



# *Strategy to Drive Rural and Geographic Equity*

## *Healey-Driscoll Administration*

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### **Introduction**

Rural and western Massachusetts communities play a vital role in the Commonwealth's economic and social fabric. Recognizing their unique challenges and opportunities, the Healey-Driscoll Administration has prioritized targeted investments and policy initiatives to bolster municipal infrastructure, enhance transportation networks, and expand local government resources for these areas. These efforts build on extensive engagement with municipal leaders and stakeholders to ensure that policies are responsive to local needs.

The Healey-Driscoll Administration's proposals reflect a clear commitment to geographic equity: Investments in rural communities and western Massachusetts are woven throughout the Healey-Driscoll Administration's agenda – from historic investments in local aid, to the hiring of a Director of Rural Affairs, to proposing that more than \$5.6 billion of the administration's \$8 billion transportation financing plan to statewide priorities outside the MBTA service area. The Healey-Driscoll Administration is committed to advancing geographic equity and ensuring that all of our residents, statewide, have the resources and services they need to thrive.

### **Education**

In recent years, the state has had to grapple with a challenging fiscal environment, with post-pandemic stresses on our safety net systems and elevated costs driven by inflation across all sectors. Against this background, the Healey-Driscoll Administration has prioritized investments in services that our residents rely on and that continue to make Massachusetts more affordable, competitive, and equitable. This includes historic investments to make high-quality education available to all Massachusetts residents, regardless of age, zip-code, or socioeconomic status.

As part of an unprecedented level of funding for local aid, the Governor's FY26 House 1 budget proposes **\$7.322 billion for Chapter 70 school aid, representing a \$420 million (6 percent) increase over the FY25 GAA – the highest level of funding in the program's history.** This investment includes setting the per-student minimum aid at \$75 per student, which is well above the statutory minimum of \$30 and the **highest level ever proposed in a Governor's budget.** Without this increase, the Chapter 70 foundation formula would allocate lower funding to many rural communities due to declining enrollments. By funding at a minimum of \$75 per student, this proposal ensures that 58 of the 67 rural school districts would qualify for minimum aid and receive a higher per-pupil allocation, helping to offset the financial challenges of enrollment declines. As the Commonwealth enters year five of six of fully implementing

the Student Opportunity Act (SOA), the Healey-Driscoll Administration remains committed to working with legislative partners to explore opportunities to further strengthen Chapter 70, with an emphasis on geographic equity and ensuring the formula meets the needs of all students and communities.

In addition to making all-time high investments in education across the board, the Healey-Driscoll Administration has proposed several targeted investments to support education in rural and western communities, recognizing the unique financial and logistical challenges faced by these districts. These investments include:

- **Rural School Aid:** The FY26 H.1 budget recommends maintaining funding for Rural School Aid at \$16 million, continuing the support provided in the FY25 GAA. Given current fiscal constraints, even maintaining level funding required difficult choices, underscoring the Administration's commitment to supporting rural school districts. This grant program helps school districts experiencing declining enrollment explore options for regionalization and shared services to improve efficiencies while maintaining high-quality education.
- **Regional School Transportation:** The FY26 H.1 budget recommendation proposes increasing funding for regional school transportation reimbursements from \$99.4 million in the current fiscal year to \$116 million. By leveraging surtax funds, this investment is projected to cover approximately 95% of local transportation costs, helping rural districts manage the financial burden of transporting students across large geographic areas.
- **Non-Resident School Transportation:** The FY26 H.1 budget recommends funding this program at \$6.2 million, a \$5.2 million increase (+517%) over the FY25 GAA. This program provides reimbursements to school districts for the costs of transporting students to an out-of-district school that offers the program they want to study. This proposed increase would bring the rate of reimbursement from 17% in FY25 to 100% in FY26.
- **Special Education Circuit Breaker:** The FY26 H.1 budget recommendation proposes a funding level of \$682.0 million, a \$188.8 million increase (+38.3%) over the FY25 GAA. This funding level would annualize the supplemental funding added in previous years and bring transportation reimbursements to 75%. The Circuit Breaker program provides financial assistance to public school districts to offset the cost of delivering high-cost special education services to students.

### **Transportation**

The Healey-Driscoll Administration is committed to a comprehensive transportation strategy that strengthens infrastructure, expands mobility, and ensures long-term

## ***Healey-Driscoll Strategy to Drive Rural and Geographic Equity***

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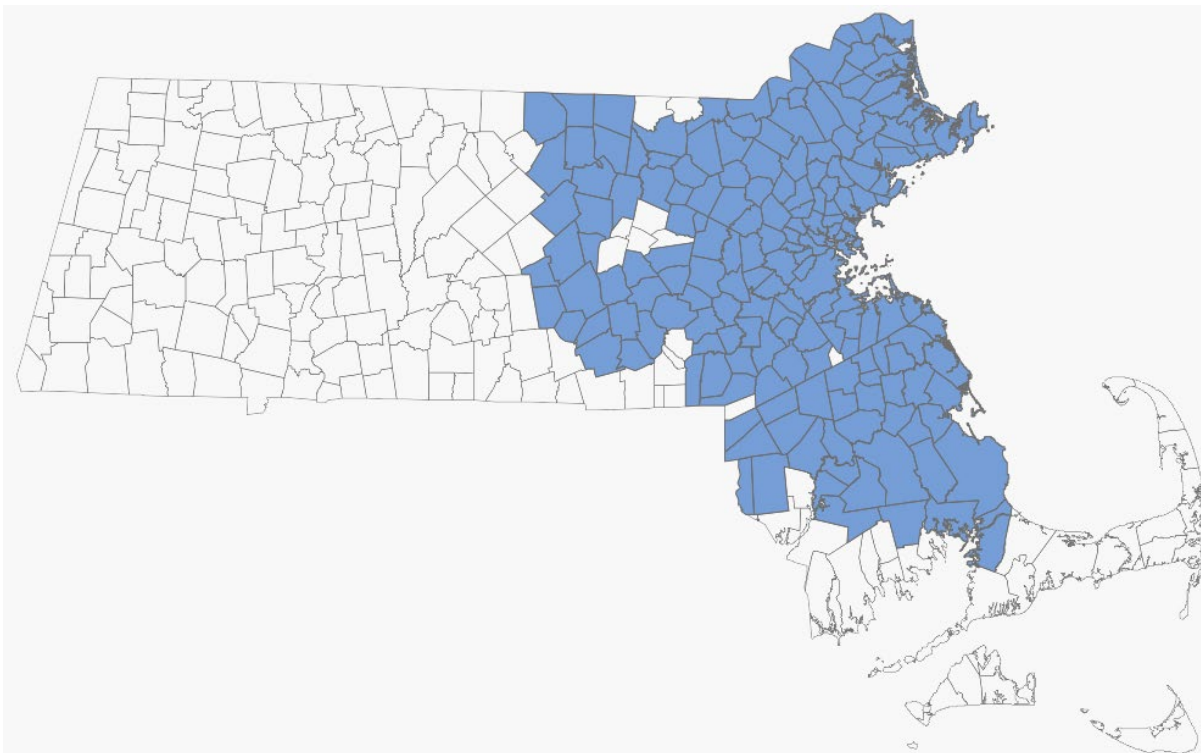
sustainability. The Administration's recently announced plan makes historic investments in local and regional transportation – not just the Massachusetts Bay Transportation Authority (MBTA) – ensuring that state highways, municipal roads, regional transit systems, and targeted infrastructure improvements receive the support they need. It sustains affordability initiatives and supports geographic equity by expanding transit options in underserved areas.

The Governor's \$8 billion transportation proposal works through several vehicles, with funding split among critical transportation needs statewide, including Chapter 90 local road construction funds; various MassDOT projects and programs including pavement, bridges and culverts; the MBTA and Regional Transit Authorities (RTAs). The Administration's plan incorporates recommendations from the Transportation Funding Task Force.

<b>\$M</b>	<b>Fair Share Operating Funds</b>	<b>Fair Share Capital Investments</b>	<b>Federal Matching Fund Pool &amp; Grant Anticipation Notes (GANs)</b>	<b>Total</b>
MassDOT	\$172.5	\$2,500.0	\$1,220.6	\$3,893.1
Municipalities	\$25.0	\$1,500.0	\$50.0	\$1,575.0
RTAs & Microtransit	\$145.0	-	-	\$145.0
Subtotal	\$324.5	\$4,000.0	\$1,270.6	\$5,613.1
MBTA	\$1,280.0	\$1,400.0	\$170.0	\$2,850.0

Of the Healey-Driscoll Administration's proposed \$8 billion in new investments in transportation, over \$5.6 billion is for statewide priorities *other than the MBTA*. These investments include Fair Share funding for MassDOT and RTA operating needs; Chapter 90 investments in local infrastructure; new capital for culverts, bridges and pavement statewide; and other significant transportation investments. Approximately \$2.8 billion is for capital and operating support for the MBTA throughout its extended service area, including commuter rail, ferry, bus and subway service. While the MBTA is often associated with the Boston metropolitan area, its service area extends across much of eastern Massachusetts, as seen in the map below. This regional network plays

a vital role in supporting economic activity by connecting workers, students, and visitors to jobs, schools, and cultural destinations throughout the area.



These amounts are in addition to the amounts recommended in the Healey-Driscoll Administration's House 1 budget proposal that are from General Fund revenues, which include \$562 million for statewide investments in MassDOT, including snow and ice management around the state, \$94 million for the RTAs, and \$187 million for operating subsidy to the MBTA.

### **MassDOT**

The Administration's proposal includes significant investments in MassDOT to strengthen the state's transportation infrastructure and workforce statewide. These investments prioritize maintaining and improving roads and bridges, enhancing project delivery, and ensuring long-term sustainability. Notable funding areas include:

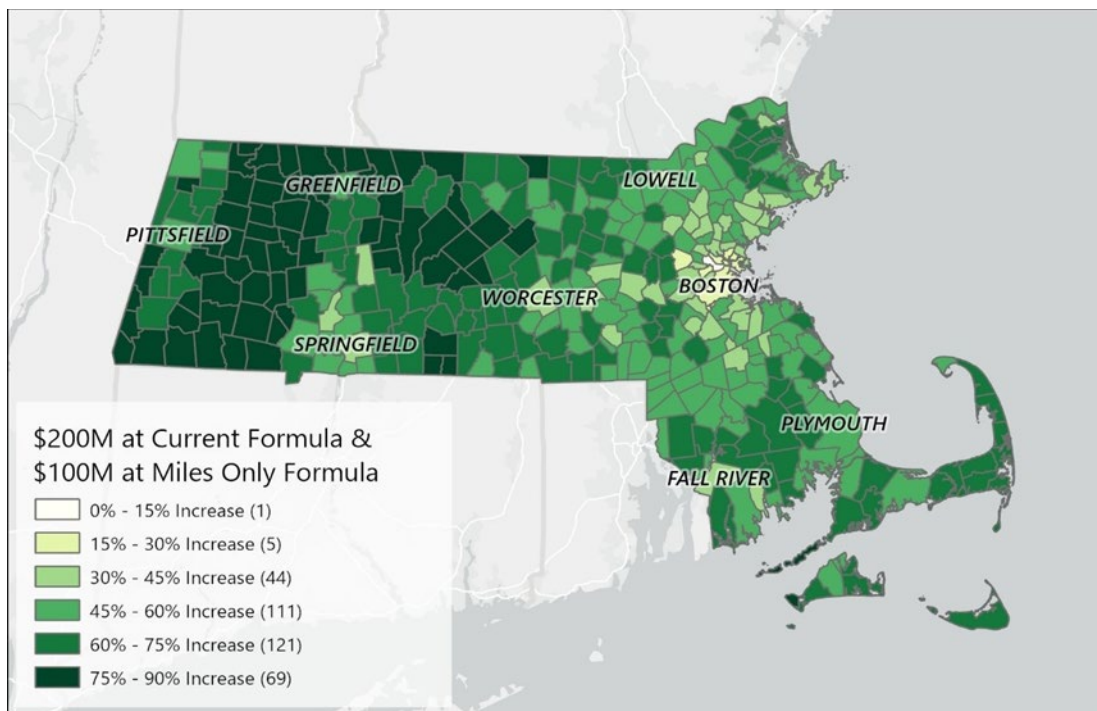
- **\$1.5 billion for lifecycle asset management** to maintain and modernize state-owned bridges and pavements across the state, benefitting every highway district. These funds will be targeted to repair bridges that are in poor condition and prevent additional at-risk bridges from falling into poor condition, using lifecycle asset management principles and investment. They will also be used to improve the quality and resilience of pavement statewide.

- **\$200 million to launch a statewide culvert and small bridge resiliency strategy.** This strategy will coordinate the efforts of MassDOT, municipalities, and state environmental agencies in addressing climate resiliency and upgrade aging culvert infrastructure, including both state- and locally-owned structures that are highly vulnerable to climate risks.
- **\$185 million to target high-priority congestion and safety hotspots** across the Commonwealth, to ease congestion and improve safety, including critical improvements to intersections, bicycle, and pedestrian infrastructure, rail crossings, and other transportation-oriented safety concerns across the state and affecting various modes of transportation.
- **\$55 million for MassDOT operating investments**, including workforce and enhanced capital project delivery funding. This will include support for project managers and other key roles to accelerate infrastructure improvements including regionally significant Highway and Mega-Projects, rail expansion including the West-East Rail program, and will assist MassDOT to build capacity to deliver technical assistance to municipal partners.
- **\$17.5 million for a workforce and capital project delivery reserve** to enable MassDOT to deliver more projects, programs, and technical assistance to local and regional partners.

### **Municipalities**

The Administration's transportation plan includes direct support for municipalities, ensuring they have the resources and flexibility to maintain local infrastructure and respond to climate-related challenges.

- **Chapter 90 Expansion and Rural Roads:** \$1.5 billion over five years to increase Chapter 90 funding to \$300 million annually, a 50% increase over the traditional \$200 million. This proposal also introduces a revised distribution formula, allocating the additional \$100 million based solely on road mileage to better support smaller and rural communities. A map below illustrates how the new Chapter 90 formula distributes the additional \$100 million statewide, and a table at the bottom of the brief shows the breakdown by municipality. The multi-year Chapter 90 authorization will allow municipalities to plan long-term road and bridge projects more effectively, providing stability and predictability for local infrastructure investments and reducing the need for frequent project approvals. MassDOT will also be updating program eligibility, to include various activities that preserve the life of the roadway. To learn more, see the Chapter 90 reform brief here: [FY26 H1 Budget Brief - Chapter 90](#).



- **Winter Resilience Assistance Program (WRAP):** \$25 million to help municipalities cover the cost of winter operations, distributed based on each community's share of locally-owned road mileage. These funds will be provided as reimbursements, helping municipalities address snow and ice removal without straining local budgets. Based on a \$25 million program and using the most recent mileage stats, MassDOT estimates that the average WRAP apportionment would be approximately \$71,000.
- **Local Matches and Technical Assistance:** Legislation filed by the Healey-Driscoll Administration and enacted by the Legislature in 2024 (see Chapter 214 of the Acts of 2024) included \$50 million to help municipalities leverage state and federal funding opportunities for local infrastructure projects, including \$12 million of technical assistance. These funds are not exclusive to transportation projects, but can be used to enhance local transportation projects seeking federal funding.

### Regional Transit Authorities and Micro-Transit

The administration's broad transportation proposal, reflected in both H.1 and the surplus surtax supplement budget filed in parallel, would also make strategic investments to strengthen RTAs and improve mobility across the Commonwealth. These investments focus on enhancing service offerings, increasing accessibility, and supporting workforce development to ensure that transit options meet the needs of all residents, especially those in underserved regions. Specifically:

- **\$66 million for RTAs to fund operational improvements**, such as expanded service hours and route expansions.
- **\$30 million to fund year-round, fare-free regional transit** for thirteen RTAs, improving access and affordability.
- **\$25 million for an RTA workforce reserve** to support recruitment and retention efforts.
- **\$10 million for connectivity projects** to support ten initiatives across nine RTAs that will enhance links between RTA and MBTA routes, improving overall system integration.
- **\$10 million for micro-transit grants** to support smaller, flexible transportation services that fill gaps between RTA systems.
- **\$4 million for the Community Transit Grant Program**, which supports mobility management activities and operational costs for transit providers focused on enhancing services for older adults, people with disabilities, and low-income individuals.

These investments ensure that municipalities, particularly those in rural and western areas, have the resources necessary to maintain their infrastructure and provide reliable transportation services to residents.

### **Economic Development**

The Healey-Driscoll Administration is committed to supporting local economic development, particularly in rural and western Massachusetts communities that often face unique challenges in accessing resources and funding. Through key programs like the **Community One Stop for Growth** platform and the **Rural Development Fund**, the state is expanding economic opportunities and strengthening infrastructure across Massachusetts.

The Community One Stop for Growth is the state's primary vehicle for public economic development investment. By combining 12 of the most widely used economic development and housing grant programs into a single application portal and collaborative review process, the One Stop streamlines access to funding for municipalities and organizations across the state. This approach makes it easier – especially for smaller municipalities with limited staff and fewer resources – to apply for grants while ensuring state investments align with local economic development strategies. In fall 2024, the administration announced more than \$161 million for 313 grant awards to support local economic development projects in 171 communities, with 33 percent awarded to rural or small towns. Additionally, 40 communities received a One Stop grant for the first time, expanding access to state economic development resources.

One of the 12 programs within the One Stop framework is the **Rural Development Fund (RDF)**, which is specifically designed to support smaller and rural communities that face unique challenges in accessing economic development resources. The RDF provides targeted funding for projects that address infrastructure, housing, community planning, and economic development needs, with a focus on municipalities that have a population density of 500 persons per square mile or fewer, or a total population under 7,000, as determined by the 2020 U.S. Census. When the Healey-Driscoll Administration took office, EOED **streamlined eligibility, refined evaluation criteria, and adjusted project types for RDF to better focus resources on the most pressing rural development needs**. In FY25, the RDF awarded \$10 million to 49 projects, helping ensure rural communities have access to targeted economic development funding.

Additionally, the Administration established a **dedicated Director of Rural Affairs** to support and inform the Executive Office of Economic Development's efforts to strengthen rural economies. Serving as an advocate and liaison for the state's 181 rural communities, the Director of Rural Affairs helps ensure that these towns can access state resources, navigate grant opportunities, and advance their local economic goals. The Director also ensures a specific focus on rural and geographic equity in program design and grant distributions, working across state agencies to address the unique challenges faced by rural communities and unlock new opportunities for growth.

### **Supporting Massachusetts Farmers**

As part of its commitment to supporting small businesses and rural economies, the Healey-Driscoll Administration has **strengthened the Dairy Farmers Tax Credit** to provide greater financial stability for Massachusetts dairy farmers. Recognizing the challenges posed by fluctuations in milk prices, the Administration proposed and implemented an increase in the credit cap from \$6 million to \$8 million in FY25 to better protect farmers from market downturns. When milk prices fall below a federally determined threshold, eligible dairy farmers can apply for a tax credit against their personal income tax or corporate excise tax, with the credit amount based on the volume of milk produced and sold during the tax year. This enhancement ensures that dairy farms, many of which are small, family-run businesses, can continue operating despite volatile market conditions, helping to preserve a critical sector of the state's agricultural economy.

The **Healthy Incentives Program (HIP)** strengthens food security and supports local agriculture by helping SNAP recipients purchase fresh, locally grown fruits and vegetables. The FY26 H.1 budget recommends \$18.8 million for HIP, a \$3.8 million increase (+26%) over the FY25 GAA, to maintain benefits for a growing caseload and



increased utilization. Through HIP, SNAP recipients receive an automatic reimbursement on their EBT card – up to \$30 a month – when purchasing eligible produce from over 600 participating farmers markets, farm stands, and mobile markets across the state. By connecting residents with fresh, healthy food while supporting local farmers, HIP serves as a vital investment in both public health and Massachusetts' agricultural economy.

Recognizing the importance of strengthening the state's food supply chain and increasing access to locally produced food, the **Food Security Infrastructure Grant (FSIG) Program** will continue in FY26, with funding shifted to the capital budget. Originally launched as a pandemic-era initiative, FSIG received \$25 million through the operating budget in FY25. While the state has sunset or significantly reduced many pandemic-era initiatives in recent years to reflect the end of federal COVID-support and reduced state revenue, the Healey-Driscoll Administration prioritized continuation of FSIG, securing \$20 million in capital allocations for this important program. The FSIG Program enhances food security by supporting farmers, commercial fishermen, food producers, and distributors in building a more resilient food system. It also ensures that families across the Commonwealth — particularly in underserved communities — have equitable access to fresh, local food. By transitioning FSIG funding to the capital budget, the state maintains its commitment to long-term food security while aligning resources with the program's infrastructure-focused objectives in a challenging budget environment.

### **Housing**

Since day one in office, the Healey-Driscoll Administration has remained steadfast in its commitment to tackling the housing crisis. As a part of that work, Governor Healey signed the **Affordable Homes Act (AHA) in 2024, the most ambitious housing legislation in Massachusetts history**. The AHA includes funding and policy proposals to create or save 65,000 homes across the state. Additionally, the Administration has made several investments that will particularly benefit rural and western communities, including.

- **Public Housing:** Public housing plays a critical role in providing stable, affordable homes for low-income individuals and families across Massachusetts, including in rural communities where housing options can be limited. The FY26 H.1 budget recommends \$115.5 million in funding for Local Housing Authority (LHA) subsidies, a \$2.5 million increase (+2%) over the FY25 GAA. This adjustment accounts for inflation and ensures that LHAs can continue to operate and maintain state-aided public housing developments, which serve thousands of

residents statewide. By supporting LHAs, the state helps preserve and improve access to quality public housing for those most in need.

- **Safe Haven Supportive Housing:** To sustain critical housing and mental health services for individuals experiencing chronic homelessness, FY26 H.1 significantly increases funding for Safe Haven Supportive Housing to \$3.4 million, a \$3.1 million increase (+310%) over the FY25 GAA. Safe Haven programs provide low-threshold housing with on-site mental health support for individuals with significant behavioral health conditions, many of whom are high users of emergency medical services and have frequent involvement with law enforcement. By providing stable housing and targeted support, Safe Havens serve as a preventative intervention, helping to reduce reliance on local medical services and law enforcement resources. This investment ensures the continued operation of 14 Safe Haven programs across the Commonwealth as one-time federal ARPA funding sunsets. The primary goal of Safe Havens is to support a successful transition into permanent housing, often with ongoing services, helping to break the cycle of chronic homelessness.
- **Voucher Programs:** The FY26 House 1 budget also proposes a historic investment in housing vouchers, including a \$253 million investment in the **Massachusetts Rental Voucher Program (MRVP)** and a \$19.5 million investment in the **Alternative Housing Voucher Program (AHVP)**. The MRVP funding, a 16% increase over the FY25 GAA, maintains the payment standard at 110% of Small Area Fair Market Rents, a policy introduced by the Healey-Driscoll Administration to improve housing affordability. The proposed funding will support over 10,400 vouchers, including 130+ new project-based vouchers, helping low-income households stay securely housed amid rising housing costs. The AHVP funding, a record 19% increase over the FY25 GAA, provides rental assistance for persons with disabilities.
- **Housing Stabilization Programs:** The FY26 House 1 budget proposal supports housing stabilization with an investment of \$57 million for **HomeBASE**, a flexible financial assistance program to rapidly rehouse families. HomeBASE funding supports families located in rural regions, including Hampden, Hampshire, Berkshire, and Franklin counties. House 1 also proposes \$202.5 million for **Residential Assistance for Families in Transition (RAFT)**, a short-term eviction and homelessness prevention program. \$35 million of total RAFT funding is estimated to support families in rural regions. RAFT is a successful and flexible tool, averaging \$3,700 per family per year, to keep a family safely in their home and out of the unstable nature of the shelter system. Diversion tools and case management services are critical in preventing more families and children from entering shelter.

### **Additional Support for Rural and Western Municipalities**

Finally, the Healey-Driscoll Administration recognizes that the strength of Massachusetts's 351 cities and towns underpins the overall success of the Commonwealth and its people. That's why this administration is committed to ensuring that every municipality, from Provincetown to Pittsfield, has the resources it needs to succeed. The Healey-Driscoll Administration's supports for municipalities are reflected in two key efforts: the FY26 H.1 budget proposal and the recently refiled Municipal Empowerment Act. Collectively, these initiatives provide critical financial support and strengthen local governance and tools, ensuring that communities across Massachusetts have the resources and flexibility needed to thrive.

The FY26 H.1 budget includes \$9.205 billion across all local aid programs, reflecting a \$480 million increase (+6%) over the FY25 GAA. In addition to the education investments highlighted above, the budget proposes funding the **Payment in Lieu of Taxes (PILOT)** program at \$54.5 million, representing a \$1.5 million increase (+3%) over the FY25 GAA. The PILOT program makes payments to cities and towns to offset property tax revenue lost because the state owns land in the municipality. This proposed funding level would ensure that all municipalities receive equal or greater payments than in FY25 despite recent valuation changes.

Additionally, FY26 H.1 proposes a \$15 million transfer into the newly established **Disaster Relief and Resiliency Fund (DRRF)**, which Governor Healey established in FY25 to ensure a permanent state resource for communities facing increasingly severe natural disasters. Recognizing the challenges municipalities face in accessing federal aid, the Governor advanced this fund to provide faster, more reliable relief. The DRRF will serve as a valuable resource for municipalities, particularly smaller and rural communities, helping them recover from major storms and other disasters. DRRF funds will be allocated to both respond to the damage caused by natural disasters and increase the resilience of infrastructure as municipalities rebuild to mitigate the impact of future disasters.

Outside the budget, the **Municipal Empowerment Act** also introduces numerous provisions to strengthen local governance and financial stability. Proposals that are expected to particularly assist rural and western communities include allowing municipalities to create **Regional Boards of Assessors**, **establishing central valuation of telecom and utility property**, **making COVID-era public meeting flexibility permanent**, and **codifying the ability to amortize emergency deficit spending**.

For more information, see: [Municipal Empowerment Act – Rural Supports Brief](#), [Chapter 90 Funding and Reform Brief](#), [Fair Share Investments in FY25 and FY26 Brief](#), [Transportation in the Commonwealth Brief](#).

**Appendix: City and Town Allocations Under Proposed Chapter 90 Bond Bill**

<b>Municipality</b>	<b>FY25 Amount</b>	<b>FY26 Amount</b>	<b>Amount Increase</b>
Abington	\$385,435	\$586,470	\$201,035
Acton	\$709,809	\$1,084,092	\$374,283
Acushnet	\$313,888	\$511,216	\$197,328
Adams	\$284,946	\$470,459	\$185,513
Agawam	\$805,391	\$1,237,136	\$431,745
Alford	\$70,567	\$128,211	\$57,644
Amesbury	\$437,424	\$675,616	\$238,192
Amherst	\$833,877	\$1,184,455	\$350,578
Andover	\$1,362,139	\$1,993,376	\$631,237
Aquinnah	\$39,411	\$70,056	\$30,645
Arlington	\$790,987	\$1,133,337	\$342,350
Ashburnham	\$336,128	\$582,225	\$246,097
Ashby	\$223,282	\$394,214	\$170,932
Ashfield	\$289,986	\$527,778	\$237,792
Ashland	\$472,316	\$732,625	\$260,309
Athol	\$503,211	\$834,103	\$330,892
Attleboro	\$1,220,613	\$1,848,809	\$628,196
Auburn	\$605,026	\$927,863	\$322,837
Avon	\$182,627	\$261,917	\$79,290
Ayer	\$266,419	\$394,826	\$128,407
Barnstable	\$1,980,780	\$3,155,470	\$1,174,690
Barre	\$426,910	\$751,505	\$324,595
Becket	\$233,920	\$421,289	\$187,369
Bedford	\$636,803	\$878,356	\$241,553
Belchertown	\$632,286	\$1,067,410	\$435,124
Bellingham	\$539,407	\$847,224	\$307,817
Belmont	\$546,536	\$794,730	\$248,194
Berkley	\$260,415	\$440,866	\$180,451
Berlin	\$191,674	\$331,554	\$139,880
Bernardston	\$180,576	\$319,228	\$138,652
Beverly	\$1,046,159	\$1,480,007	\$433,848
Billerica	\$1,327,921	\$1,987,812	\$659,891
Blackstone	\$229,253	\$365,734	\$136,481
Blandford	\$257,382	\$470,161	\$212,779
Bolton	\$289,192	\$493,528	\$204,336
Boston	\$15,104,336	\$17,734,595	\$2,630,259
Bourne	\$603,110	\$933,593	\$330,483
Boxborough	\$201,736	\$313,832	\$112,096
Boxford	\$410,397	\$708,235	\$297,838

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Boylston	\$203,872	\$336,825	\$132,953
Braintree	\$959,128	\$1,306,299	\$347,171
Brewster	\$311,313	\$498,494	\$187,181
Bridgewater	\$718,971	\$1,098,067	\$379,096
Brimfield	\$276,893	\$489,501	\$212,608
Brockton	\$2,029,666	\$2,846,261	\$816,595
Brookfield	\$167,473	\$288,112	\$120,639
Brookline	\$932,977	\$1,243,309	\$310,332
Buckland	\$180,774	\$321,996	\$141,222
Burlington	\$1,058,712	\$1,399,207	\$340,495
Cambridge	\$2,949,411	\$3,351,078	\$401,667
Canton	\$805,131	\$1,123,020	\$317,889
Carlisle	\$253,121	\$434,715	\$181,594
Carver	\$407,774	\$673,523	\$265,749
Charlemont	\$177,452	\$318,338	\$140,886
Charlton	\$620,276	\$1,041,487	\$421,211
Chatham	\$340,670	\$561,662	\$220,992
Chelmsford	\$1,153,375	\$1,734,339	\$580,964
Chelsea	\$601,965	\$754,316	\$152,351
Cheshire	\$195,993	\$342,199	\$146,206
Chester	\$228,641	\$417,302	\$188,661
Chesterfield	\$214,769	\$390,968	\$176,199
Chicopee	\$1,312,999	\$1,952,416	\$639,417
Chilmark	\$66,055	\$112,971	\$46,916
Clarksburg	\$73,345	\$126,001	\$52,656
Clinton	\$326,366	\$485,042	\$158,676
Cohasset	\$222,193	\$333,793	\$111,600
Colrain	\$314,701	\$574,109	\$259,408
Concord	\$678,089	\$1,028,364	\$350,275
Conway	\$260,606	\$473,012	\$212,406
Cummington	\$195,985	\$357,021	\$161,036
Dalton	\$214,429	\$348,283	\$133,854
Danvers	\$872,429	\$1,227,435	\$355,006
Dartmouth	\$1,156,180	\$1,804,593	\$648,413
Dedham	\$676,712	\$957,570	\$280,858
Deerfield	\$379,535	\$636,455	\$256,920
Dennis	\$725,434	\$1,220,511	\$495,077
Dighton	\$301,897	\$501,927	\$200,030
Douglas	\$362,456	\$615,563	\$253,107
Dover	\$278,137	\$475,835	\$197,698
Dracut	\$820,059	\$1,292,752	\$472,693

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Dudley	\$426,586	\$700,823	\$274,237
Dunstable	\$184,722	\$322,300	\$137,578
Duxbury	\$536,289	\$880,255	\$343,966
East Bridgewater	\$389,516	\$619,847	\$230,331
East Brookfield	\$93,423	\$157,106	\$63,683
East Longmeadow	\$573,373	\$901,168	\$327,795
Eastham	\$244,752	\$413,222	\$168,470
Easthampton	\$479,018	\$754,580	\$275,562
Easton	\$724,420	\$1,113,139	\$388,719
Edgartown	\$240,493	\$391,523	\$151,030
Egremont	\$150,037	\$269,182	\$119,145
Erving	\$83,502	\$141,863	\$58,361
Essex	\$130,002	\$207,123	\$77,121
Everett	\$696,953	\$889,835	\$192,882
Fairhaven	\$507,654	\$780,299	\$272,645
Fall River	\$1,889,867	\$2,645,603	\$755,736
Falmouth	\$1,255,705	\$2,022,894	\$767,189
Fitchburg	\$1,106,435	\$1,706,728	\$600,293
Florida	\$159,304	\$291,598	\$132,294
Foxborough	\$621,564	\$930,931	\$309,367
Framingham	\$1,765,973	\$2,487,178	\$721,205
Franklin	\$939,828	\$1,411,329	\$471,501
Freetown	\$401,116	\$658,505	\$257,389
Gardner	\$595,266	\$909,931	\$314,665
Georgetown	\$306,938	\$495,467	\$188,529
Gill	\$146,502	\$261,014	\$114,512
Gloucester	\$652,942	\$945,738	\$292,796
Goshen	\$104,057	\$186,740	\$82,683
Gosnold	\$8,553	\$15,196	\$6,643
Grafton	\$502,553	\$787,161	\$284,608
Granby	\$272,708	\$465,367	\$192,659
Granville	\$259,425	\$472,112	\$212,687
Great Barrington	\$400,670	\$658,844	\$258,174
Greenfield	\$622,758	\$963,126	\$340,368
Groton	\$511,162	\$857,366	\$346,204
Groveland	\$226,403	\$374,842	\$148,439
Hadley	\$352,859	\$571,300	\$218,441
Halifax	\$262,573	\$435,599	\$173,026
Hamilton	\$234,493	\$383,318	\$148,825
Hampden	\$251,250	\$430,412	\$179,162
Hancock	\$66,837	\$116,473	\$49,636

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Hanover	\$520,536	\$808,355	\$287,819
Hanson	\$319,282	\$520,161	\$200,879
Hardwick	\$353,856	\$638,153	\$284,297
Harvard	\$354,085	\$566,710	\$212,625
Harwich	\$680,375	\$1,149,222	\$468,847
Hatfield	\$236,836	\$403,555	\$166,719
Haverhill	\$1,556,313	\$2,344,734	\$788,421
Hawley	\$162,221	\$299,212	\$136,991
Heath	\$206,384	\$379,248	\$172,864
Hingham	\$767,198	\$1,138,966	\$371,768
Hinsdale	\$152,640	\$270,703	\$118,063
Holbrook	\$250,542	\$378,904	\$128,362
Holden	\$632,306	\$1,033,502	\$401,196
Holland	\$151,532	\$266,591	\$115,059
Holliston	\$507,781	\$801,392	\$293,611
Holyoke	\$1,000,258	\$1,440,793	\$440,535
Hopedale	\$172,319	\$265,980	\$93,661
Hopkinton	\$637,543	\$989,833	\$352,290
Hubbardston	\$357,072	\$636,362	\$279,290
Hudson	\$575,936	\$867,012	\$291,076
Hull	\$273,737	\$442,707	\$168,970
Huntington	\$159,073	\$280,432	\$121,359
Ipswich	\$437,677	\$685,517	\$247,840
Kingston	\$413,800	\$643,660	\$229,860
Lakeville	\$410,595	\$669,986	\$259,391
Lancaster	\$323,173	\$533,640	\$210,467
Lanesborough	\$212,254	\$370,210	\$157,956
Lawrence	\$1,355,037	\$1,764,503	\$409,466
Lee	\$284,382	\$466,247	\$181,865
Leicester	\$422,454	\$701,404	\$278,950
Lenox	\$274,945	\$445,908	\$170,963
Leominster	\$1,125,569	\$1,669,545	\$543,976
Leverett	\$147,269	\$262,393	\$115,124
Lexington	\$964,592	\$1,402,410	\$437,818
Leyden	\$140,594	\$257,062	\$116,468
Lincoln	\$267,235	\$441,355	\$174,120
Littleton	\$397,563	\$616,905	\$219,342
Longmeadow	\$476,861	\$758,546	\$281,685
Lowell	\$1,867,903	\$2,493,661	\$625,758
Ludlow	\$684,604	\$1,096,807	\$412,203
Lunenburg	\$418,227	\$689,702	\$271,475

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**Healey-Driscoll Strategy to Drive Rural and Geographic Equity**

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Lynn	\$1,513,008	\$2,045,233	\$532,225
Lynnfield	\$414,236	\$642,055	\$227,819
Malden	\$920,974	\$1,234,685	\$313,711
Manchester	\$144,654	\$225,122	\$80,468
Mansfield	\$730,448	\$1,112,464	\$382,016
Marblehead	\$447,867	\$677,062	\$229,195
Marion	\$166,641	\$261,778	\$95,137
Marlborough	\$1,188,863	\$1,648,704	\$459,841
Marshfield	\$740,623	\$1,178,948	\$438,325
Mashpee	\$596,055	\$976,796	\$380,741
Mattapoiset	\$229,721	\$372,495	\$142,774
Maynard	\$264,869	\$400,701	\$135,832
Medfield	\$411,101	\$665,430	\$254,329
Medford	\$947,821	\$1,254,039	\$306,218
Medway	\$395,457	\$626,071	\$230,614
Melrose	\$523,286	\$761,557	\$238,271
Mendon	\$274,704	\$460,841	\$186,137
Merrimac	\$197,327	\$323,528	\$126,201
Methuen	\$1,190,944	\$1,774,822	\$583,878
Middleborough	\$874,773	\$1,409,113	\$534,340
Middlefield	\$151,250	\$278,493	\$127,243
Middleton	\$310,954	\$474,908	\$163,954
Milford	\$815,521	\$1,177,262	\$361,741
Millbury	\$419,799	\$656,694	\$236,895
Millis	\$270,792	\$439,568	\$168,776
Millville	\$109,084	\$183,409	\$74,325
Milton	\$621,685	\$944,881	\$323,196
Monroe	\$64,298	\$118,710	\$54,412
Monson	\$454,957	\$788,380	\$333,423
Montague	\$481,778	\$824,284	\$342,506
Monterey	\$194,808	\$354,742	\$159,934
Montgomery	\$123,052	\$224,043	\$100,991
Mount Washington	\$68,974	\$126,878	\$57,904
Nahant	\$88,312	\$143,324	\$55,012
Nantucket	\$658,778	\$1,068,952	\$410,174
Natick	\$975,699	\$1,398,431	\$422,732
Needham	\$903,528	\$1,301,986	\$398,458
New Ashford	\$42,533	\$77,468	\$34,935
New Bedford	\$2,061,233	\$2,942,703	\$881,470
New Braintree	\$203,707	\$369,506	\$165,799
New Marlborough	\$337,028	\$614,299	\$277,271



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**Healey-Driscoll Strategy to Drive Rural and Geographic Equity**

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New Salem	\$143,939	\$261,304	\$117,365
Newbury	\$265,986	\$441,769	\$175,783
Newburyport	\$523,352	\$753,241	\$229,889
Newton	\$2,248,505	\$3,171,979	\$923,474
Norfolk	\$401,897	\$655,774	\$253,877
North Adams	\$414,871	\$649,273	\$234,402
North Andover	\$809,565	\$1,200,555	\$390,990
North Attleboro	\$785,095	\$1,185,984	\$400,889
North Brookfield	\$306,023	\$534,978	\$228,955
North Reading	\$515,025	\$779,767	\$264,742
Northampton	\$1,022,897	\$1,536,988	\$514,091
Northborough	\$515,682	\$785,374	\$269,692
Northbridge	\$465,747	\$726,485	\$260,738
Northfield	\$279,723	\$496,979	\$217,256
Norton	\$546,160	\$857,522	\$311,362
Norwell	\$466,014	\$715,143	\$249,129
Norwood	\$819,496	\$1,153,603	\$334,107
Oak Bluffs	\$199,233	\$319,708	\$120,475
Oakham	\$181,160	\$324,982	\$143,822
Orange	\$403,790	\$692,630	\$288,840
Orleans	\$275,485	\$442,083	\$166,598
Otis	\$177,064	\$316,292	\$139,228
Oxford	\$503,847	\$807,366	\$303,519
Palmer	\$462,925	\$751,585	\$288,660
Paxton	\$190,353	\$318,936	\$128,583
Peabody	\$1,229,337	\$1,767,120	\$537,783
Pelham	\$97,737	\$173,346	\$75,609
Pembroke	\$555,482	\$871,304	\$315,822
Pepperell	\$411,959	\$689,991	\$278,032
Peru	\$141,971	\$259,011	\$117,040
Petersham	\$247,664	\$452,480	\$204,816
Phillipston	\$186,179	\$334,735	\$148,556
Pittsfield	\$1,322,042	\$1,973,952	\$651,910
Plainfield	\$188,463	\$345,537	\$157,074
Plainville	\$293,916	\$449,893	\$155,977
Plymouth	\$1,591,041	\$2,379,328	\$788,287
Plympton	\$166,890	\$282,567	\$115,677
Princeton	\$336,691	\$599,289	\$262,598
Provincetown	\$129,959	\$194,602	\$64,643
Quincy	\$1,874,058	\$2,496,841	\$622,783
Randolph	\$698,647	\$1,029,267	\$330,620

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**Healey-Driscoll Strategy to Drive Rural and Geographic Equity**

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Raynham	\$504,207	\$758,767	\$254,560
Reading	\$593,266	\$900,681	\$307,415
Rehoboth	\$623,996	\$1,074,429	\$450,433
Revere	\$814,448	\$1,093,302	\$278,854
Richmond	\$162,118	\$291,832	\$129,714
Rochester	\$308,387	\$533,854	\$225,467
Rockland	\$393,441	\$558,372	\$164,931
Rockport	\$181,232	\$289,663	\$108,431
Rowe	\$140,676	\$257,833	\$117,157
Rowley	\$238,091	\$381,232	\$143,141
Royalston	\$277,963	\$508,738	\$230,775
Russell	\$98,085	\$172,229	\$74,144
Rutland	\$383,782	\$652,446	\$268,664
Salem	\$832,548	\$1,131,132	\$298,584
Salisbury	\$236,788	\$358,387	\$121,599
Sandisfield	\$321,214	\$590,095	\$268,881
Sandwich	\$772,959	\$1,270,610	\$497,651
Saugus	\$636,530	\$938,671	\$302,141
Savoy	\$194,485	\$357,406	\$162,921
Scituate	\$557,192	\$898,735	\$341,543
Seekonk	\$587,425	\$925,920	\$338,495
Sharon	\$579,154	\$937,549	\$358,395
Sheffield	\$353,183	\$622,826	\$269,643
Shelburne	\$207,678	\$370,084	\$162,406
Sherborn	\$250,981	\$436,578	\$185,597
Shirley	\$247,770	\$391,738	\$143,968
Shrewsbury	\$986,757	\$1,485,988	\$499,231
Shutesbury	\$132,021	\$234,808	\$102,787
Somerset	\$498,650	\$782,537	\$283,887
Somerville	\$1,228,927	\$1,527,495	\$298,568
South Hadley	\$494,765	\$776,854	\$282,089
Southampton	\$321,565	\$553,025	\$231,460
Southborough	\$430,388	\$665,078	\$234,690
Southbridge	\$490,528	\$756,558	\$266,030
Southwick	\$371,626	\$616,443	\$244,817
Spencer	\$489,629	\$818,952	\$329,323
Springfield	\$3,588,375	\$5,064,711	\$1,476,336
Sterling	\$440,954	\$751,088	\$310,134
Stockbridge	\$194,385	\$335,593	\$141,208
Stoneham	\$470,712	\$682,078	\$211,366
Stoughton	\$772,871	\$1,145,484	\$372,613

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**Healey-Driscoll Strategy to Drive Rural and Geographic Equity**

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Stow	\$278,809	\$461,422	\$182,613
Sturbridge	\$426,931	\$688,698	\$261,767
Sudbury	\$730,018	\$1,190,575	\$460,557
Sunderland	\$178,961	\$304,270	\$125,309
Sutton	\$465,974	\$780,875	\$314,901
Swampscott	\$295,774	\$438,216	\$142,442
Swansea	\$556,305	\$909,578	\$353,273
Taunton	\$1,454,274	\$2,145,176	\$690,902
Templeton	\$359,925	\$611,514	\$251,589
Tewksbury	\$914,127	\$1,383,508	\$469,381
Tisbury	\$143,908	\$215,386	\$71,478
Tolland	\$154,564	\$284,291	\$129,727
Topsfield	\$255,702	\$422,026	\$166,324
Townsend	\$409,427	\$693,896	\$284,469
Truro	\$170,665	\$297,755	\$127,090
Tyngsboro	\$438,519	\$706,495	\$267,976
Tyringham	\$101,979	\$187,060	\$85,081
Upton	\$315,657	\$532,445	\$216,788
Uxbridge	\$507,363	\$831,950	\$324,587
Wakefield	\$655,627	\$937,205	\$281,578
Wales	\$111,572	\$196,165	\$84,593
Walpole	\$788,081	\$1,204,142	\$416,061
Waltham	\$1,578,180	\$1,954,203	\$376,023
Ware	\$424,825	\$709,735	\$284,910
Wareham	\$743,428	\$1,167,646	\$424,218
Warren	\$282,942	\$492,958	\$210,016
Warwick	\$219,806	\$403,855	\$184,049
Washington	\$167,308	\$307,521	\$140,213
Watertown	\$730,176	\$974,111	\$243,935
Wayland	\$469,118	\$762,056	\$292,938
Webster	\$466,431	\$708,290	\$241,859
Wellesley	\$815,683	\$1,184,091	\$368,408
Wellfleet	\$246,990	\$427,104	\$180,114
Wendell	\$188,049	\$343,764	\$155,715
Wenham	\$154,497	\$246,764	\$92,267
West Boylston	\$290,754	\$462,474	\$171,720
West Bridgewater	\$321,318	\$489,395	\$168,077
West Brookfield	\$229,488	\$397,717	\$168,229
West Newbury	\$212,580	\$364,900	\$152,320
West Springfield	\$839,810	\$1,243,979	\$404,169
West Stockbridge	\$150,421	\$269,530	\$119,109

## ***Healey-Driscoll Strategy to Drive Rural and Geographic Equity***

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West Tisbury	\$83,964	\$130,240	\$46,276
Westborough	\$786,646	\$1,104,057	\$317,411
Westfield	\$1,187,965	\$1,818,345	\$630,380
Westford	\$885,139	\$1,394,329	\$509,190
Westhampton	\$183,355	\$328,872	\$145,517
Westminster	\$422,637	\$721,591	\$298,954
Weston	\$466,877	\$753,448	\$286,571
Westport	\$691,954	\$1,155,504	\$463,550
Westwood	\$567,748	\$840,077	\$272,329
Weymouth	\$1,157,820	\$1,659,433	\$501,613
Whately	\$142,758	\$247,341	\$104,583
Whitman	\$323,088	\$492,698	\$169,610
Wilbraham	\$552,500	\$893,163	\$340,663
Williamsburg	\$186,590	\$327,912	\$141,322
Williamstown	\$294,414	\$468,542	\$174,128
Wilmington	\$782,667	\$1,104,473	\$321,806
Winchendon	\$467,919	\$798,656	\$330,737
Winchester	\$515,501	\$757,998	\$242,497
Windsor	\$247,194	\$454,147	\$206,953
Winthrop	\$281,583	\$401,324	\$119,741
Woburn	\$1,262,257	\$1,698,021	\$435,764
Worcester	\$4,151,465	\$5,596,134	\$1,444,669
Worthington	\$232,797	\$423,455	\$190,658
Wrentham	\$409,265	\$632,961	\$223,696
Yarmouth	\$834,116	\$1,336,775	\$502,659
<b>Total</b>	<b>\$199,990,228</b>	<b>\$299,999,568</b>	<b>\$100,009,340</b>