforming 2024-2050 Regional Transportation Plans.

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

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

Therefore, transportation conformity for the 1997 ozone NAAQS for the FFY 2025-2029 State Transportation Improvement Program, Transportation Improvement Programs, and 2024-2050 Regional Transportation Plans can be demonstrated by showing that remaining requirements in Table 1 in 40 CFR 93.109 have been met. These requirements, which are laid out in Section 2.4 of EPA's guidance and addressed below, include:

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

Latest Planning Assumptions

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

Consultation

The consultation requirements in 40 CFR 93.112 were addressed both for interagency consultation and public consultation. Interagency consultation was conducted with FHWA, FTA, US EPA Region 1, MassDEP, and the Massachusetts MPOs on March 6, 2019 to discuss the latest conformity-related court rulings and resulting federal guidance. Regular and recurring interagency consultations have been held since on an (at least) annual schedule, with the most recent conformity consultation held on September 13, 2023. This ongoing consultation is conducted in accordance with the following:

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

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

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

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

Timely Implementation of Transportation Control Measures

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

Fiscal Constraint

Transportation conformity requirements in 40 CFR 93.108 state that TIPs and transportation plans and must be fiscally constrained consistent with DOT's metropolitan planning regulations at 23 CFR part 450. The MVMPO 2024-2028 Transportation Improvement Program and 2024-2044 Regional Transportation Plan are fiscally constrained, as demonstrated in this document.

GHG Reduction Analysis: Methodology, and Results

The Merrimack Valley MPO worked with MassDOT to complete the Highway and Transit Greenhouse Gas (GHG) Reduction analysis. The MPO collected Functional Design Reports from MassDOT project managers and used data from those reports to complete the GHG analysis for Highway projects using the GHG analysis spreadsheet provided by MassDOT. The results from the analysis were submitted through eSTIP and are depicted in the tables below. Some FTA projects require further vendor discussion to quantify assumed GHG reductions for replacement rolling stock.

Table 24: GHG Analysis for Highway Projects 2026-2030

Greenhouse Gas (GHG) Analysis Report

Program Activity: Highway

STIP: 2026 - 2030 (D)

MassDot Project ID	MassDOT Project Description	GHG Analysis Type	GHG Impact Description	GHG CO2 Impact (kg/yr)	Additional Information
Federal Fiscal Year 2026					
Merrimack Valley					
602843	GEORGETOWN- RECONSTRUCTION ON ROUTE 97 (W. MAIN STREET) FROM MOULTON STREET TO GROVELAND T.L.	Quantified	Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure	2,399	
609466	HAVERHILL- METHUEN- BRIDGE REPLACEMENT, H-12-040=M-17-030, I-495 (NB & SB) OVER MERRIMACK RIVER AND M-17-031, I-495 (NB & SB) OVER ROUTE 110 AND H-12-056, INDUSTRIAL AVENUE (EB & WB) OVER I-495	Qualitative	No assumed impact/negligible impact on emissions	0	No data for GHG analysis yet.
612002	LAWRENCE- COMMUNITY DAY ARLINGTON IMPROVEMENTS (SRTS)		No assumed impact/negligible impact on emissions	0	
612143	ANDOVER- BRIDGE REPLACEMENT, A-09-015, TEWKSBURY STREET OVER CSX RAILROAD		No assumed impact/negligible impact on emissions	0	
612193	ANDOVER- BRIDGE PRESERVATION, A-09-022, I-93 OVER MERRIMACK RIVER		No assumed impact/negligible impact on emissions	0	
613702	METHUEN- GUIDE AND TRAFFIC SIGN REPLACEMENT ON ROUTE 213		No assumed impact/negligible impact on emissions	0	
613903	LAWRENCE- BRIDGE PRESERVATION, L-04-004 (2PX), UNION STREET OVER NORTH CANAL	Not Applicable	No assumed impact/negligible impact on emissions	0	
Merrimack Valley			Total GHG Increase (kg/year)	0	
			Total GHG Reduction (kg/year)	2,399	
			Total GHG Difference (kg/year)	2,399	
2026			Total GHG Increase (kg/year)	0	
			Total GHG Reduction (kg/year)	2,399	
			Total GHG Difference (kg/year)	2,399	

Greenhouse Gas (GHG) Analysis Report

Program Activity: Highway

STIP: 2026 - 2030 (D)

MassDot Project ID	MassDOT Project Description	GHG Analysis Type	GHG Impact Description	GHG CO2 Impact (kg/yr)	Additional Information
Federal Fiscal Year 2027					
Merrimack Valley					
607541	GEORGETOWN- BOXFORD- BORDER TO BOSTON TRAIL, FROM GEORGETOWN ROAD TO WEST MAIN STREET (ROUTE 97)	Qualitative	No assumed impact/negligible impact on emissions	0	Shared-use path should increase mode shift from cars to active transportation. No data for GHG analysis yet.
608029	NEWBURYPORT- INTERSECTION IMPROVEMENTS AT ROUTE 1 & MERRIMAC STREET		No assumed impact/negligible impact on emissions	0	
608930	LAWRENCE- LAWRENCE MANCHESTER RAIL CORRIDOR (LMRC) RAIL TRAIL	Quantified	Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure	175,927	
611977	AMESBURY- RIVERWALK CONNECTOR TO THE SALISBURY POINT GHOST TRAIL	Quantified	Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure	5,100	This project will complete an important off-road bicycle and pedestrian connection in the region. This project is part of a network of shared-use paths connecting Amesbury, Salisbury, and Newburyport, and will help facilitate non-motorized travel between these communities. Based on the CMAQ analysis, 24% of the land area of the City of Amesbury will be in the service area of this project. The seasonally adjusted emissions reductions for the project are estimated as follows: .58 kg/year VOC, .67 kg/year NOx, 34.83 kg/year CO, and 5,100.01 kg/year CO2.
612024	ANDOVER- RESURFACING AND RELATED WORK ON ROUTE 28		No assumed impact/negligible impact on emissions	0	
612074	LAWRENCE- BRIDGE REPLACEMENT, L-04-012, SHORT STREET OVER SPICKET RIVER		No assumed impact/negligible impact on emissions	0	

Greenhouse Gas (GHG) Analysis Report

Program Activity: Highway

STIP: 2026 - 2030 (D)

MassDot Project ID	MassDOT Project Description	GHG Analysis Type	GHG Impact Description	GHG CO2 Impact (kg/yr)	Additional Information
S13278	NEWBURYPORT - BIKESHARE PILOT CAPITAL CONTRIBUTION	Quantified	Qualitative Decrease in Emissions	2,004	The City of Newburyport is planning a three-year bike share pilot program beginning in the spring of 2025. In the first year, the Program is anticipated to include approximately 30 to 35 pedal bicycles and 5 or 6 stations. The goal is to expand the system to include 45 to 50 bicycles and 9 or 10 stations in 2026 and 2027. Six station locations have been identified for the initial year of the pilot program. All six stations will be along the Clipper City Rail Trail, providing access to the Newburyport MBTA Commuter Rail station, downtown Newburyport, and other locations along the Rail Trail.
S13279	Merrimack Valley Region Design/Capital Purchase Reserve (2027)	Not Applicable	No assumed impact/negligible impact on emissions	0	
Merrimack Valley			Total GHG Increase (kg/year)	0	
			Total GHG Reduction (kg/year)	183,031	
			Total GHG Difference (kg/year)	183,031	
2027			Total GHG Increase (kg/year)	0	
			Total GHG Reduction (kg/year)	183,031	
			Total GHG Difference (kg/year)	183,031	

Greenhouse Gas (GHG) Analysis Report

Program Activity: Highway

STIP: 2026 - 2030 (D)

MassDot Project ID	MassDOT Project Description	GHG Analysis Type	GHG Impact Description	GHG CO2 Impact (kg/yr)	Additional Information
Federal Fiscal Year 2028					
Merrimack Valley					
605304	HAVERHILL- BRIDGE REPLACEMENT, H-12-007, BRIDGE STREET (SR 125) OVER THE MERRIMACK RIVER AND THE BRADFORD RAIL TRAIL		No assumed impact/negligible impact on emissions	0	
607542	GEORGETOWN- NEWBURY- BORDER TO BOSTON TRAIL (NORTHERN GEORGETOWN TO BYFIELD SECTION)	Qualitative	No assumed impact/negligible impact on emissions	0	Shared-use path should increase mode shift from cars to active transportation. No data for GHG analysis yet.
608095	NORTH ANDOVER- CORRIDOR IMPROVEMENTS ON ROUTE 114, BETWEEN WAVERLY ROAD AND WILLOW/MILL STREET	Quantified	Quantified Decrease in Emissions from Traffic Operational Improvement	7,407,526	
612045	ANDOVER- TEWKSBURY- INTERSTATE MAINTENANCE AND RELATED WORKS ON I-93		No assumed impact/negligible impact on emissions	0	
612158	METHUEN- BRIDGE REPLACEMENT, M-17-026, ROUTE 213 (EB/WB) OVER THE METHUEN RAIL TRAIL		No assumed impact/negligible impact on emissions	0	
Merrimack Valley			Total GHG Increase (kg/year)	0	
			Total GHG Reduction (kg/year)	7,407,526	
			Total GHG Difference (kg/year)	7,407,526	
2028			Total GHG Increase (kg/year)	0	
			Total GHG Reduction (kg/year)	7,407,526	
			Total GHG Difference (kg/year)	7,407,526	

Greenhouse Gas (GHG) Analysis Report

Program Activity: Highway

STIP: 2026 - 2030 (D)

MassDot Project ID	MassDOT Project Description	GHG Analysis Type	GHG Impact Description	GHG CO2 Impact (kg/yr)	Additional Information
Federal Fiscal Year 2029					
Merrimack Valley					
608788	HAVERHILL- ROADWAY RECONSTRUCTION ON NORTH AVENUE, FROM MAIN STREET (ROUTE 125) TO PLAISTOW NH	Quantified	Quantified Decrease in Emissions from Traffic Operational Improvement	214,372	
612890	GROVELAND- IMPROVEMENTS AT DR. ELMER S. BAGNALL ELEMENTARY SCHOOL (SRTS)		No assumed impact/negligible impact on emissions	0	
613092	HAVERHILL- 3 CULVERT REPLACEMENTS ON AMESBURY ROAD (ROUTE 110) OVER TRIBUTARY OF EAST MEADOW RIVER		No assumed impact/negligible impact on emissions	0	
613881	DISTRICT 4- ACCESSIBILITY IMPROVEMENTS AT MULTIPLE LOCATIONS (NORTHERN PROJECT)		No assumed impact/negligible impact on emissions	0	
S13280	Merrimack Valley Region Design/Capital Purchase Reserve (2029)	Not Applicable	No assumed impact/negligible impact on emissions	0	
Merrimack Valley			Total GHG Increase (kg/year)	0	
			Total GHG Reduction (kg/year)	214,372	
			Total GHG Difference (kg/year)	214,372	
2029			Total GHG Increase (kg/year)	0	
			Total GHG Reduction (kg/year)	214,372	
			Total GHG Difference (kg/year)	214,372	

Greenhouse Gas (GHG) Analysis Report

Program Activity: Highway

STIP: 2026 - 2030 (D)

MassDot Project ID	MassDOT Project Description	GHG Analysis Type	GHG Impact Description	GHG CO2 Impact (kg/yr)	Additional Information
Federal Fiscal Year 2030					
Merrimack Valley					
611957	ANDOVER- RECONSTRUCTION ON ROUTE 133 (LOWELL STREET) FROM SHAWSHEEN ROAD TO ROUTE 28 (NORTH MAIN STREET)		No assumed impact/negligible impact on emissions	0	
612103	HAVERHILL- MERRIMAC- AMESBURY- SALISBURY- INTERSTATE RESURFACING AND RELATED WORK ON I-495		No assumed impact/negligible impact on emissions	0	
Merrimack Valley			Total GHG Increase (kg/year)	0	
			Total GHG Reduction (kg/year)	0	
			Total GHG Difference (kg/year)	0	
2030			Total GHG Increase (kg/year)	0	
			Total GHG Reduction (kg/year)	0	
			Total GHG Difference (kg/year)	0	
2026 - 2030			Total GHG Increase (kg/year)	0	
			Total GHG Reduction (kg/year)	7,807,328	
			Total GHG Difference (kg/year)	7,807,328	

Greenhouse Gas (GHG) Analysis Report

Program Activity: Transit

STIP: 2026 - 2030 (D)

MassDot Project ID	MassDOT Project Description	GHG Analysis Type	GHG Impact Description	GHG CO2 Impact (kg/yr)	Additional Information
Federal Fiscal Year 2026					
Merrimack Valley Regional Transportation Authority					
MVRTA011632	MULTI-Year Replace Fuel Tank for Diesel and Upgrade to Infrastructure.	Not Applicable	No assumed impact/negligible impact on emissions	0	
MVRTA011954	MVRTA - PURCHASE TOW TRUCK		No assumed impact/negligible impact on emissions	0	
RTD0010769	Merrimack Valley Regional Transit Authority - Replace Road Supervisor Vehicle		No assumed impact/negligible impact on emissions	0	
RTD0011309	Merrimack Valley Regional Transit Authority - CONSTRUCT ADMIN/MAINT FACILITY. Upgrade our current Maintenance and Bus Storage building to accommodate our growing fleet and limited footprint.	Not Applicable	No assumed impact/negligible impact on emissions	0	
RTD0011316	MVRTA - MULTIYEAR - Replace paratransit vehicles with low floor cutaways	Qualitative	No assumed impact/negligible impact on emissions	0	Replacement low floors assumed to be more efficient than previous models.
RTD0011317	MVRTA - MULTIYEAR - REHAB - MISC EQUIPMENT & FACILITY IMPROVEMENTS		No assumed impact/negligible impact on emissions	0	
T00092	MVRTA-ANNUAL - Operating assistance for services		No assumed impact/negligible impact on emissions	0	
T00093	MVRTA- ANNUAL - Operating assistance for Non-Fixed Route Paratransit, ADA services		No assumed impact/negligible impact on emissions	0	
T00096	MVRTA-- ANNUAL - Preventative Maintenance		No assumed impact/negligible impact on emissions	0	
Merrimack Valley Regional Transportation Authority			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	

Greenhouse Gas (GHG) Analysis Report

Program Activity: Transit

STIP: 2026 - 2030 (D)

MassDot Project ID	MassDOT Project Description	GHG Analysis Type	GHG Impact Description	GHG CO2 Impact (kg/yr)	Additional Information
Federal Fiscal Year 2027					
Merrimack Valley Regional Transportation Authority					
MVRTA011634	MEVA BUY REPLACEMENT 35-FT BUSES	Qualitative	Qualitative Decrease in Emissions	0	Staff has contacted Gillig for emissions factors for previous 2016 and 2017 Gilligs and new 2024 Gilligs.
RTD0010769	Merrimack Valley Regional Transit Authority - Replace Road Supervisor Vehicle		No assumed impact/negligible impact on emissions	0	
RTD0011309	Merrimack Valley Regional Transit Authority - CONSTRUCT ADMIN/MAINT FACILITY. Upgrade our current Maintenance and Bus Storage building to accommodate our growing fleet and limited footprint.	Not Applicable	No assumed impact/negligible impact on emissions	0	
RTD0011316	MVRTA - MULTIYEAR - Replace paratransit vehicles with low floor cutaways	Qualitative	No assumed impact/negligible impact on emissions	0	Replacement low floors assumed to be more efficient than previous models.
RTD0011317	MVRTA - MULTIYEAR - REHAB - MISC EQUIPMENT & FACILITY IMPROVEMENTS		No assumed impact/negligible impact on emissions	0	
T00092	MVRTA-ANNUAL - Operating assistance for services		No assumed impact/negligible impact on emissions	0	
T00093	MVRTA- ANNUAL - Operating assistance for Non-Fixed Route Paratransit, ADA services		No assumed impact/negligible impact on emissions	0	
T00096	MVRTA-- ANNUAL - Preventative Maintenance		No assumed impact/negligible impact on emissions	0	
Merrimack Valley Regional Transportation Authority			Total GHG Increase (kg/year)	0	
			Total GHG Reduction (kg/year)	0	
			Total GHG Difference (kg/year)	0	
2027			Total GHG Increase (kg/year)	0	
			Total GHG Reduction (kg/year)	0	
			Total GHG Difference (kg/year)	0	

Greenhouse Gas (GHG) Analysis Report

Program Activity: Transit

STIP: 2026 - 2030 (D)

MassDot Project ID	MassDOT Project Description	GHG Analysis Type	GHG Impact Description	GHG CO2 Impact (kg/yr)	Additional Information
Federal Fiscal Year 2028					
Merrimack Valley Regional Transportation Authority					
MVRTA011634	MEVA BUY REPLACEMENT 35-FT BUSES	Qualitative	Qualitative Decrease in Emissions	0	Staff has contacted Gillig for emissions factors for previous 2016 and 2017 Gilligs and new 2024 Gilligs.
MVRTA011955	MVRTA - FACILITY EXPANSION - Construction of New Electric Bus Storage and Maintenance Building with Charging Infrastructure		No assumed impact/negligible impact on emissions	0	
RTD0011315	Merrimack Valley Regional Transit Authority - Upgrade 35ft Diesel Replacement Buses to 35ft FlexGen Hybrid Buses	Quantified	Quantified Decrease in Emissions from Bus Replacement	0	
RTD0011316	MVRTA - MULTIYEAR - Replace paratransit vehicles with low floor cutaways	Qualitative	No assumed impact/negligible impact on emissions	0	Replacement low floors assumed to be more efficient than previous models.
T00092	MVRTA-ANNUAL - Operating assistance for services		No assumed impact/negligible impact on emissions	0	
T00093	MVRTA- ANNUAL - Operating assistance for Non-Fixed Route Paratransit, ADA services		No assumed impact/negligible impact on emissions	0	
T00096	MVRTA-- ANNUAL - Preventative Maintenance		No assumed impact/negligible impact on emissions	0	
T00097	MVRTA - MULTIYEAR - Replace supervisor vehicles with EV SUV's		No assumed impact/negligible impact on emissions	0	
Merrimack Valley Regional Transportation Authority			Total GHG Increase (kg/year)	0	
			Total GHG Reduction (kg/year)	0	
			Total GHG Difference (kg/year)	0	
2028			Total GHG Increase (kg/year)	0	
			Total GHG Reduction (kg/year)	0	
			Total GHG Difference (kg/year)	0	

Greenhouse Gas (GHG) Analysis Report

Program Activity: Transit

STIP: 2026 - 2030 (D)

MassDot Project ID	MassDOT Project Description	GHG Analysis Type	GHG Impact Description	GHG CO2 Impact (kg/yr)	Additional Information
Federal Fiscal Year 2029					
Merrimack Valley Regional Transportation Authority					
MVRTA011634	MEVA BUY REPLACEMENT 35-FT BUSES	Qualitative	Qualitative Decrease in Emissions	0	Staff has contacted Gillig for emissions factors for previous 2016 and 2017 Gilligs and new 2024 Gilligs.
MVRTA011955	MVRTA - FACILITY EXPANSION - Construction of New Electric Bus Storage and Maintenance Building with Charging Infrastructure		No assumed impact/negligible impact on emissions	0	
RTD0011315	Merrimack Valley Regional Transit Authority - Upgrade 35ft Diesel Replacement Buses to 35ft FlexGen Hybrid Buses	Quantified	Quantified Decrease in Emissions from Bus Replacement	0	
RTD0011317	MVRTA - MULTIYEAR - REHAB - MISC EQUIPMENT & FACILITY IMPROVEMENTS		No assumed impact/negligible impact on emissions	0	
T00092	MVRTA-ANNUAL - Operating assistance for services		No assumed impact/negligible impact on emissions	0	
T00093	MVRTA- ANNUAL - Operating assistance for Non-Fixed Route Paratransit, ADA services		No assumed impact/negligible impact on emissions	0	
T00096	MVRTA-- ANNUAL - Preventative Maintenance		No assumed impact/negligible impact on emissions	0	
T00097	MVRTA - MULTIYEAR - Replace supervisor vehicles with EV SUV's		No assumed impact/negligible impact on emissions	0	
Merrimack Valley Regional Transportation Authority			Total GHG Increase (kg/year)	0	
			Total GHG Reduction (kg/year)	0	
			Total GHG Difference (kg/year)	0	
2029			Total GHG Increase (kg/year)	0	
			Total GHG Reduction (kg/year)	0	
			Total GHG Difference (kg/year)	0	

Greenhouse Gas (GHG) Analysis Report

Program Activity: Transit

STIP: 2026 - 2030 (D)

MassDot Project ID	MassDOT Project Description	GHG Analysis Type	GHG Impact Description	GHG CO2 Impact (kg/yr)	Additional Information
Federal Fiscal Year 2030					
Merrimack Valley Regional Transportation Authority					
MVRTA011634	MEVA BUY REPLACEMENT 35-FT BUSES	Qualitative	Qualitative Decrease in Emissions	0	Staff has contacted Gillig for emissions factors for previous 2016 and 2017 Gilligs and new 2024 Gilligs.
RTD0011315	Merrimack Valley Regional Transit Authority - Upgrade 35ft Diesel Replacement Buses to 35ft FlexGen Hybrid Buses	Quantified	Quantified Decrease in Emissions from Bus Replacement	251,796	
T00092	MVRTA-ANNUAL - Operating assistance for services		No assumed impact/negligible impact on emissions	0	
T00093	MVRTA- ANNUAL - Operating assistance for Non-Fixed Route Paratransit, ADA services		No assumed impact/negligible impact on emissions	0	
T00096	MVRTA-- ANNUAL - Preventative Maintenance		No assumed impact/negligible impact on emissions	0	
T00097	MVRTA - MULTIYEAR - Replace supervisor vehicles with EV SUV's		No assumed impact/negligible impact on emissions	0	
Merrimack Valley Regional Transportation Authority			Total GHG Increase (kg/year)	0	
			Total GHG Reduction (kg/year)	251,796	
			Total GHG Difference (kg/year)	251,796	
2030			Total GHG Increase (kg/year)	0	
			Total GHG Reduction (kg/year)	251,796	
			Total GHG Difference (kg/year)	251,796	
2026 - 2030			Total GHG Increase (kg/year)	0	
			Total GHG Reduction (kg/year)	251,796	
			Total GHG Difference (kg/year)	251,796	

FFY2024-2028 Operating and Maintenance Expenditure Tables

Operating and Maintenance Expenditures as of March 2024					
	Merrimack Valley				
Program Group/Sub Group	**Est SFY 2024 Spending**	**Est SFY 2025 Spending**	**Est SFY 2026 Spending**	**Est SFY 2027 Spending**	**Est SFY 2028 Spending**
Part 1: Non-Federal Aid					
Section I - Non Federal Aid Maintenance Projects - State Bondfunds					
01 - ADA Retrofits					
Sidewalk Construction and Repairs	$ -	$ -	$ -	$ -	$ -
02 - Bicycles and pedestrians program					
Bikeway/Bike Path Construction	$ -	$ -	$ -	$ -	$ -
03 - Bridge					
Bridge Maintenance	$ -	$ -	$ -	$ -	$ -
Bridge Maintenance - Deck Repairs	$ -	$ -	$ -	$ -	$ -
Bridge Maintenance - Joints	$ -	$ -	$ -	$ -	$ -
Bridge Preservation	$ -	$ -	$ -	$ -	$ -
Bridge Replacement	$ -	$ -	$ -	$ -	$ -
Drawbridge Maintenance	$ -	$ -	$ -	$ -	$ -
Painting - Structural	$ -	$ 420,072	$ 1,260,216	$ 210,036	$ -
Structures Maintenance	$ -	$ -	$ -	$ -	$ -
04 - Capacity					
Highway Relocation	$ -	$ -	$ -	$ -	$ -
Hwy Reconstr - Added Capacity	$ -	$ -	$ -	$ -	$ -
Hwy Reconstr - Major Widening	$ -	$ -	$ -	$ -	$ -
05 - Facilities					
Vertical Construction (Ch 149)	$ -	$ -	$ -	$ -	$ -
07 - Intersection Improvements					
Traffic Signals	$ -	$ -	$ -	$ -	$ -
08 - Interstate Pavement					
Resurfacing Interstate	$ -	$ -	$ -	$ -	$ -
09 - Intelligent Transportation Systems Program					
Intelligent Transportation System	$ -	$ -	$ -	$ -	$ -
10 - Non-Interstate DOT Pavement Program					
Milling and Cold Planing	$ -	$ -	$ -	$ -	$ -
Resurfacing	$ -	$ -	$ -	$ -	$ -
Resurfacing DOT Owned Non-Interstate	$ -	$ -	$ -	$ -	$ -
11 - Roadway Improvements					
Asbestos Removal	$ -	$ -	$ -	$ -	$ -
Catch Basin Cleaning	$ -	$ -	$ -	$ -	$ -
Contract Highway Maintenance	$ -	$ -	$ -	$ -	$ -
Crack Sealing	$ -	$ -	$ -	$ -	$ -
Culvert Maintenance	$ -	$ -	$ -	$ -	$ -
Culvert Reconstruction/Rehab	$ -	$ -	$ -	$ -	$ -
Drainage	$ -	$ -	$ -	$ -	$ -
Dredging	$ -	$ -	$ -	$ -	$ -
Guard Rail & Fencing	$ -	$ -	$ -	$ -	$ -
Highway Sweeping	$ -	$ -	$ -	$ -	$ -
Landscaping	$ -	$ -	$ -	$ -	$ -
Mowing and Spraying	$ -	$ -	$ -	$ -	$ -
Sewer and Water	$ -	$ -	$ -	$ -	$ -
Tree Trimming	$ -	$ -	$ -	$ -	$ -
12 - Roadway Reconstruction					
Hwy Reconstr - No Added Capacity	$ -	$ -	$ -	$ -	$ -
Hwy Reconstr - Restr and Rehab	$ -	$ -	$ -	$ -	$ -
Roadway - Reconstr - Sidewalks and Curbing	$ -	$ -	$ -	$ -	$ -
13 - Safety Improvements					
Electrical	$ -	$ -	$ -	$ -	$ -
Impact Attenuators	$ -	$ -	$ -	$ -	$ -
Lighting	$ -	$ -	$ -	$ -	$ -
Pavement Marking	$ -	$ -	$ -	$ -	$ -
Safety Improvements	$ -	$ -	$ -	$ -	$ -
Sign Installation/Upgrading	$ -	$ -	$ -	$ -	$ -
Structural Signing	$ -	$ -	$ -	$ -	$ -
Section I Total:	**$ -**	**$ 420,072**	**$ 1,260,216**	**$ 210,036**	**$ -**
Section II - Non Federal Aid Highway Operations - State Operating Budget Funding					
Snow and Ice Operations & Materials					
	$ -	$ -	$ -	$ -	$ -
District Maintenance Payroll					
Mowing, Litter Mgmt, Sight Distance Clearing, Etc.	$ -	$ -	$ -	$ -	$ -
Section II Total:	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**
Grand Total NFA:	**$ -**	**$ 420,072**	**$ 1,260,216**	**$ 210,036**	**$ -**

Operating and Maintenance Expenditures as of March 2024

Merrimack Valley

Program Group/Sub Group	Est SFY 2024 Spending	Est SFY 2025 Spending	Est SFY 2026 Spending	Est SFY 2027 Spending	Est SFY 2028 Spending
Part 2: Federal Aid					
Section I - Federal Aid Maintenance Projects					
01 - ADA Retrofits					
Sidewalk Construction and Repairs	$ -	$ -	$ -	$ -	$ -
02 - Bicycles and pedestrians program					
Bikeway/Bike Path Construction	$ -	$ -	$ -	$ -	$ -
03 - Bridge					
Bridge Maintenance	$ -	$ -	$ -	$ -	$ -
Bridge Maintenance - Deck Repairs	$ -	$ -	$ -	$ -	$ -
Bridge Maintenance - Joints	$ -	$ -	$ -	$ -	$ -
Bridge Preservation	$ -	$ -	$ -	$ -	$ -
Bridge Reconstruction/Rehab	$ -	$ -	$ -	$ -	$ -
Drawbridge Maintenance	$ -	$ -	$ -	$ -	$ -
Painting - Structural	$ -	$ -	$ -	$ -	$ -
Structures Maintenance	$ -	$ -	$ -	$ -	$ -
04 - Capacity					
Hwy Reconstr - Added Capacity	$ -	$ -	$ -	$ -	$ -
05 - Facilities					
Vertical Construction (Ch 149)	$ -	$ -	$ -	$ -	$ -
07 - Intersection Improvements					
Traffic Signals	$ -	$ -	$ -	$ -	$ -
08 - Interstate Pavement					
Resurfacing Interstate	$ -	$ -	$ -	$ -	$ -
09 - Intelligent Transportation Systems Program					
Intelligent Transportation System	$ -	$ -	$ -	$ -	$ -
10 - Non-interstate DOT Pavement Program					
Milling and Cold Planing	$ -	$ -	$ -	$ -	$ -
Resurfacing	$ -	$ -	$ -	$ -	$ -
Resurfacing DOT Owned Non-Interstate	$ -	$ -	$ -	$ -	$ -
11 - Roadway Improvements					
Asbestos Removal	$ -	$ -	$ -	$ -	$ -
Catch Basin Cleaning	$ -	$ -	$ -	$ -	$ -
Contract Highway Maintenance	$ -	$ -	$ -	$ -	$ -
Crack Sealing	$ -	$ -	$ -	$ -	$ -
Culvert Maintenance	$ -	$ -	$ -	$ -	$ -
Culvert Reconstruction/Rehab	$ -	$ -	$ -	$ -	$ -
Drainage	$ -	$ -	$ -	$ -	$ -
Guard Rail & Fencing	$ -	$ -	$ -	$ -	$ -
Highway Sweeping	$ -	$ -	$ -	$ -	$ -
Landscaping	$ -	$ -	$ -	$ -	$ -
Mowing and Spraying	$ -	$ -	$ -	$ -	$ -
Sewer and Water	$ -	$ -	$ -	$ -	$ -
Tree Trimming	$ -	$ -	$ -	$ -	$ -
12 - Roadway Reconstruction					
Hwy Reconstr - Restr and Rehab	$ -	$ -	$ -	$ -	$ -
13 - Safety Improvements					
Electrical	$ -	$ -	$ -	$ -	$ -
Impact Attenuators	$ -	$ -	$ -	$ -	$ -
Lighting	$ -	$ -	$ -	$ -	$ -
Pavement Marking	$ -	$ -	$ -	$ -	$ -
Safety Improvements	$ -	$ -	$ -	$ -	$ -
Sign Installation/Upgrading	$ -	$ -	$ -	$ -	$ -
Structural Signing	$ -	$ -	$ -	$ -	$ -
Section I Total:	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**
Grand Total NFA:	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**

Demographic and Environmental Justice Plus Analysis

MassDOT's Regional Environmental Justice Plus Community Methodology

MassDOT's Regional Environmental Justice Plus (REJ+) methodology informed MVMPO staff's equity analysis.

A Regional Environmental Justice "Plus" (REJ+) Community is a designation assigned to block groups with relatively high shares of residents that are especially impacted by changes in or to transportation networks. This designation is 'regional' in nature because the socioeconomic characteristics that designate REJ+ status are considered in relation to regional percentiles(through comparing block group characteristics to metropolitan planning organization-level percentiles rather than statewide percentiles); the designation is called 'plus' because MassDOT has included characteristics beyond traditional 'environmental justice' definitions in order to identify the 'most dominant factor' that defines a community's social vulnerabilities.

To qualify as an REJ+ community, a block group must meet at least one of the following thresholds that correspond to traditional environmental justice criteria.

- Income: Annual median household income **≤** MPO 25th percentile
- Race and ethnicity: Percent of individuals that identify as Hispanic or Latino; Black or African American; American Indian or Alaska Native; Asian; Native Hawaiian or Other Pacific Islander; Some other race; or Two or more races and do not identify as White alone **≥** MPO 75th percentile
- Limited English proficiency (LEP): Percent of households with limited English-speaking members **≥** MPO 75th percentile

While MassDOT relies on these community characteristics that traditionally define environmental justice communities to establish areas that are particularly vulnerable to social, economic, and political pressures, MassDOT also recognizes that these characteristics do not capture other socioeconomic contexts that indicate areas of high need with respect to transportation issues. Therefore, as MassDOT calculates and identifies the 'most dominant factor' that drive transportation and accessibility needs in each community, it also includes the following characteristics for this specific determination:

- Car ownership: Percent of households without an available vehicle **≥** MPO 75th percentile
- Disability: Percent of households with one or more persons with a disability **≥** MPO 75th percentile
- Age: Percent of individuals aged 65 or older **≥** MPO 75th percentile

These three additional characteristics represent the 'plus' elements of MassDOT's analysis. All data used for this analysis was retrieved from the U.S. Census at data.census.gov. The unit of analysis is census block groups (ACS 2021 5-year estimates).

ACS Tables Used

- B19013 – Median Income
- B03002 – Hispanic or Latino, and Not Hispanic or Latino by Race
- C16002 – Household Language by Household Limited English-Speaking Status
- B25044 – Tenure by Vehicles Available
- B01001 – Age
- B22010- Receipt of Food Stamps/SNAP in the Past 12 Months by Disability Status for Households

Median income: For each block group, identify the median household income (001E). Please note that where incomes exceeded $250,000, the Census bureau enters a text value of "250,000+". MassDOT re-coded these as the numeric value $250,001. The same is true for incomes of less than $2,500, which the Census bureau enters as "2,500-", and we re-coded as $2,499.

Race and ethnicity: For each block group, identify the total number of people who do not identify as White by subtracting the estimated number of people included in the "Not Hispanic or Latino, White Alone" category (003E) from the total number of individuals in the block group (001E). To calculate the percent of individuals who are not white in each block group, divide this number by the total population of the block group (001E).

Limited English proficiency (LEP): For each block group, calculate the percent of households with members of limited English proficiency by adding the number of households with limited English proficiency for each language group (004E, 007E, 010E, 013E) and dividing by the total number of households in each block group (001E).

Car ownership: For each block group, add the number of owner-occupied (003E) and renter occupied (010E) households without access to a vehicle. Divide this total by the total number of households in each block group (001E) to calculate the percent of zero-vehicle households.

Disability: For each block group, add the number of households with 1 or more persons with a disability (003E, 006E) and divide this by the total number of households in each block group (001E) to calculate the percentage of households with individuals with disabilities.

Age: For each block group, add the number of males and females aged 65 and over and divide this total by the block group population (001E) to calculate the percent of seniors.

Thresholds

MassDOT developed unique thresholds for each MPO region to control for the regional differences in socioeconomic and demographic characteristics across the Commonwealth. To calculate the thresholds, MassDOT used the QUARTILE function in Excel to determine each MPO-specific threshold value within each 'environmental justice' or 'plus' category. Block group-level values for each characteristic are then compared to their respective MPO threshold to determine if the block group meets the criteria for REJ+ designation.

The Merrimack Valley's specific regional thresholds are as follow:

- Income: $62,303
- Percent Nonwhite: 45%
- Percent Limited English Proficiency: 7%
- Percent Disabled: 31%
- Percent of Households with No Vehicles: 13%
- Percent Senior: 23%

Most Dominant Factor

For block groups that are identified as REJ+ communities, MassDOT has identified which of the six characteristics is the 'most dominant' in terms of the greatest dissimilarity or 'distance' from the MPO

threshold. This identification provides a deeper sense of the social contexts that shape local transportation needs. Knowing that an REJ+ community's most dominant factor is a lack of automobile access, or a high proportion of individuals with physical disabilities, or a high share of older individuals, provides greater insight into the programs, initiatives, or investments that can be made to promote accessibility and mobility for those who may need extra support.

To calculate the 'most dominant factor', for each characteristic, MassDOT calculated the difference between the value for each block group, and the MPO threshold. MassDOT used an INDEX, MATCH, MAX function in Excel to identify the characteristic that is the most 'different' from the MPO threshold, and thus the 'most dominant factor' value.

Because several block groups across the state do not have income information available (437 total block groups), a modified formula that pulls on just the remaining five characteristics was used in these cases.

Additional Tables and Maps

The table below shows the number of households that speak English less than very well by town.

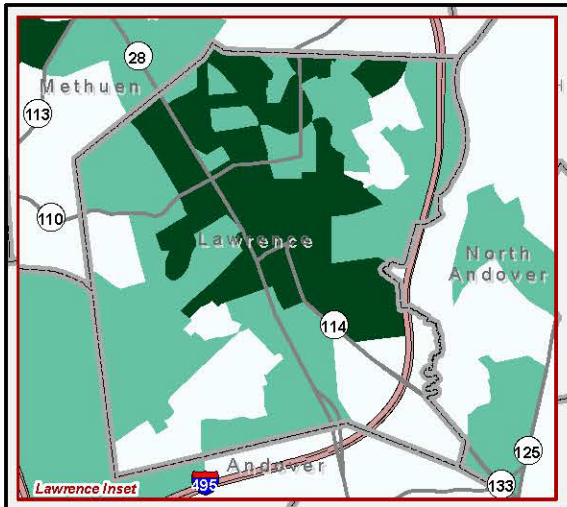
Table 1: Limited English Proficiency People Who Speak English Less Than Very Well By Community

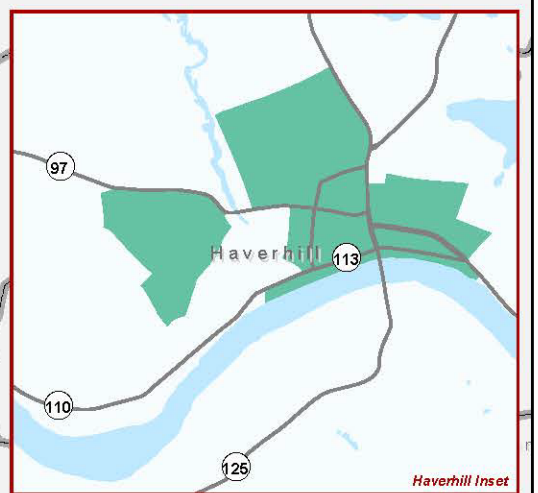
Community	Spanish	French, Haitian, or Cajun	German or other West Germanic languages	Russian, Polish, or other Slavic languages	Other Indo-European languages	Korean	Chinese (incl. Mandarin, Cantonese)	Vietnamese	Other Asian and Pacific Island languages	Arabic	Other and unspecified languages	Total Speaking English Less Than Very Well
Amesbury	194	0	0	0	29	0	46	0	5	43	0	317
Andover	288	15	10	44	368	122	545	88	237	32	0	1,749
Boxford	0	0	18	18	29	0	0	0	0	0	0	65
Georgetown	32	7	0	36	15	0	0	0	0	0	0	90
Groveland	0	0	0	0	12	0	0	0	0	0	0	12
Haverhill	3,203	333	0	49	360	17	20	182	0	0	21	4,185
Lawrence	30,237	7	0	37	189	0	96	435	208	195	0	31,404
Merrimac	17	0	44	0	16	0	0	0	0	0	0	77
Methuen	4,325	733	0	34	399	79	122	356	44	176	142	6,410
Newbury	23	0	10	0	29	0	0	0	0	0	0	62
Newburyport	32	5	14	0	348	0	7	0	0	0	0	406
North Andover	534	68	0	86	406	148	192	34	18	13	11	1,510
Rowley	2	0	0	0	79	0	0	0	0	0	0	81
Salisbury	46	18	9	44	0	0	57	0	0	0	0	174
West Newbury	26	0	0	0	7	0	28	0	0	0	38	99
Total	**38,959**	**1,186**	**105**	**348**	**2,286**	**366**	**1,113**	**1,095**	**512**	**459**	**212**	46,641

Source: American Community Survey 2017-2021, Table C16001

Additional Census maps based on REJ+ thresholds for limited English proficiency and income follow on the next two pages.

MVMPO: FFYs 2025 to 2029
Regional Households that Speak English Less than Very Well





Legend

Percent of Households with Limited English Proficiency

- ≤ 7%
- 7%-30%
- ≥ 30%
- Hydrographic Feature
- Interstate
- Major Road

**Data by block group from ACS 2021 5-Year Estimates.

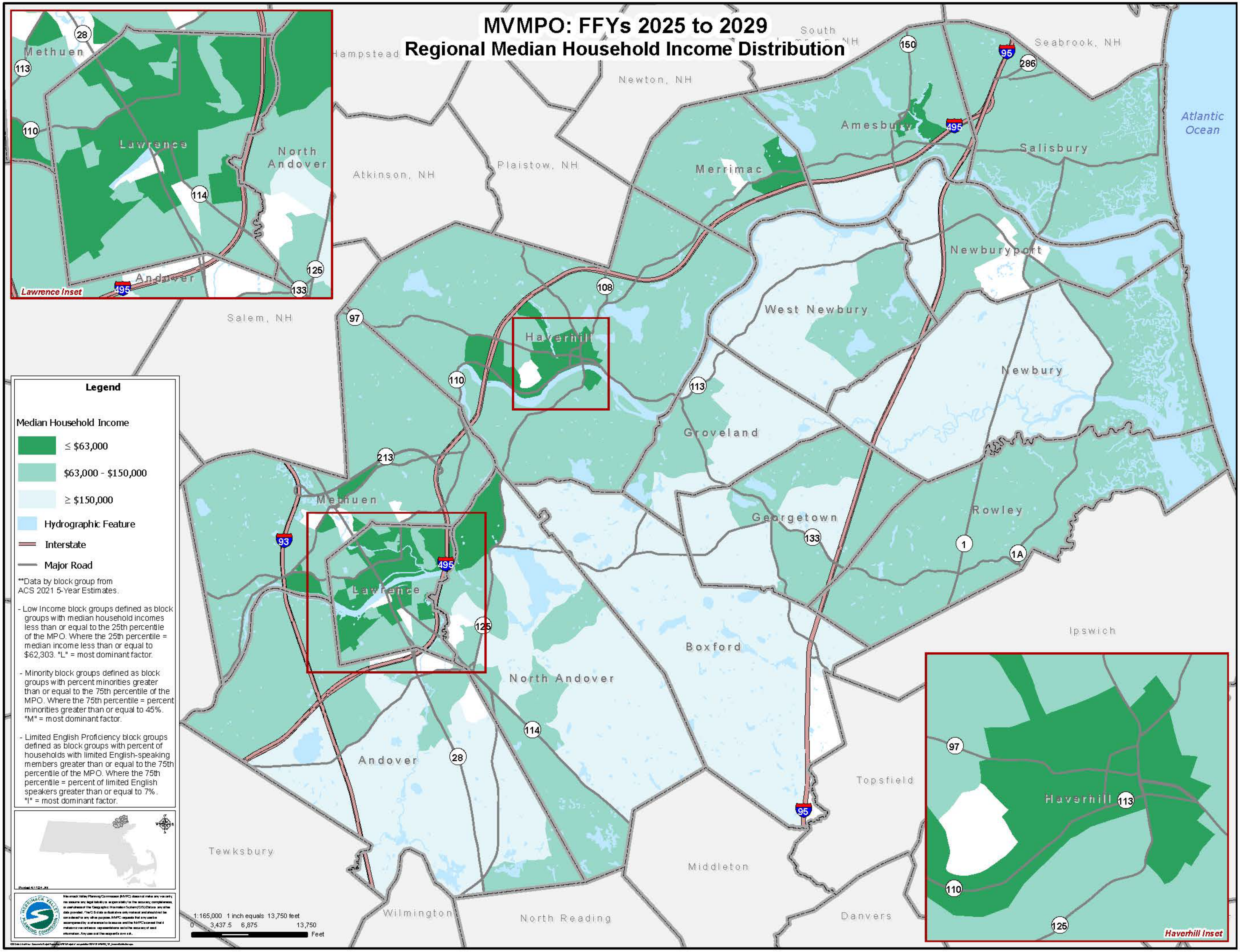
- Low Income block groups defined as block groups with median household incomes less than or equal to the 25th percentile of the MPO. Where the 25th percentile = median income less than or equal to $62,303. "L" = most dominant factor.

- Minority block groups defined as block groups with percent minorities greater than or equal to the 75th percentile of the MPO. Where the 75th percentile = percent minorities greater than or equal to 45%. "M" = most dominant factor.

- Limited English Proficiency block groups defined as block groups with percent of households with limited English-speaking members greater than or equal to the 75th percentile of the MPO. Where the 75th percentile = percent of limited English speakers greater than or equal to 7%. "I" = most dominant factor.

1:165,000 1 inch equals 13,750 feet
0 3,437.5 6,875 13,750
Feet

Atlantic Ocean


MVMPO: FFYs 2025 to 2029
Regional Median Household Income Distribution
Legend
Median Household Income
≤ $63,000
$63,000 - $150,000
≥ $150,000
Hydrographic Feature
Interstate
Major Road
**Data by block group from
ACS 2021 5-Year Estimates.
- Low Income block groups defined as block groups with median household incomes less than or equal to the 25th percentile of the MPO. Where the 25th percentile = median income less than or equal to $62,303. "L" = most dominant factor.
- Minority block groups defined as block groups with percent minorities greater than or equal to the 75th percentile of the MPO. Where the 75th percentile = percent minorities greater than or equal to 45%. "M" = most dominant factor.
- Limited English Proficiency block groups defined as block groups with percent of households with limited English-speaking members greater than or equal to the 75th percentile of the MPO. Where the 75th percentile = percent of limited English speakers greater than or equal to 7%. "I" = most dominant factor.
1:165,000 1 inch equals 13,750 feet
0 3,437.5 6,875 13,750
Feet
Lawrence Inset
Haverhill Inset
Methuen
Lawrence
North Andover
Andover
Haverhill
Amesbury
Salisbury
Merrimac
Newburyport
West Newbury
Newbury
Groveland
Georgetown
Rowley
Boxford
Atlantic Ocean
Seabrook, NH
South Hampton, NH
Newton, NH
Hampstead
Plaistow, NH
Atkinson, NH
Salem, NH
Ipswich
Topsfield
Middleton
Danvers
North Reading
Wilmington
Tewksbury

STIP Investments Report

Program Activity: Transit, Massachusetts Bay Transportation Authority

STIP: 2026 - 2030 (D)

Year	MassDOT Project ID	Municipality	Program	MassDOT Project Description	Funding Source	Total Project Cost	Total Programmed Funds	Federal Funds	State Funds	Other Funds
Federal Fiscal Year 2026							$4,761,914,109	$2,539,357,020		$2,222,557,089
Massachusetts Bay Transportation Authority							$4,761,914,109	$2,539,357,020		$2,222,557,089
2026	MBTA012042		Stations and Facilities Program (MBTA)	Green Line CIG-Core Capacity (Proposed Funding)	LF	$3,800,580,887	$1,900,290,444			$1,900,290,444
2026	MBTA012042		Stations and Facilities Program (MBTA)	Green Line CIG-Core Capacity (Proposed Funding)	OF	$3,800,580,887	$1,900,290,443	$1,900,290,443		
2026	MBTA012043		Bridge & Tunnel Program	North Station Draw 1 Bridge Repl. (FFY26 MEGA)	LF	$236,330,911	$47,266,182			$47,266,182
2026	MBTA012043		Bridge & Tunnel Program	North Station Draw 1 Bridge Repl. (FFY26 MEGA)	OF	$236,330,911	$189,064,729	$189,064,729		
2026	MBTA012044		Stations and Facilities Program (MBTA)	Fairmount Line Decarbonization (CRP)	LF	$8,710,079	$1,742,016			$1,742,016
2026	MBTA012044		Stations and Facilities Program (MBTA)	Fairmount Line Decarbonization (CRP)	OF	$8,710,079	$6,968,063	$6,968,063		
2026	MBTA041		Revenue Vehicle Program	Revenue Vehicle Program	5307	$28,126,400	$22,501,120	$22,501,120		
2026	MBTA041		Revenue Vehicle Program	Revenue Vehicle Program	LF	$28,126,400	$5,625,280			$5,625,280
2026	MBTA042		Signals/Systems Upgrade Program	5307 Signals/Systems Upgrade Program	5307	$171,698,046	$137,358,437	$137,358,437		
2026	MBTA042		Signals/Systems Upgrade Program	5307 Signals/Systems Upgrade Program	LF	$171,698,046	$34,339,609			$34,339,609
2026	MBTA043		Stations and Facilities Program (MBTA)	Stations and Facilities Program	5307	$45,737,783	$36,590,226	$36,590,226		
2026	MBTA043		Stations and Facilities Program (MBTA)	Stations and Facilities Program	LF	$45,737,783	$9,147,557			$9,147,557
2026	MBTA044		Bridge & Tunnel Program	5337 Bridge & Tunnel Program	5337	$12,098,103	$9,678,482	$9,678,482		
2026	MBTA044		Bridge & Tunnel Program	5337 Bridge & Tunnel Program	LF	$12,098,103	$2,419,621			$2,419,621
2026	MBTA045		Revenue Vehicle Program	Revenue Vehicle Program	5337	$95,273,420	$76,218,736	$76,218,736		
2026	MBTA045		Revenue Vehicle Program	Revenue Vehicle Program	LF	$95,273,420	$19,054,684			$19,054,684
2026	MBTA046		Signals/Systems Upgrade Program	5337 Signals/Systems Upgrade Program	5337	$105,992,336	$84,793,869	$84,793,869		

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STIP Investments Report

Program Activity: Transit, Massachusetts Bay Transportation Authority

STIP: 2026 - 2030 (D)

Year	MassDOT Project ID	Municipality	Program	MassDOT Project Description	Funding Source	Total Project Cost	Total Programmed Funds	Federal Funds	State Funds	Other Funds
2026	MBTA046		Signals/Systems Upgrade Program	5337 Signals/Systems Upgrade Program	LF	$105,992,336	$21,198,467			$21,198,467
2026	MBTA047		Stations and Facilities Program (MBTA)	Stations and Facilities Program	5337	$86,805,489	$69,444,391	$69,444,391		
2026	MBTA047		Stations and Facilities Program (MBTA)	Stations and Facilities Program	LF	$86,805,489	$17,361,098			$17,361,098
2026	MBTA048		Bus Program	5339 Bus Program	5339	$8,060,655	$6,448,524	$6,448,524		
2026	MBTA048		Bus Program	5339 Bus Program	LF	$8,060,655	$1,612,131			$1,612,131
2026	MBTA050		RRIF/TIFIA Financing Program	RRIF/TIFIA Financing Program	ONF	$162,500,000	$162,500,000			$162,500,000

STIP Investments Report

Program Activity: Transit, Massachusetts Bay Transportation Authority

STIP: 2026 - 2030 (D)

Year	MassDOT Project ID	Municipality	Program	MassDOT Project Description	Funding Source	Total Project Cost	Total Programmed Funds	Federal Funds	State Funds	Other Funds
Federal Fiscal Year 2027							$716,292,234	$605,533,786		$110,758,448
Massachusetts Bay Transportation Authority							$716,292,234	$605,533,786		$110,758,448
2027	MBTA053		Bridge & Tunnel Program	5307 Bridge & Tunnel Program	5307	$9,750,000	$7,800,000	$7,800,000		
2027	MBTA053		Bridge & Tunnel Program	5307 Bridge & Tunnel Program	LF	$9,750,000	$1,950,000			$1,950,000
2027	MBTA054		Revenue Vehicle Program	Revenue Vehicle Program	5307	$94,004,028	$75,203,222	$75,203,222		
2027	MBTA054		Revenue Vehicle Program	Revenue Vehicle Program	LF	$94,004,028	$18,800,806			$18,800,806
2027	MBTA055		Signals/Systems Upgrade Program	5307 Signals/Systems Upgrade Program	5307	$55,908,240	$44,726,592	$44,726,592		
2027	MBTA055		Signals/Systems Upgrade Program	5307 Signals/Systems Upgrade Program	LF	$55,908,240	$11,181,648			$11,181,648
2027	MBTA056		Stations and Facilities Program (MBTA)	Stations and Facilities Program	5307	$85,899,963	$68,719,970	$68,719,970		
2027	MBTA056		Stations and Facilities Program (MBTA)	Stations and Facilities Program	LF	$85,899,963	$17,179,993			$17,179,993
2027	MBTA057		Bridge & Tunnel Program	5337 Bridge & Tunnel Program	5337	$98,377,833	$78,702,266	$78,702,266		
2027	MBTA057		Bridge & Tunnel Program	5337 Bridge & Tunnel Program	LF	$98,377,833	$19,675,567			$19,675,567
2027	MBTA058		Revenue Vehicle Program	Revenue Vehicle Program	5337	$123,551,996	$98,841,597	$98,841,597		
2027	MBTA058		Revenue Vehicle Program	Revenue Vehicle Program	LF	$123,551,996	$24,710,399			$24,710,399
2027	MBTA059		Signals/Systems Upgrade Program	5337 Signals/Systems Upgrade Program	5337	$48,805,154	$39,044,123	$39,044,123		
2027	MBTA059		Signals/Systems Upgrade Program	5337 Signals/Systems Upgrade Program	LF	$48,805,154	$9,761,031			$9,761,031
2027	MBTA060		Stations and Facilities Program (MBTA)	Stations and Facilities Program	5337	$29,434,365	$23,547,492	$23,547,492		
2027	MBTA060		Stations and Facilities Program (MBTA)	Stations and Facilities Program	LF	$29,434,365	$5,886,873			$5,886,873
2027	MBTA061		Bus Program	5339 Bus Program	5339	$8,060,655	$6,448,524	$6,448,524		
2027	MBTA061		Bus Program	5339 Bus Program	LF	$8,060,655	$1,612,131			$1,612,131

STIP Investments Report

Program Activity: Transit, Massachusetts Bay Transportation Authority

STIP: 2026 - 2030 (D)

Year	MassDOT Project ID	Municipality	Program	MassDOT Project Description	Funding Source	Total Project Cost	Total Programmed Funds	Federal Funds	State Funds	Other Funds
2027	MBTA063		RRIF/TIFIA Financing Program	RRIF/TIFIA Financing Program	OF	$162,500,000	$162,500,000	$162,500,000		

STIP Investments Report

Program Activity: Transit, Massachusetts Bay Transportation Authority

STIP: 2026 - 2030 (D)

Year	MassDOT Project ID	Municipality	Program	MassDOT Project Description	Funding Source	Total Project Cost	Total Programmed Funds	Federal Funds	State Funds	Other Funds
Federal Fiscal Year 2028							$716,292,234	$605,533,786		$110,758,448
Massachusetts Bay Transportation Authority							$716,292,234	$605,533,786		$110,758,448
2028	MBTA011475		Bridge & Tunnel Program	5307 Bridge & Tunnel Program	5307	$9,750,000	$7,800,000	$7,800,000		
2028	MBTA011475		Bridge & Tunnel Program	5307 Bridge & Tunnel Program	LF	$9,750,000	$1,950,000			$1,950,000
2028	MBTA011476		Revenue Vehicle Program	5307 Revenue Vehicle Program	5307	$94,004,028	$75,203,222	$75,203,222		
2028	MBTA011476		Revenue Vehicle Program	5307 Revenue Vehicle Program	LF	$94,004,028	$18,800,806			$18,800,806
2028	MBTA011478		Signals/Systems Upgrade Program	5307 Signals/Systems Upgrade Program	5307	$55,908,240	$44,726,592	$44,726,592		
2028	MBTA011478		Signals/Systems Upgrade Program	5307 Signals/Systems Upgrade Program	LF	$55,908,240	$11,181,648			$11,181,648
2028	MBTA011481		Bridge & Tunnel Program	5337 Bridge & Tunnel Program	5337	$98,377,833	$78,702,266	$78,702,266		
2028	MBTA011481		Bridge & Tunnel Program	5337 Bridge & Tunnel Program	LF	$98,377,833	$19,675,567			$19,675,567
2028	MBTA011484		Stations and Facilities Program (MBTA)	5307 Stations and Facilities Program	5307	$85,899,963	$68,719,970	$68,719,970		
2028	MBTA011484		Stations and Facilities Program (MBTA)	5307 Stations and Facilities Program	LF	$85,899,963	$17,179,993			$17,179,993
2028	MBTA011486		Revenue Vehicle Program	5337 Revenue Vehicle Program	5337	$123,551,996	$98,841,597	$98,841,597		
2028	MBTA011486		Revenue Vehicle Program	5337 Revenue Vehicle Program	LF	$123,551,996	$24,710,399			$24,710,399
2028	MBTA011487		Signals/Systems Upgrade Program	5337 Signals/Systems Upgrade Program	5337	$48,805,154	$39,044,123	$39,044,123		
2028	MBTA011487		Signals/Systems Upgrade Program	5337 Signals/Systems Upgrade Program	LF	$48,805,154	$9,761,031			$9,761,031
2028	MBTA011488		Stations and Facilities Program (MBTA)	5337 Stations and Facilities Program	5337	$29,434,365	$23,547,492	$23,547,492		
2028	MBTA011488		Stations and Facilities Program (MBTA)	5337 Stations and Facilities Program	LF	$29,434,365	$5,886,873			$5,886,873
2028	MBTA011489		Bus Program	5339 Bus Program	5339	$8,060,655	$6,448,524	$6,448,524		
2028	MBTA011489		Bus Program	5339 Bus Program	LF	$8,060,655	$1,612,131			$1,612,131

STIP Investments Report

Program Activity: Transit, Massachusetts Bay Transportation Authority

STIP: 2026 - 2030 (D)

Year	MassDOT Project ID	Municipality	Program	MassDOT Project Description	Funding Source	Total Project Cost	Total Programmed Funds	Federal Funds	State Funds	Other Funds
2028	MBTA011490		RRIF/TIFIA Financing Program	RRIF/TIFIA Financing Program	OF	$162,500,000	$162,500,000	$162,500,000		

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Program Activity: Transit, Massachusetts Bay Transportation Authority

STIP: 2026 - 2030 (D)

Year	MassDOT Project ID	Municipality	Program	MassDOT Project Description	Funding Source	Total Project Cost	Total Programmed Funds	Federal Funds	State Funds	Other Funds
Federal Fiscal Year 2029							$716,292,230	$605,533,784		$110,758,446
Massachusetts Bay Transportation Authority							$716,292,230	$605,533,784		$110,758,446
2029	MBTA011826		Bridge & Tunnel Program	5307 Bridge & Tunnel Program	5307	$9,750,000	$7,800,000	$7,800,000		
2029	MBTA011826		Bridge & Tunnel Program	5307 Bridge & Tunnel Program	LF	$9,750,000	$1,950,000			$1,950,000
2029	MBTA011827		Revenue Vehicle Program	5307 Revenue Vehicle Program	5307	$94,004,026	$75,203,221	$75,203,221		
2029	MBTA011827		Revenue Vehicle Program	5307 Revenue Vehicle Program	LF	$94,004,026	$18,800,805			$18,800,805
2029	MBTA011828		Signals/Systems Upgrade Program	5307 Signals/Systems Upgrade Program	5307	$55,908,239	$44,726,591	$44,726,591		
2029	MBTA011828		Signals/Systems Upgrade Program	5307 Signals/Systems Upgrade Program	LF	$55,908,239	$11,181,648			$11,181,648
2029	MBTA011829		Bridge & Tunnel Program	5307 Stations and Facilities Program	5307	$85,899,961	$68,719,969	$68,719,969		
2029	MBTA011829		Stations and Facilities Program (MBTA)	5307 Stations and Facilities Program	LF	$85,899,961	$17,179,992			$17,179,992
2029	MBTA011830		Bridge & Tunnel Program	5337 Bridge & Tunnel Program	5337	$98,377,833	$78,702,266	$78,702,266		
2029	MBTA011830		Bridge & Tunnel Program	5337 Bridge & Tunnel Program	LF	$98,377,833	$19,675,567			$19,675,567
2029	MBTA011831		Revenue Vehicle Program	5337 Revenue Vehicle Program	5337	$123,551,996	$98,841,597	$98,841,597		
2029	MBTA011831		Revenue Vehicle Program	5337 Revenue Vehicle Program	LF	$123,551,996	$24,710,399			$24,710,399
2029	MBTA011832		Signals/Systems Upgrade Program	5337 Signals/Systems Upgrade Program	5337	$48,805,154	$39,044,123	$39,044,123		
2029	MBTA011832		Signals/Systems Upgrade Program	5337 Signals/Systems Upgrade Program	LF	$48,805,154	$9,761,031			$9,761,031
2029	MBTA011834		Bus Program	5339 Bus Program	5339	$8,060,656	$6,448,525	$6,448,525		
2029	MBTA011834		Bus Program	5339 Bus Program	LF	$8,060,656	$1,612,131			$1,612,131

STIP Investments Report

Program Activity: Transit, Massachusetts Bay Transportation Authority

STIP: 2026 - 2030 (D)

Year	MassDOT Project ID	Municipality	Program	MassDOT Project Description	Funding Source	Total Project Cost	Total Programmed Funds	Federal Funds	State Funds	Other Funds
2029	MBTA011836		Stations and Facilities Program (MBTA)	5337 Stations and Facilities Program	5337	$29,434,365	$23,547,492	$23,547,492		
2029	MBTA011836		Stations and Facilities Program (MBTA)	5337 Stations and Facilities Program	LF	$29,434,365	$5,886,873			$5,886,873
2029	MBTA011837		RRIF/TIFIA Financing Program	RRIF/TIFIA Financing Program	OF	$162,500,000	$162,500,000	$162,500,000		

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Program Activity: Transit, Massachusetts Bay Transportation Authority

STIP: 2026 - 2030 (D)

Year	MassDOT Project ID	Municipality	Program	MassDOT Project Description	Funding Source	Total Project Cost	Total Programmed Funds	Federal Funds	State Funds	Other Funds
Federal Fiscal Year 2030							$701,292,232	$590,533,785		$110,758,447
Massachusetts Bay Transportation Authority							$701,292,232	$590,533,785		$110,758,447
2030	MBTA012045		Bridge & Tunnel Program	5307 Bridge & Tunnel Program	5307	$9,750,000	$7,800,000	$7,800,000		
2030	MBTA012045		Bridge & Tunnel Program	5307 Bridge & Tunnel Program	LF	$9,750,000	$1,950,000			$1,950,000
2030	MBTA012046		Revenue Vehicle Program	5307 Revenue Vehicle Program	5307	$94,004,028	$75,203,222	$75,203,222		
2030	MBTA012046		Revenue Vehicle Program	5307 Revenue Vehicle Program	LF	$94,004,028	$18,800,806			$18,800,806
2030	MBTA012047		Signals/Systems Upgrade Program	5307 Signals/Systems Upgrade Program	5307	$55,908,240	$44,726,592	$44,726,592		
2030	MBTA012047		Signals/Systems Upgrade Program	5307 Signals/Systems Upgrade Program	LF	$55,908,240	$11,181,648			$11,181,648
2030	MBTA012048		Stations and Facilities Program (MBTA)	5307 Stations and Facilities Program	5307	$85,899,961	$68,719,969	$68,719,969		
2030	MBTA012048		Stations and Facilities Program (MBTA)	5307 Stations and Facilities Program	LF	$85,899,961	$17,179,992			$17,179,992
2030	MBTA012049		Bridge & Tunnel Program	5337 Bridge & Tunnel Program	5337	$98,377,833	$78,702,266	$78,702,266		
2030	MBTA012049		Bridge & Tunnel Program	5337 Bridge & Tunnel Program	LF	$98,377,833	$19,675,567			$19,675,567
2030	MBTA012050		Revenue Vehicle Program	5337 Revenue Vehicle Program	5337	$123,551,996	$98,841,597	$98,841,597		
2030	MBTA012050		Revenue Vehicle Program	5337 Revenue Vehicle Program	LF	$123,551,996	$24,710,399			$24,710,399
2030	MBTA012051		Signals/Systems Upgrade Program	5337 Signals/Systems Upgrade Program	5337	$48,805,154	$39,044,123	$39,044,123		
2030	MBTA012051		Signals/Systems Upgrade Program	5337 Signals/Systems Upgrade Program	LF	$48,805,154	$9,761,031			$9,761,031
2030	MBTA012052		Stations and Facilities Program (MBTA)	5337 Stations and Facilities Program	5337	$29,434,365	$23,547,492	$23,547,492		
2030	MBTA012052		Stations and Facilities Program (MBTA)	5337 Stations and Facilities Program	LF	$29,434,365	$5,886,873			$5,886,873

STIP Investments Report

Program Activity: Transit, Massachusetts Bay Transportation Authority

STIP: 2026 - 2030 (D)

Year	MassDOT Project ID	Municipality	Program	MassDOT Project Description	Funding Source	Total Project Cost	Total Programmed Funds	Federal Funds	State Funds	Other Funds
2030	MBTA012053		Bus Program	5339 Bus Program	5339	$8,060,655	$6,448,524	$6,448,524		
2030	MBTA012053		Bus Program	5339 Bus Program	LF	$8,060,655	$1,612,131			$1,612,131
2030	MBTA012054		RRIF/TIFIA Financing Program	RRIF/TIFIA Financing Program (Potential)	OF	$147,500,000	$147,500,000	$147,500,000		

Comments Received on Draft

#	Person/ Organization/ Agency	Comment	Action