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October 30, 2026

In January 2025, Governor Healey announced an $8 billion, 10-year plan to make historic investments in the state's roads, bridges, regional transportation systems and to stabilize the MBTA, following the recommendations of the Transportation Funding Task Force. These investments represent the largest state transportation investment in more than two decades and have already started to show impacts across Massachusetts. For more information, please see our Delivering on Fair Share: Impact Report released on February 5, 2026.

By dedicating $550 million of Fair Share annually to the Commonwealth Transportation Fund, the Healey-Driscoll Administration is putting transportation funding to work in Massachusetts communities, including:

- Additional Chapter 90 funding to all 351 cities and towns in Massachusetts for two years in a row, including $100 million in additional funds allocated based on road miles to address funding needs of small and rural communities

- New Community Culvert Grant Program for municipalities and tribes for the modernization, repair, replacement, removal, and improved resiliency of culverts
- New Municipal Bridge Rapid Repair and Replacement Program, expediting the repair of municipal bridges, re-opening closed bridges, removing postings on restricted bridges, and preserving additional bridges from falling into either category.

These investments are sustainable, fiscally responsible, and targeted to maximize the benefits of the Fair Share revenue approved by voters for transportation investments.

Enclosed please find a report under Subsection (a ½) of Section 2BBBBBB of Chapter 29 of the General Laws:

> *Annually, not later than October 31, the secretary of administration and finance shall submit a report to the joint committee on transportation and the chairs of the senate and house committees on ways and means detailing: (i) approved transportation projects funded during the prior fiscal year; (ii) a 5-year spending plan for the projects to be funded, in whole or in part, by special obligation bonds or notes issued by virtue of the increase in bonding capacity from the transportation income surtax revenue amount dedicated pursuant to this section; and (iii) the bonds or notes issued or scheduled to be issued.*

I want to thank you for your continued commitment to improving the state's transportation system through innovative financing structures, including dedication of Fair Share revenues to expand the capital financing capacity of the state's special obligation revenue bond programs.

Respectfully submitted,

Matthew J. Gorzkowicz

Matthew J. Gorzkowicz, Secretary
Executive Office for Administration and Finance

Acknowledgements

The Executive Office for Administration and Finance (A&F) prepared this report in collaboration with the Massachusetts Department of Transportation (MassDOT) and the Massachusetts Bay Transportation Authority (MBTA). A&F also acknowledges the collaboration and contributions of State Treasurer and Receiver-General Deborah Goldberg and Deputy Treasurer for Debt Management Sue Perez. This report is informed by the Massachusetts Transportation Funding Task Force (TFTF) and the Chapter 90 Program Advisory Group. The Community Culvert Grant Program was developed in collaboration among MassDOT, the Executive Office of Energy and Environmental Affairs, the Office of Climate Innovation and Resilience, the Department of Fish and Game, and the Department of Environmental Protection.

TFTF Members:
Monica Tibbits-Nutt, MassDOT Secretary, Co-Chair
Matthew Gorzkowicz, A&F Secretary, Co-Chair
Brendan Crighton, Senate Chairman – Joint Committee of Transportation
William Straus, House Chairman – Joint Committee on Transportation
Phillip Eng, General Manager of the MBTA
Edward Augustus, Secretary Housing and Livable Communities
Yvonne Hao, Secretary of Economic Development Economic Development
Lauren Jones, Secretary of Labor and Workforce Development
Rebecca Tepper, Secretary of Energy and Environmental Affairs
Melissa Hoffer, Chief of Office of Climate Innovation and Resilience
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Introduction

In November 2022, the voters of Massachusetts approved a new 4 percent surtax on income above $1 million annually, known as the Fair Share amendment. Fair Share revenue is constitutionally dedicated to "quality public education and affordable public colleges and universities, and for the repair and maintenance of roads, bridges, and public transportation." The Healey-Driscoll Administration is committed to maximizing this historic funding opportunity and utilizing Fair Share revenues to make impactful investments in education and transportation.

The Healey-Driscoll Administration has focused on deploying Fair Share revenues strategically to boost high-priority investments that advance competitiveness and affordability for Massachusetts families. As part of this effort, the Administration is dedicating a portion of Fair Share revenues to the existing Commonwealth Transportation Fund (CTF) to increase its financing capacity.

The CTF was established in 2009 through comprehensive transportation reform legislation. It is subject to appropriation and is used for transportation expenses of MassDOT, including the payment of debt service on bonds issued for transportation infrastructure investments. Appropriations from the CTF are also used to support the operations of MassDOT's Highway, Registry of Motor Vehicles (RMV), Aeronautics and Rail and Transit Divisions, including essential operational programs for safety, incident response and recovery, maintenance and management, snow and ice removal and other core state transportation functions.

The 2009 transportation reform legislation also amended state finance law to provide that the state could pledge or assign monies credited to the CTF to the payment of special obligation bonds. Under this authority, certain receipts from motor fuels taxes imposed under Chapters 64*A*, 64*E* and 64*F* of the General Laws (excluding 0.15% of the gasoline tax credited to the Inland Fisheries and Game Fund) and a portion of RMV fees imposed under Chapter 90 of the General Laws that are credited to the CTF were pledged to payment of special obligation bonds under a trust agreement in 2010. Since that time, Massachusetts has utilized the CTF as a valuable tool to finance the Accelerated Bridge Program (ABP) and Rail Enhancement Program[1] . There are currently over $4 billion principal amount of CTF special obligation bonds outstanding. CTF bonds are not general obligations of the Commonwealth and are not secured by the state's full faith and credit. Under the trust agreement, CTF bonds are not payable out of any funds of the state other than the pledged funds identified in the agreement. CTF bonds carry the highest investment grade ratings of AAA/Aa1/AAA, stable outlook, by Kroll Bond Rating Agency, Moody's Investors Services, Inc. and by S&P Global Ratings, respectively. CTF bonds are rated above the Commonwealth's general obligation bonds.

[1] The ABP was authorized by Chapter 233 of the Acts of 2008 and was financed by a combination of CTF bonds and federal highway grant anticipation notes. Approximately $3 billion of MassDOT projects were financed through the ABP, including five mega projects and repairs of more than 300 structurally deficient bridges. The REP was authorized by Chapter 79 of the Acts of 2014 to provide for the issuance of up to $6.7 billion of CTF bonds. Approximately $3.3 billion of MBTA projects have been financed by the Commonwealth through the REP, including the South Coast Rail Project, Green Line Extension Project, new Red Line, Orange Line and Commuter Rail vehicles and infrastructure.

By fiscal year 2025, both the ABP and REP financing programs had reached near capacity. However, the CTF remained highly rated and desirable to investors, creating an opportunity for the state to unlock new financing ability by dedicating new Fair Share revenues to the CTF. This approach builds upon the success of the ABP and REP, guided by the recommendations of the TFTF and the Chapter 90 Program Advisory Group and strengthened by the contributions of the Office of the Treasurer and Receiver-General.

This capital financing approach will ensure that dedicated Fair Share revenue and the special obligation bond financing structure are put to their most efficient use for the benefit of the state's residents, while preserving the state's bond ratings and maintaining responsible debt financing practices. These investments will support affordability and competitiveness across Massachusetts, impacting all 351 cities and towns across the state. Guided by the hard work of many contributors, the Healey-Driscoll Administration identified priority areas for capital investment using this additional financing capacity as part of a sweeping $8 billion, 10-year investment strategy in transportation that includes both operating and capital components.

Priorities are focused on the mobility and well-being of the work force, businesses, individuals, and families who depend upon the state's transportation infrastructure every day. Targeted investments will support economic growth and opportunity for all, enhance the long-term fiscal health of the state, address congestion and safety issues, unlock housing production, upgrade transit and multimodal links that benefit our environmental resources as well as connecting communities, and build more resilient infrastructure from the largest bridges to the smallest culverts. Programs that improve core assets like pavement quality and maintenance will help stabilize and enhance our existing transportation networks to make it stronger.

Summary of Transportation Capital Investment Priorities

- Strengthen state-municipal partnership to fund critical local projects with Chapter 90, including rural roads
- Preserve and improve highway bridge infrastructure and pavement condition
- Upgrade culverts and small bridges to adapt to climate challenges and address backlogs
- Improve safety and ease congestion
- Support reliable, accessible and safe MBTA service with key investments in track, vehicles, maintenance and support facilities, power systems, and stations
- Unlock housing production with targeted transportation investments
- Invest in transportation assets in Department of Conservation and Recreation (DCR) network

In legislation passed in 2025, the Commonwealth dedicated $550 million per year from Fair Share to the CTF, ensuring that a stream of dedicated Fair Share revenues flows to the CTF to secure special obligation bonds under state finance law. The legislation includes a reporting requirement on projects to be funded, in whole or in part, by any increase in bonding capacity of the CTF through dedication of Fair Share revenues. The following information is provided in accordance with the reporting requirement. Due to the iterative nature of capital planning, the information below is preliminary, subject to change and represents plans underway as of the date of this report.

I. Transportation Capital Projects funded by CTF in Fiscal Year 2026

In fiscal year 2026, MassDOT expended approximately $149 million from CTF capital funds, including $76 million for bridge preservation, repair and replacement projects, $43 million in roadway improvements and non-interstate pavement projects, and local projects.

In fiscal year 2026, the MBTA expended approximately $46.9 million from CTF capital, including the following:

- Commuter Rail Bi-Level Coaches – $16.5 million
- Track Improvement Program (TIP) – $13.4 million
- Red and Orange Line Vehicles – $12.1 million
- Power and System Resiliency – $4.7 million
- Station Accessibility – $0.23 million
- TOTAL: $46.9 million

II. Projects to be funded with CTF capital in Fiscal Years 2027-2031

The following information is from MassDOT's Capital Investment Plan (CIP) for fiscal years 2027-2031. Total budgeted capital spending from CTF capital funds in MassDOT's CIP for fiscal years 2027-2031 is approximately $4 billion, including funding for the following programs:

- $1.3 billion for MBTA capital investments
- $1.2 billion for Chapter 90 local transportation funds
- $868 million for the reconstruction, preservation and rehabilitation of bridges
- $400 million for roadway and pavement improvements
- $155 million for safety and congestion hotspots
- $141 million for the Community Culvert Grant Program
- TOTAL: $4 billion

In addition to MassDOT's CIP above, the Administration expects to deploy approximately $200 million for the MBTA, $200 million for transportation investments unlocking housing production through the Executive Office for Housing and Livable Communities (HLC) and $200 million for the Parkway Resilience Improvement Safety Modernization (PRISM) program at DCR; which were authorized in Chapter 100 of the Acts of 2026, after the recent CIP was finalized. The next CIP update will account for these newly authorized programs.

<u>MassDOT</u>

<u>Enhanced Chapter 90</u>

- Supports all 351 Massachusetts cities and towns with critical transportation funding
- Helps small and rural communities with additional funding based on road miles
- Improves sidewalks, roads and other transportation infrastructure in local communities

The Chapter 90 program provides municipalities with annual funding for capital improvements on local public ways—improving pavement quality, building sidewalks, restoring bridges, and financing bike and pedestrian infrastructure. Under the program, Massachusetts municipalities are allocated a portion of total program dollars, which allows them to evaluate their unique transportation needs and goals and distribute funding dollars accordingly. Governor Healey filed legislation in January 2025 and again in January 2026 to substantially increase funding for municipal transportation projects, including $300 million in annual Chapter 90 funds for five years. The Administration also updated the Chapter 90 program to ensure that every community in Massachusetts would receive an increase with enhanced support for small and rural communities based on road miles. The Administration's proposals were informed by the work of the Chapter 90 Program Advisory Group. The Legislature embraced this approach, passing $300 million for Chapter 90 in 2025 and 2026.

Enhanced Chapter 90 includes a 50% increase above previous levels, with $100 million allocated by road miles to help address funding challenges faced by small and rural communities. If reauthorized in the future, the Administration could fund Chapter 90 at $300 million per year from fiscal year 2028 through fiscal year 2030, for a total investment of $1.5 billion over 5 years. This would maintain elevated local road funding and extend enhanced support for small and rural communities. See Appendix A for Chapter 90 apportionments for fiscal year 2027. Source: MassDOT.

Bridge and Pavement Lifecycle Asset Management Programs (LAMP)

- Invests in bridge and pavement infrastructure to improve conditions across the state
- Reduces deferred maintenance backlog through rehabilitation, repair and replacements
- Builds on success of Accelerated Bridge Program
- Supports local communities with critical bridge funding

Lifecycle asset management-oriented investments will save the Commonwealth money over the lifetime of the assets and support safer and smoother roadway travel. This approach is focused on making the right investment at the right time. MassDOT's objective is to prioritize investments which sustain asset quality before critical infrastructure declines into poor condition. Where already in poor condition, MassDOT prioritizes construction techniques that limit travel disruption while ensuring long term resiliency of the asset. Enhanced capital investment results in measurable performance improvements. The deferred maintenance backlog for bridges and pavement exceeds currently programmed capital spending levels.

MassDOT's fiscal year 2027-2031 CIP budgets $868 million from CTF funds on bridge investments. Examples include bridge replacements in Monson and Ashland and preservation projects in Newton, Sandwich, and Worcester. In addition, the CIP includes funding for the Rapid Repair and Replacement Program, a new program aimed at expediting the repair of municipal bridges. This $75 million initiative will focus on re-opening closed bridges, removing postings on restricted bridges, and preserving additional bridges from falling into either category.

MassDOT's fiscal year 2027-2031 CIP budgets approximately $400 million of CTF capital to increase pavement investment and help correct the downward trend in pavement condition. These additive funds will be focused on pavement preservation projects, such as on I-190 in Lancaster and on US 20 in Westfield. These projects utilize lower cost treatments applied at the correct time to extend useful life and lower overall cost of ownership, while maximizing condition outcomes.

Community Culvert Grant Program

- Supports repair, replacement, removal, modernization, and resiliency of municipally owned culverts and small bridges
- Funds entire lifecycle of project through design and construction
- Builds on success of existing Small Bridge Program
- Supports local communities with critical infrastructure improvements

Culverts represent a pressing challenge for municipalities across Massachusetts. Obsolete and undersized drainage and stream-crossing culverts are increasingly recognized as vulnerable to storm-related damage, particularly as climate change yields more frequent storm surges and intense precipitation. A significant backlog of municipally-owned small bridges and culverts are undersized, deteriorating, or poorly constructed and need to be replaced. These degraded assets can lead to serious consequences, which might include roadway flooding, costly infrastructure damage, disruption of transportation access, and systemic risks to property and people in the area.

Almost a decade ago, MassDOT launched the Municipal Small Bridge capital grant program to assist municipalities with small bridges on public ways with spans too small to be eligible for federal funding. The Municipal Small Bridge capital grant program is successful, but demand has exceeded the capacity of the program.

To fund growing culvert and small bridge maintenance and modernization needs at the local level, shorten timelines for action, and lower the administrative barriers for smaller municipalities, MassDOT launched a new municipal grant program to fund the repair, replacement, removal, modernization, and resiliency of municipally owned culverts and small bridges across the state.

The entire cost of awarded projects will be funded, including both design and construction. This 10-year program will provide a pipeline of funding for municipalities to upgrade their infrastructure and improve community resilience, making Massachusetts communities more resilient and prepared for storms and flooding. Total projected spending on the Community Culvert Grant Program in the fiscal year 2027-2031 CIP is approximately $141 million.

Safety and Congestion Investments

- Supports safety, reliability and travel experience; three key priority areas
- Safety, the ability of travelers to move through the transportation system free of physical or other harm, is a core value of the Massachusetts transportation system

- Congestion mitigation and shorter, more reliable travel times are known to improve competitiveness, quality of life, productivity and yield valuable co-benefits including reductions in air pollution

MassDOT's fiscal year 2027-2031 CIP budgets $155 million for safety and congestion improvements, including investments related to wrong-way driving prevention.

MBTA Investments from CTF

- Supports MBTA's capital investment needs including track, vehicles, and other core capital projects that reduce deferred maintenance, improve reliability and safety
- Builds on success of existing Rail Enhancement Program
- Helps MBTA to achieve fiscal stability and safe, reliable service for riders
- Makes key investments to modernize and transform the MBTA including facilities and infrastructure needed to deploy battery electric buses and trains

The state, acting through MassDOT, will contribute CTF resources to support the MBTA's capital investment portfolio including track, vehicles, and other core capital projects to enhance safety and improve reliability on the MBTA transit system. These investments are targeted to reduce deferred maintenance backlogs across various MBTA systems and asset classes. They are designed to make significant impacts in critical areas that will help the MBTA restore rider trust by delivering more consistent and reliable service. These state-funded investments will address capital needs that would otherwise be unfunded or underfunded in the MBTA's capital investment plan. MassDOT and the MBTA established the program in October 2024 with an initial allocation of $601 million. In October 2025, MassDOT and MBTA added an additional $850 million, and in September 2026 MassDOT and MBTA added $200 million for a combined total of $1.65 billion over 10 years.

The following investments from CTF are included in the MBTA's fiscal years 2027-2031 capital investment plan:

- Track Improvement Program (TIP)
- Vehicle Modernization, including commuter rail, red and orange line vehicles
- Maintenance and Support Facilities
    - Widett Regional Rail Layover Facility- Phase 1
    - Arborway Battery Electric Bus Maintenance Facility
- Station Accessibility & Resiliency Program
- Power System Reliability and Resiliency
- Green Line Infrastructure
- 5-YEAR TOTAL: approximately $1.3 billion (does not include additional $200 million authorized by Chapter 100 of the Acts of 2026)

III. Special Obligation Bond Issuance

$577,030,000 Dedicated Transportation Revenue Bonds, 2026 Series A, were issued on October 28, 2026.

The bonds were assigned ratings of "AAA" (outlook: stable) and "AAA" (outlook: stable) by Kroll Bond Rating Agency and S&P Global Ratings, respectively. These are the highest investment grade ratings possible. For more information on the financing, see the State Treasurer and Receiver-General's investor website: https://www.massbondholder.com/financial-documents.

Appendix A

Chapter 90 Apportionments
By Municipality
Fiscal Year 2027

City or Town	Apportionment		City or Town	Apportionment
ABINGTON	$583,342.34		BLACKSTONE	$364,048.15
ACTON	$1,083,956.07		BLANDFORD	$468,171.82
ACUSHNET	$510,122.35		BOLTON	$493,244.73
ADAMS	$457,053.82		BOSTON	$17,722,133.29
AGAWAM	$1,254270.26		BOURNE	$930,946.71
ALFORD	$127,687.60		BOXBOROUGH	$312,192.13
AMESBURY	$677,509.41		BOXFORD	$706,150.39
AMHERST	$1,185,718.07		BOYLSTON	$338,061.84
ANDOVER	$1,966,208.42		BRAINTREE	$1,296,822.13
AQUINNAH	$69.993.72		BREWSTER	$496,656.47
ARLINGTON	$1,131,253.65		BRIDGEWATER	$1,101988.79
ASHBURNHAM	$579,650.32		BRIMFIELD	$487,927.02
ASHBY	$392,024.82		BROCKTON	$2,845,930.70
ASHFIELD	$526,259.90		BROOKFIELD	$286,038.65
ASHLAND	$727,679.93		BROOKLINE	$1,249,140.02
ATHOL	$832,743.49		BUCKLAND	$320,509.71
ATTLEBORO	$1,896,523.34		BURLINGTON	$1,400,257.87
AUBURN	$923,488.79		CAMBRIDGE	$32285,592.08
AVON	$258,445.88		CANTON	$1,124,788.03
AYER	$421,571.87		CARLISLE	$434,182.72
BARNSTABLE	$3,152,462.60		CARVER	$672,564.5
BARRE	$748,984.01		CHARLEMONT	$317,125.32
BECKET	$419,920.25		CHARLTON	$1,052,579.01
BEDFORD	$856,465.94		CHATHAM	$560,304.94
BELCHERTOWN	$1,081,965.02		CHELMSFORD	$1,759,873.36
BELLINGHAM	$846,568.72		CHELSEA	$752,071.82
BELMONT	$793,643.98		CHESHIRE	$341,435.07
BERKLEY	$440,250.31		CHESTER	$416,627.21
BERLIN	$329,596.35		CHESTERFIELD	$399,914.22
BERNARDSTON	$318,011.43		CHICOPEE	$1,992,521.61
BEVERLY	1.477,389.29		CHILMARK	$112,670.33
BILLERICA	$1,970,420.30		CLARKSBURG	$125,321.88

CLINTON	$482,971.01		FRAMINGHAM	$2,494,144.70
COHASSET	$326,714.96		FRANKLIN	$1,404,736.57
COLRAIN	$571,843.31		FREETOWN	$657,318.56
CONCORD	$1,019,676.85		GARDNER	$907,041.48
CONWAY	$471,249.67		GEORGETOWN	$490,582.47
CUMMINGTON	$355,196.31		GILL	$259,999.41
DALTON	$337,591.80		GLOUCESTER	$943,870.67
DANVERS	$1,248,170.74		GOSHEN	$185,889.36
DARTMOUTH	$1,797,871.17		GOSNOLD	$15,128.75
DEDHAM	$940,509.42		GRAFTON	$785,778.44
DEERFIELD	$630,447.46		GRANBY	$463,473.46
DENNIS	$1,220,527.19		GRANVILLE	$472,202.36
DIGHTON	$500,717.76		GREAT BARRINGTON	$657,842.64
DOUGLAS	$614,413.82		GREENFIELD	$960,308.54
DOVER	$473,985.61		GROTON	$851,840.80
DRACUT	$1,300,086.45		GROVELAND	$373,562.35
DUDLEY	$697,468.54		HADLEY	$570,626.53
DUNSTABLE	$320,832.94		HALIFAX	$433,645.48
DUXBURY	$880,791.74		HAMILTON	$383,207.44
EAST BRIDGEWATER	$617.164.75		HAMPDEN	$428,221.88
EAST BROOKFIELD	$156,653.27		HANCOCK	$116,373.43
EAST LONGMEADOW	$906,161.26		HANOVER	$809,743.66
EASTHAM	$411,300.23		HANSON	$517,715.27
EASTHAMPTON	$751,966.16		HARDWICK	$637,133.98
EASTON	$1,108516.27		HARVARD	$561,724.60
EDGARTOWN	$388,627.78		HARWICH	$1,143,775.20
EGREMONT	$269,455.96		HATFIELD	$400,078.10
ERVING	$141,584.36		HAVERHILL	$2,346,230.47
ESSEX	$206,518.25		HAWLEY	$298,275.57
EVERETT	$886.759.45		HEATH	$377,713.67
FAIRHAVEN	$781,369.67		HINGHAM	$1,142,226.99
FALL RIVER	$2,651,678.30		HINSDALE	269,352.42
FALMOUTH	$2,021,702.00		HOLBROOK	$375,136.78
FITCHBURG	$1,703,505.51		HOLDEN	$1,029,240.80
FLORIDA	$290,524.08		HOLLAND	$265,547.57
FOXBOROUGH	$943,008.28		HOLLISTON	$793,964.54
HOLYOKE	$1,436,598.60		MATTAPOISETT	$371,351.03

HOPEDALE	$264,160.47		MAYNARD	$401,162.29
HOPKINTON	$1,064,196.07		MEDFIELD	$665,196.97
HUBBARDSTON	$633,565.86		MEDFORD	$1,265,191.67
HUDSON	$857,027.71		MEDWAY	$710,534.71
HULL	$441,474.59		MELROSE	$764,138.08
HUNTINGTON	$280,340.49		MEDON	$459,474.11
IPSWICH	$678,789.30		MERRIMAC	$322,724.99
KINGSTON	$641,287.36		METHUEN	$1,799,889.91
LAKEVILLE	$666,704.37		MIDDLEBOROUGH	$1,409,920.92
LANCASTER	$535,889.70		MIDDLEFIELD	$277,333.31
LANESBOROUGH	$373,965.74		MIDDLETON	$477,947.46
LAWRENCE	$1,773,137.26		MILFORD	$1,167,372.38
LEE	$466,295.02		MILLBURY	$654,088.14
LEICESTER	$699,964.75		MILLIS	$437,611.46
LENOX	$443,976.52		MILLVILLE	$182,781.83
LEOMINSTER	$1,665,763.63		MILTON	$950,155.20
LEVERETT	$254,439.46		MONROE	$118,296.24
LEXINGTON	$1,399,018.84		MONSON	$785,545.04
LEYDEN	$256,099.52		MONTAGUE	820,894.53
LINCOLN	$440,568.92		MONTEREY	$353,259.76
LITTLETON	$612,825.22		MONTGOMERY	$223,187.45
LONGMEADOW	$802,727.69		MOUNT WASHINGTON	$126,411.73
LOWELL	$2,473,725.02		NAHANT	$143,178.77
LUDLOW	$1,093,781.27		NANTUCKET	$1,079,113.05
LUNENBURG	$718,718.29		NATICK	$1,407,787.45
LYNN	$2,051,861.17		NEEDHAM	$1,369,981.82
LYNNFIELD	$644,829.31		NEW ASHFORD	$77,090.20
MALDEN	$1,240,625.08		NEW BEDFORD	$2,952,719.46
MANCHESTER	$224,510.50		NEW BRAINTREE	$367,281.89
MANSFIELD	$1,113,862.77		NEW MARLBOROUGH	$611,906.24
MARBLEHEAD	$678,731.61		NEW SALEM	$260,381.55
MARION	$262,026.71		NEWBURY	$438,026.53
MARLBOROUGH	$1,649,307.01		NEWBURYPORT	$748,400.66
MARSHFIELD	$1,177,035.06		NEWTON	$3,134,641.62
MASHPEE	$975,742.66		NORFOLK	$657,134.78
NORTH ADAMS	$646,829.88		RAYNHAM	$755,471.69
NORTH ANDOVER	$1,214,750.08		READING	$898,350.30

NORTH ATTLEBOROUGH	$1,179,148.76		REHOBOTH	$1,076,533.47
NORTH BROOKFIELD	$532,141.33		REVERE	$1,101,674.56
NORTH READING	$787,972.75		RICHMOND	$290,512.09
NORTHAMPTON	$1,530,841.43		ROCHESTER	$531,477.43
NORTHBOROUGH	$796,877.64		ROCKLAND	$557,992.23
NORTHBRIDGE	$725,723.55		ROCKPORT	$288,969.35
NORTHFIELD	$494,605.07		ROWE	$256,653.49
NORTON	$860,247.73		ROWLEY	$376,717.70
NORWELL	$716,444.02		ROYALSTON	$506,853.74
NORWOOD	$1,154,442.29		RUSSELL	$171,525.61
OAK BLUFFS	$322,151.82		RUTLAND	$649,553.18
OAKHAM	$329.222.01		SALEM	$1,136,405.66
ORANGE	$689,912.09		SALISBURY	$360,349.81
ORLEANS	$439,888.55		SANDISFIELD	$587,912.44
OTIS	$313,893.47		SANDWICH	$1,265,412.17
OXFORD	$801,989.70		SAUGUS	$934,297.31
PALMER	$747,267.47		SAVOY	$355,956.11
PAXTON	$318,125.31		SCITUATE	$894,527.39
PEABODY	$1,760,146.57		SEEKONK	$917,139.72
PELHAM	$172,742.45		SHARON	$939,590.86
PEMBROKE	$867,555.10		SHEFFIELD	$617,606.98
PEPPERELL	$687,156.53		SHELBURNE	$368,901.39
PERU	$257,996.47		SHERBORN	$435,208.34
PETERSHAM	$451,017.25		SHIRLEY	$390,195.96
PHILLIPSTON	$333,878.86		SHREWSBURY	$1,487,467.62
PITTSFIELD	$1,965,327.17		SHUTESBURY	$233,632.68
PLAINFIELD	$343,561.30		SOMERSET	$780,152.24
PLAINVILLE	$462,751.29		SOMERVILLE	$1,528,295.41
PLYMOUTH	$2,385,497.07		SOUTH HADLEY	$774,111.32
PLYMPTON	$281,033.32		SOUTHAMPTON	$550,365.12
PRINCETON	$600,916.57		SOUTHBOROUGH	$660,135.53
PROVINCETOWN	$199,052.15		SOUTHBRIDGE	$754,229.28
QUINCY	$2,459,626.51		SOUTHWICK	$620,190.31
RANDOLPH	$1,026,519.42		SPENCER	816,081.96
SPRINGFIELD	$5,019,060.65		WELLESLEY	$1,189,411.63
STERLING	$750,287.76		WELLFLEET	$425,452.90
STOCKBRIDGE	$334,375.12		WENDELL	$342,223.06

STONEHAM	$684,354.58		WENHAM	$244,643.26
STOUGHTON	$1,149,308.18		WEST BOYLSTON	$460,897.77
STOW	$460,599.67		WEST BRIDGEWATER	$488,368.74
STURBRIDGE	$687,792.84		WEST BROOKFIELD	$396,534.73
SUDBURY	$1,184,704.80		WEST NEWBURY	$363,762.67
SUNDERLAND	$300,101.45		WEST SPRINGFIELD	$1,240,520.15
SUTTON	$781,397.28		WEST STOCKBRIDGE	$268,758.64
SWAMPSCOTT	$435,737.33		WEST TISBURY	$132,297.25
SWANSEA	$906,796.63		WESTBOROUGH	$1,085,827.06
TAUNTON	$2,137,564.05		WESTFIELD	$1,842,189.19
TEMPLETON	$609,601.98		WESTFORD	$1,382,645.37
TEWKSBURY	$1,399,334.03		WESTHAMPTON	$327,569.20
TISBURY	$212,688.19		WESTMINSTER	$718,788.18
TOLLAND	$283,192.12		WESTON	$747,183.70
TOPSFIELD	453,404.56		WESTPORT	$1,150,837.92
TOWNSEND	$690,410.08		WESTWOOD	$855,543.47
TRURO	$297,236.88		WEYMOUTH	$1,664,249.00
TYNGSBOROUGH	$705,565.54		WHATELY	$245,271.93
TYRINGHAM	$186,458.71		WHITMAN	$509,428.89
UPTON	$530,572.61		WILBRAHAM	$898,566.57
UXBRIDGE	$872,186.38		WILLIAMSBURG	$326,265.62
WAKEFIELD	$935,180.39		WILLIAMSTOWN	$464,291.23
WALES	$195,355.87		WILMINGTON	$1,104,834.98
WALPOLE	$1,198,411.64		WINCHENDON	$812,846.03
WALTHAM	$1,957,766.02		WINCHESTER	$754,651.55
WARE	$705,041.75		WINDSOR	$452,323.73
WAREHAM	$1,167,450.06		WINTHROP	$412,945.70
WARREN	$491,761.07		WOBURN	$1,676,084.26
WARWICK	$402,601.76		WORCESTER	$5,597,470.69
WASHINGTON	$306,400.17		WORTHINGTON	$421,849.15
WATERTOWN	$954,900.61		WRENTHAM	$635,096.06
WAYLAND	$758,701.11		YARMOUTH	$1,333,551.02
WEBSTER	$706,934.53		**Total**	**$300,000,000.00**