

APPENDIX D: Funding Categories and Assumptions

Highway Funding Programs

National Highway Freight Program

Source: National Highway Freight Program (NHFP)

Description: This program was established in December 2015 through the FAST Act to improve the efficient movement of freight on the National Highway Freight Network (NHFN). Two percent of this program is set aside for State Planning and Research.

Bipartisan Infrastructure Law (BIL) allows States to use $\leq 30\%$ (vs. 10% under previous law) of NHFP funding on freight intermodal or rail projects, subject to certain restrictions. BIL also adds eligibility for modernization/rehabilitation of a lock and dam or a marine highway corridor, connector, or crossing (including an inland waterway corridor, connector, or crossing) that are functionally connected to the National Highway Freight Network AND likely to reduce on-road mobile source emissions. More miles can also be designated as critical rural freight corridors and freight urban corridors.

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

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

	FFY 2023	FFY 2024	FFY2025	FFY2026	FFY2027	Total
Apportionment	\$21,054,548	\$23,920,937	\$24,419,799	\$24,932,614	\$25,456,199	\$119,784,097

STBG

Source: Surface Transportation Block Program (STBG)

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

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

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

Flex	FFY 2023	FFY 2024	FFY2025	FFY2026	FFY2027	Total
Apportionment	\$45,778,141	\$48,129,254	\$49,132,970	\$50,164,762	\$51,218,222	\$244,423,349

Non-Flex	FFY 2023	FFY 2024	FFY2025	FFY2026	FFY2027	Total
Total	\$99,924,394	\$95,196,080	\$97,181,354	\$99,222,162	\$101,305,827	\$492,829,817
Boston Urban Area	\$62,383,169	\$59,431,265	\$60,670,680	\$61,944,764	\$63,245,604	\$307,675,482
Barnstable	\$3,764,851	\$3,586,702	\$3,661,501	\$3,738,393	\$3,816,899	\$18,568,346
Springfield, Chicopee, Holyoke	\$8,112,663	\$7,728,781	\$7,889,961	\$8,055,650	\$8,224,819	\$40,011,874
Worcester	\$6,922,247	\$6,594,694	\$6,732,223	\$6,873,600	\$7,017,946	\$34,140,710
Providence, Pawtucket	\$3,972,113	\$3,784,157	\$3,863,074	\$3,944,198	\$4,027,025	\$19,590,567
Other Areas (Rural & Small Urban)	\$14,769,351	\$14,070,481	\$14,363,915	\$14,665,557	\$14,973,534	\$72,842,838

Bridge-Off System

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

Description: The funding for Bridge-Off System comes from a set-aside from STBG. The amount equals to 20 percent of the State’s FY2009 Highway Bridge Program apportionment. Funding is available for bridges and low water crossings on public roads other than on a Federal-aid highways.

Match Requirement: 20% state match required

FHWA Website:

	FFY 2023	FFY 2024	FFY2025	FFY2026	FFY2027	Total
Apportionment	\$37,942,450	\$30,661,855	\$31,301,295	\$31,958,622	\$32,629,753	\$164,493,975

Recreational Trails

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

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

Match Requirement: 20% state match required

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

	FFY 2023	FFY 2024	FFY2025	FFY2026	FFY2027	Total
Apportionment	\$1,186,729	\$1,278,684	\$1,305,351	\$1,332,763	\$1,360,751	\$6,464,278

TAP

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

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

Match Requirement: 20% match required.

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

Flex	FFY 2023	FFY 2024	FFY2025	FFY2026	FFY2027	Total
Apportionment	\$7,786,891	\$5,908,700	\$6,031,924	\$6,158,594	\$6,287,924	\$32,174,033

Non-Flex	FFY 2023	FFY 2024	FFY2025	FFY2026	FFY2027	Total
Total	\$11,205,526	\$5,908,699	\$6,031,922	\$6,158,594	\$6,287,924	\$35,592,665
Boston Urban Area	\$6,995,651	\$3,688,823	\$3,765,752	\$3,844,833	\$3,925,574	\$22,220,633
Barnstable	\$422,191	\$222,622	\$227,264	\$232,037	\$236,910	\$1,341,024
Springfield, Chicopee, Holyoke	\$909,754	\$479,715	\$489,720	\$500,004	\$510,504	\$2,889,697
Worcester	\$776,261	\$409,324	\$417,860	\$426,635	\$435,594	\$2,465,674
Providence, Pawtucket	\$445,433	\$234,878	\$239,776	\$244,812	\$249,953	\$1,414,852
Other Areas (Rural & Small Urban)	\$1,656,236	\$873,337	\$891,550	\$910,273	\$929,389	\$5,260,785

HWY Safety Improvement Program

Source: Highway Safety Improvement Program (HSIP)

Description: HSIP funds safety improvements to reduce the number and severity of crashes at dangerous locations. A highway safety improvement investment is any strategy, activity, or project on a public road that is consistent with each state’s data-driven State Strategic Highway Safety Plan (SHSP) and corrects or improves a hazardous road location or addresses a highway safety problem. BIL adds eligibility ($\leq 10\%$ of HSIP funds) for specified safety projects (including non-infrastructure safety projects related to education, research, enforcement, emergency services, and safe routes to school) and modifies the HSIP definition of highway safety improvement projects by adding or clarifying some project types. BIL also requires states to complete vulnerable road user (VRU) safety assessments and adds a new special rule for states with annual VRU fatalities comprising $\geq 15\%$ of total annual crash fatalities. Two percent of this program is set aside for State Planning and Research.

Match Requirement: 10% match required

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

	FFY 2023	FFY 2024	FFY2025	FFY2026	FFY2027	Total
Apportionment	\$37,767,673	\$37,631,626	\$38,416,418	\$39,223,163	\$40,046,850	\$193,085,730

RLWY/HWY Crossings – Hazard Elimination

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

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

Match Requirement: No match required

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

	FFY 2023	FFY 2024	FFY2025	FFY2026	FFY2027	Total
Apportionment	\$1,186,000	\$1,453,993	\$1,484,316	\$1,515,487	\$1,547,312	\$7,187,108

RLWY/HWY Crossings – Protective Devices

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

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

Match Requirement: No match required

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

	FFY 2023	FFY 2024	FFY2025	FFY2026	FFY2027	Total
Apportionment	\$1,186,000	\$1,453,993	\$1,484,316	\$1,515,487	\$1,547,312	\$7,187,108

CMAQ

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

Description: CMAQ provides a flexible funding source for transportation investments to help meet the requirements of the federal Clean Air Act. Funding is available to help reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas). The Bipartisan Infrastructure Law (BIL) adds project eligibilities for shared micro mobility, purchase of diesel replacements; purchase of medium/heavy-duty zero emission vehicles and related charging equipment; and modernization/rehabilitation of a lock and dam or a marine highway corridor, connector, or crossing, if certain criteria are met ($\leq 10\%$ of CMAQ funds). Two percent of this program is set aside for State Planning and Research.

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

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

	FFY 2023	FFY 2024	FFY2025	FFY2026	FFY2027	Total
Apportionment	\$69,074,263	\$71,365,078	\$72,853,368	\$74,383,288	\$75,945,337	\$363,621,334

Statewide Planning

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

Description: State Planning and Research provides funding for the state to conduct transportation planning, perform studies on various aspects of surface transportation systems, and research topics relating to engineering standards and construction materials for transportation.

Match Requirement: 20% match required

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

	FFY 2023	FFY 2024	FFY2025	FFY2026	FFY2027	Total
Apportionment	\$15,337,061	\$15,643,802	\$15,956,678	\$16,275,812	\$16,601,328	\$79,814,681

Metropolitan Planning

Source: Metropolitan Planning Program (MPP)

Description: This program establishes a cooperative, continuous, and comprehensive framework for making transportation investment decisions in metropolitan areas. MassDOT is required to suballocate funds to metropolitan planning organizations (MPOs) and transportation planning organizations (TPOs).

Match Requirement: 20% match required

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

	FFY 2023	FFY 2024	FFY2025	FFY2026	FFY2027	Total
Apportionment	\$12,095,567	\$12,337,478	\$12,584,228	\$12,835,912	\$13,092,631	\$62,945,816

PROTECT

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

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

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

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

	FFY 2023	FFY 2024	FFY2025	FFY2026	FFY2027	Total
Apportionment	\$20,884,028	\$21,301,708	\$21,727,742	\$22,162,297	\$22,627,705	\$108,703,480

Carbon Reduction

Source: Carbon Reduction Program (CRP)

Description: This program provides funding for projects that reduce transportation emissions or the development of carbon reduction strategies. States—in consultation with MPOs—are required to develop and update every 4 years a carbon reduction strategy and submit it to FHWA for approval. Sixty-five percent of a state’s CRP funds are to be distributed to areas based on population (suballocated), with the remainder to be used in any area of the state.

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

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

Flex	FFY 2023	FFY 2024	FFY2025	FFY2026	FFY2027	Total
Apportionment	\$6,428,275	\$6,556,841	\$6,687,978	\$6,821,737	\$6,964,993	\$33,459,824

Non-Flex	FFY 2023	FFY 2024	FFY2025	FFY2026	FFY2027	Total
Total	\$11,938,226	\$12,176,991	\$12,420,530	\$12,668,941	\$12,934,989	\$62,139,677
Boston Urban Area	\$7,453,078	\$8,089,309	\$8,251,095	\$8,416,116	\$8,592,855	\$40,802,453
Barnstable	\$449,796	\$488,193	\$497,957	\$507,916	\$518,582	\$2,462,444
Springfield, Chicopee, Holyoke	\$969,241	\$1,051,980	\$1,073,019	\$1,094,480	\$1,117,464	\$5,306,184
Worcester	\$827,019	\$897,617	\$915,569	\$933,881	\$953,493	\$4,527,579
Providence, Pawtucket	\$474,559	\$515,069	\$525,370	\$535,878	\$547,131	\$4,362,540
Other Areas (Rural & Small Urban)	\$1,764,533	\$1,134,823	\$1,157,520	\$1,180,670	\$1,205,464	\$6,443,010

Bridge Formula Program

Source: Bridge Formula Program (BFP)

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

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

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

	FFY 2023	FFY 2024	FFY2025	FFY2026	FFY2027	Total
Total	\$243,527,965	\$228,555,860	\$228,555,860	\$228,555,860	\$0	\$929,195,545
Bridge Formula On-System NHS	\$206,998,770	\$192,026,665	\$192,026,665	\$192,026,665	\$0	\$783,078,765
Bridge Formula Off-System	\$36,529,195	\$36,529,195	\$36,529,195	\$36,529,195	\$0	\$228,555,860

CRRSAA

Source: Highway Infrastructure Programs – Coronavirus Response and Relief Supplemental Appropriations Act (HIP-CRRSAA)

Description: CRRSAA funds is a federal highway apportionment distributed to the Commonwealth in FFY 2021. CRRSAA is considered a subset of HIP funding and has been provided to addresses COVID-19 impacts related to Highway Infrastructure Programs. Funds were initially apportioned in FFY 2021, and remain available through Sept. 30, 2024.

Match Requirement: No state match required

FHWA Website: https://www.fhwa.dot.gov/cfo/hip-crrssa_imp_guidance_fhwa_02-24-21.pdf

NHPP - Exempt

Source: National Highway Performance Program (NHPP)

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

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

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

	FFY 2023	FFY 2024	FFY2025	FFY2026	FFY2027	Total
Apportionment	\$9,627,314	\$9,819,860	\$10,024,649	\$10,225,142	\$10,429,645	\$50,126,610

Electric Vehicle Infrastructure (NEVI)

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

Description: The National Electric Vehicle Program provides funding to strategically deploy electric vehicle (EV) charging infrastructure and to establish an interconnected network to facilitate data collection, access, and reliability. Funded projects must be located along designated alternative fuel corridors and the state must submit a plan to FHWA describing the planned use of funds. Ten percent of funding is set aside for discretionary grants to state and local governments that require additional assistance to strategically deploy EV charging infrastructure.

Match Requirement: 20% state match required

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

	FFY 2023	FFY 2024	FFY2025	FFY2026	FFY2027	Total
Apportionment	\$13,522,732	\$13,522,732	\$13,522,732	\$13,522,732	\$0	\$54,090,928

Ferry Boat Program

Source: Ferry Boat Program (FBP)

Description: This program provides funding for the construction of ferry boats and ferry terminal facilities. The Bipartisan Infrastructure Law (BIL) expanded eligibilities to include procurement of transit vehicles used to exclusively as an integral part of an intermodal ferry trip, ferry maintenance facilities, and operating costs of eligible entity.

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

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

Transit Funding Programs

5307 - Urbanized Area Formula Grant

Source: Urbanized Area Formula Grants - 5307

Description: Section 5307 program funds is used for public transportation capital and operating assistance and for transportation-related planning. Eligible activities include planning, engineering design, capital investments in bus and bus-related activities, crime prevention and security equipment, construction of maintenance and passenger facilities, and capital investments in new and existing fixed guideway systems including rolling stock, the overhaul and rebuilding of vehicles, track, signals, communications, and computer hardware and software.

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

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

5309 - Fixed-Guideway Capital Investment Grants

Source: Capital Investment Grants - 5309

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

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

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

5310 - Enhanced Mobility of Seniors & Individuals with Disabilities

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

Description: Section 5310 program funds is used to improve mobility for seniors and individuals with disabilities. FTA provides financial assistance for transportation services that are planned, designed, and carried out to meet the special transportation needs of elderly individuals and individuals with disabilities in all areas—urban, small urban, and rural.

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

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

5311 - Formula Grant for Rural Areas

Source: Formula Grants for Rural Areas - 5311

Description: Section 5311 program funds is used to enhance access for people in nonurbanized areas to health care, shopping, education, employment, public services, and recreation. It is also used to assist in the maintenance, development, improvement, and use of public transportation systems in non-urbanized areas.

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

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

5337 - State of Good Repair Grants

Source: State of Good Repair Grants - 5337

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

Match Requirement: 20% match required

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

5339 - Bus & Bus Facilities

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

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

Match Requirement: 20% match required

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

5303 – Metropolitan Planning

Source: Section 5303 Metropolitan Planning

Description: Section 5303 funds is used by MPO staff for transit planning as part of the Unified Planning Work Program developed each year. Funds are apportioned to the state, which then sub-allocates them to MPOs.

Match Requirement: 20% match required

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

5304 – Statewide Planning

Source: Section 5304 Statewide Planning

Description: Funds from Section 5304 supplements state planning and research funds the state receives from FHWA. It is used for statewide planning efforts and funds planning studies.

Match Requirement: 20% match required

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