

FFY 2012-2015
OLD COLONY
TRANSPORTATION
IMPROVEMENT PROGRAM
(TIP)

ENDORSED AUGUST 23, 2011 BY THE OLD COLONY MPO
AMENDED JUNE 19, 2012 BY THE OLD COLONY MPO



PREPARED BY:
OLD COLONY PLANNING COUNCIL
70 SCHOOL STREET
BROCKTON, MASSACHUSETTS

*PREPARED IN COOPERATION WITH THE BROCKTON AREA TRANSIT AUTHORITY,
THE MASSACHUSETTS DEPARTMENT OF TRANSPORTATION (#0052455), THE FEDERAL HIGHWAY
ADMINISTRATION, AND THE FEDERAL TRANSIT ADMINISTRATION*

The views and opinions of the Old Colony Planning Council expressed herein do not necessarily state or reflect those of the U. S. Department of Transportation.

701 CMR 7.00 Use of Road Flaggers and Police Details on Public Works Projects / 701 CMR

7.00 (the Regulation) was promulgated and became law on October 3, 2008. Under this Regulation, the CMR is applicable to any Public works Project that is performed within the limits of, or that impact traffic on, any Public Road. The Municipal Limitation referenced in this Regulation is applicable only to projects where the Municipality is the Awarding Authority. For all projects contained in the TIP, the Commonwealth is the Awarding Authority. Therefore, all projects must be considered and implemented in accordance with 701 CMR 7.00, and the Road Flagger and Police Detail Guidelines. By placing a project on the TIP, the Municipality acknowledges that 701 CMR 7.00 is applicable to its project and design and construction will be fully compliant with this Regulation. This information and additional information relative to guidance and implementation of the Regulation can be found at the following link on the MassDOT Highway Division website:

<http://www.massdot.state.ma.us/Highway/flaggers/main.aspx>

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PART A. Introduction

The Transportation Improvement Program (TIP) is a listing of transportation projects proposed for implementation during the next four federal fiscal years (2012, 2013, 2014, and 2015). Projects listed in the TIP include those in the Long Range Element and Short Range Element of the Old Colony Regional Transportation Plan. In the TIP, projects are programmed under federal and non-federal funding categories and assigned a local priority. The TIP briefly describes the project as well as its projected costs and funding sources.

701 CMR 7.00 Use of Road Flaggers and Police Details on Public Works Projects

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For all projects contained in the TIP, the Commonwealth is the Awarding Authority. Therefore, all projects must be considered and implemented in accordance with 701 CMR 7.00, and the Road Flagger and Police Detail Guidelines. By placing a project on the TIP, the Municipality acknowledges that 701 CMR 7.00 is applicable to its project and design and construction will be fully compliant with this Regulation. This information and additional information relative to guidance and implementation of the Regulation can be found at the following link on the Massachusetts Department of Transportation Highway Division website: <http://www.massdot.state.ma.us/Highway/flaggers/main.aspx>

1. Development of the TIP

Each year, the TIP is prepared in draft form by the Old Colony Planning Council staff working cooperatively with the staffs of Brockton Area Transit (BAT), Massachusetts Department of Transportation Office of Transportation Planning, and Massachusetts Department of Transportation District 5. Projects are selected from the prior year TIP, from the current Comprehensive Economic Development Strategy (CEDS) project list, from proposals made by local officials or citizens, by members of the Old Colony Joint Transportation Committee (JTC), the Massachusetts Department of Transportation, Brockton Area Transit Authority and/ or the staff itself based on the Regional Transportation Plan. Information concerning current projects is obtained from the MassDOT, the Brockton Area Transit Authority, and/or the community responsible for the design of the project.

As part of the TIP development, current and proposed projects are evaluated using Transportation Evaluation Criteria, and recommended to the Old Colony Metropolitan Planning Organization (MPO) for consideration and approval. The collective staffs evaluate candidate projects for the Old Colony MPO using the Transportation Evaluation Criteria of Condition, Mobility, Safety and Security, Community Effects and Support, Land Use and Economic Development, and Environmental Effects. Once the Old Colony MPO has reviewed and approved the evaluations, the OCPC staff then uses the evaluation results, as well as readiness information, available funding, and other pertinent information to develop a Draft TIP. As part of the development process, the Draft TIP is reviewed by the JTC, the OCPC, and the MPO. The Old Colony MPO then releases it for a 30-Day Public Review Period. Following the 30-Day Public Review Period, the Old Colony MPO considers the comments received, and if no significant adverse comments are received, the Old Colony MPO then endorses the TIP.

FFY 2012-2015 OLD COLONY TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

The Governor's designated state clearinghouse, the Massachusetts Department of Transportation, has determined that the review and adoption of the TIP by the Old Colony Metropolitan Planning Organization (MPO) satisfies state Intergovernmental Review concerns.

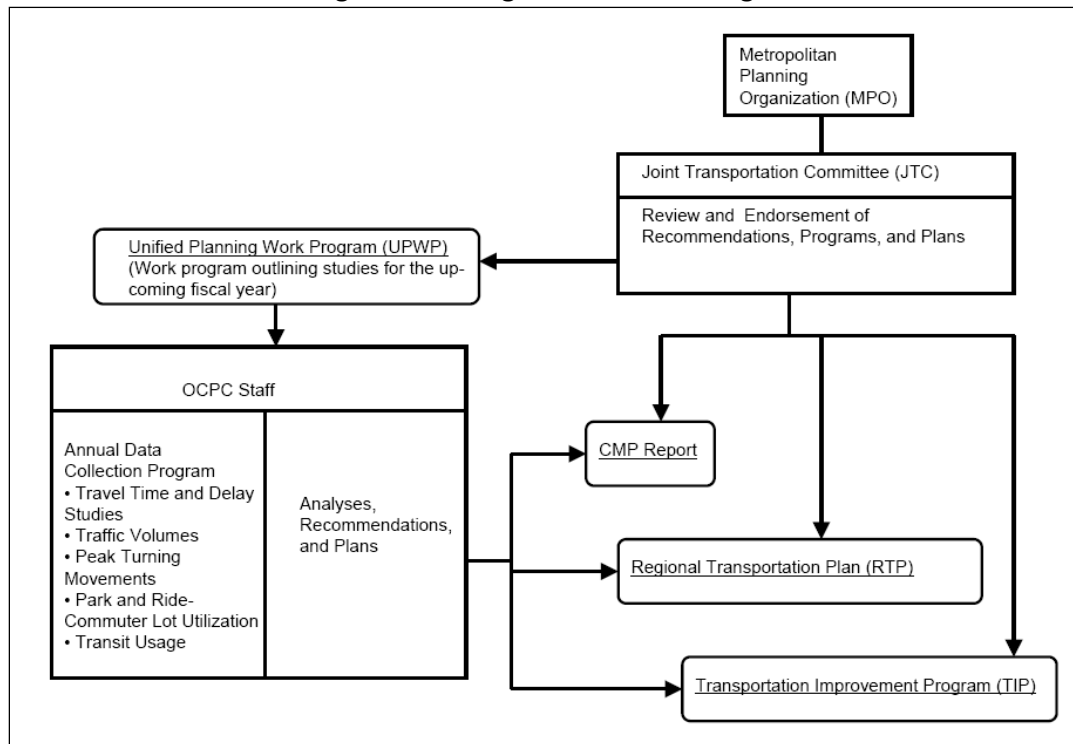
Congestion Management Process

Congestion on a transportation facility may be defined as the level of performance that is deemed unacceptable due to traffic interference. The acceptable level of performance varies from state to state. In addition, the types of transportation modes and links also vary from place to place. Therefore, the regulations require an effective CMP that provides information on enhancing performance and identifies effective congestion reducing strategies that meet the needs of the particular region.

The CMP is, "a systematic process for managing congestion that provides information on transportation system performance and on alternative strategies for alleviating congestion and enhancing the mobility of persons and goods to levels that meet state and local needs." The CMP includes serious consideration of the implementation of strategies that provide the most efficient and effective use of existing and future transportation facilities. In both metropolitan and non-metropolitan areas, consideration needs to be given to strategies that reduce single occupancy vehicle (SOV) travel and improve existing transportation system efficiency.

The figure below illustrates the integration of the Congestion Management Process within the overall planning process. This process allows for monitoring transportation systems for congestion, reviewing and endorsing plans by local communities that make up the region, and revising monitoring of strategies and overall plans to account for a dynamic management system.

Congestion Management Process Diagram



In general, the root causes of congestion can be summarized into two main categories:

- Too much traffic exists on a facility for the available physical capacity to handle – There is a limited amount of traffic that can be moved on a roadway for a given time, or only so many transit patrons that can be accommodated in a given number of buses or trains. This is considered the physical capacity of the system. Bottlenecks occur at locations where the physical capacity is restricted, with flows from upstream sections (with higher capacities) being funneled into smaller downstream segments. When traffic flow breaks down to stop-and-go conditions, capacity is actually reduced. Bottlenecks can be very specific chokepoints in the system, such as a poorly functioning freeway-to-freeway interchange, or an entire highway corridor where a “system” of bottlenecks exists, such as a closely spaced series of interchanges with local streets. Physical capacity can be reduced by the addition of “intentional” bottlenecks, such as traffic signals and tollbooths. Bottlenecks can also exist on long upgrades and can be created by “surges” in traffic, as experienced around resort areas, or due to specific events (sports events, parades, etc.).

- Traffic Incidents – In addition to the physical capacity, external events can have a major effect on traffic flow. These include traffic incidents such as crashes and vehicle breakdowns; work zones; inclement weather; special events; and poorly timed traffic signals. When these events occur, their main impact is to subtract physical capacity from the roadway. Events also may cause changes in traffic demand by causing travelers to rethink their trips (e.g., snow and other types of severe weather). The level of congestion on a roadway is determined by the interaction of physical capacity with events that are taking place at a given time. The effect of a traffic incident depends on how much physical capacity is present. Consider a traffic crash that blocks a single lane on a freeway. That incident has a much greater impact on traffic flow if only two normal lanes of travel are present than if three lanes are present. Therefore, strategies that improve the physical capacity of bottlenecks also lessen the impacts of roadway events such as traffic incidents, weather, and work zones.

Specific issues that contribute to congestion include:

- Interchange spacing too short on limited access highways
- Inadequate acceleration/deceleration lanes
- Poor access control on arterials
- Lack of incident management plan
- Poor signal timing
- Lack of signal coordination
- Special events/other
- Inclement weather
- Low vehicle occupancy
- Work zones
- Bottlenecks due to too many trips occurring within a narrow time frame
- Adjacent land use development inconsistent with the transportation system
- Crashes
- Driver behavior/distractions
- Lack of adequate roadway, transit, and or parking capacity

The cost of congestion can be measured in dollars as well as time. There is a direct link between transportation investment, travel conditions (congestion and reliability), and economic productivity. Two key trends have a substantial impact on the total cost of moving freight:

- As congestion spreads into the midday, which is typically the peak travel period for trucks, costs that are more direct will be incurred.
- Reliability – For trucks, the ability to hit delivery windows predictably will decrease and will add even more costs as firms struggle to optimize delivery schedules. This is especially a problem for truckers who must meet “just-in-time” delivery schedules set by shippers, manufacturers, and retailers.

The currently intensified congested corridors are summarized as follows:

- Route 3 From Plymouth/Bourne Town Line To Pembroke/Norwell Town Line
- Route 3A in Kingston and Plymouth
- Route 18 From Route 3 to Central Square in East Bridgewater
- Route 24 From Raynham/ Bridgewater Town Line To I-93
- Route 27 in Stoughton, Brockton, and East Bridgewater
- Route 28 in Avon, Brockton, West Bridgewater, and Bridgewater
- Carver Street/Samoset Street in Plymouth
- Route 106 in Easton and West Bridgewater
- Route 106 in Halifax and East Bridgewater
- Route 123 in Easton and Brockton
- Route 138 From The Canton/ Stoughton Town Line To Junction Of 138 / 27 / 139 In Stoughton
- Route 139 From The Junction Of Route 139/53 In Pembroke To The Pembroke/Marshfield Town Line
- Harrison Boulevard/Central Street In Avon And Stoughton (between Route 28 and Route 27)
- Main Street / North Main Street In Brockton From Plain Street To Avon Town Line

The CMP is also designed to identify key intersections that demonstrate congestion, excessive delays, and circulation problems. The CMP identifies these congested facilities through studies completed by OCPC and other agencies and organizations, and through the ongoing monitoring of facilities. Standard operating procedures have been adopted for data collection that allows the monitoring of intersections within the region specifically targeted due to congestion. The CMP has identified numerous congested intersections, based on a threshold of LOS “D” or less, within the Old Colony region.

In addition to the intersection locations, there are a number of community centers in the region including, Bridgewater Center (Central Square), East Bridgewater Center, Downtown Brockton, Stoughton Center, and West Bridgewater Center, that experience chronic congestion and circulation problems requiring on-going efforts to improve traffic flow and reduce delays.

2. *Prioritization*

Qualifying factors for a project to be listed in the active year element (FFY 2012).

- Project must have Project Review Committee (PRC) approval and/or a MassDOT ID number (PROJIS)
- Need for project to be implemented (safety, congestion, etc.)
- Financial feasibility of project
- Project must have reasonable progress in design, as to assure that the project can be implemented in the active year
- Level of impact of the project (ADTs, Location, NHS, Safety)
- Local and regional support for the project
- Project has appeared on previous TIPs

- Project has been derived from the Management Systems (Congestion, Land Use, Safety, and Pavement)
- Consideration of Transportation Evaluation Criteria

3. Public Participation, Coordination, and Consultation

Transportation planning is one component of the Comprehensive Planning Process that includes land use/growth management, housing, open space and recreation, economic development, historic preservation, and water quality. It is important that these potentially conflicting elements be consistent with one another in order to facilitate the efficient movement of people and goods in the region. The first step in obtaining consistency is the use of a common database, coordination, and consultation with appropriate agencies and groups. Each of the functional planning areas uses common land use, population and employment statistics, and forecasts.

An underlying principle of the metropolitan planning process is public participation, coordination, and consultation with appropriate agencies and groups. As such, a successful public participation model was developed and utilized. Legal advertisements are not a panacea for public participation. With that in mind, the staff engaged the public to the maximum extent possible. Various strategies were deployed, documented, and evaluated.

This FFY 2012-2015 Transportation Improvement Program was developed in accordance with the Public Participation Plan (PPP) for the Old Colony Planning Council Region. Brockton Area Transit utilizes the Old Colony MPO's public participation as its public participation process.

Public participation in the TIP development process is welcomed and encouraged. The public is able to participate in the development of the TIP by attending various meetings and reviews designated for the TIP, or by contacting the OCPC offices. The development process is as such:

- Review previous years TIPs
- List all projects carried over from the latest TIP and new suggestions for projects
- Review list of Projects with the JTC, OCPC, and MPO
- Consideration of the Congestion Management Process
- Consideration of Transportation Evaluation Criteria
- Development of future projects
- Adoption of the fiscal year Transportation Improvement Program

Staff utilized a diverse methodology for coordination, consultation, and engaging the public to maximum extent possible in the development of the TIP. The methodology is presented below.

- Old Colony MPO - The MPO provided oversight of the TIP development and has the responsibility of ultimately endorsing the TIP.

- Old Colony Planning Council (OCPC) - The Old Colony Planning Council discussed the TIP development and provided both planning and policy guidance at regularly scheduled Council meetings. Meetings took place typically during the last Wednesday of the month.

- Old Colony Joint Transportation Committee (JTC) - Functioning as the advisory group to the Old Colony MPO and Old Colony Planning Council, this group assisted with the identification of transportation deficiencies and provided regular input and review of TIP products. The Committee consists of superintendents and or directors of highway/ department of public works, town planners, engineers, etc. Typically, meetings took place during the second Thursday of the month. As such, regular input and guidance occurred.

FFY 2012-2015 OLD COLONY TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

- Transit Providers – Council staff solicited input regarding transit issues from the BAT, GATRA, MBTA, South Shore Community Action Council, as well as a private carrier (P&B).
- Coordination and consultation activities - Coordination and consultation, and/ or information dissemination activities took place with multiple agencies and groups. As such, these coordination and consultation activities took place with: Brockton Area Transit Authority, Brockton 21st Century Cooperation, Cape Verdean Association of Brockton, Chief Elected Officials, Departments of Public Works and Highway Departments, Executive Office of Transportation, Latino Health Institute, Greater Attleboro Taunton Transit Authority, MassDOT District 5, MBTA, Metro South Chamber of Commerce, NAACP, Plymouth and Brockton (P&B), Plymouth Area Chamber of Commerce, Plymouth County Development Council, South Shore Chamber of Commerce, and South Shore Community Action Council.
- Transportation Advisory Network (TAN) - The TAN consists of over 200 members. Members include chief elected officials, legislators, planning boards, MassDOT, FHWA, FTA, transit providers, minority groups, town clerks, and transportation officials. The objective was to provide continuing outreach to a wide network. Council staff provided announcements of product availability, upcoming events, and meetings associated with the TIP to the TAN.
- Media Outlets and places of public convenience - Staff utilized multiple media outlets and places of public convenience to solicit public comment, advertise meetings, and advertise TIP availability. The media outlets and places of public convenience consisted of newspaper legal advertisements, websites (Old Colony Planning Council, town and city halls, local cable access (all communities with cable access).
- Copies of the Draft TIP on the OCPC website and Office so residents and stakeholders from member communities had many opportunities to review the Draft TIP. Copies of the Draft TIP were provided upon request.
- 30-Day Public Review Period - During the public review period for the Draft TIP, copies were available and their availability was advertised using multiple media outlets and the TAN. During the period, public meetings were held and the Council staff was available to discuss the Draft TIP with the public upon request.

Furthermore, the 2009 Transit Directory was utilized. The Directory is a listing of public and private transit agencies providing both internal service within the region and service to points outside the region, particularly the Greater Boston Area.

Environmental Justice

Environmental Justice is an important part of the planning process and is considered in all phases of planning. A truly integrated and effective planning process actively considers and promotes environmental justice within projects and groups of projects, across the total plan, and in policy decisions. All reasonably foreseeable adverse social, economic, and environmental effects on minority populations and low-income populations must be identified and addressed. There are three fundamental Environmental Justice principles:

- To avoid, minimize, or mitigate disproportionately high and adverse human health or environmental effects, including social and economic effects, on minority populations and low-income populations.
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority populations and low-income populations.

Public involvement is an integral part of transportation planning and project development decision-making. The U.S. DOT Order (5610.2) on Environmental Justice directs the provision for minority populations and low-income populations greater access to information on and opportunities for public participation in matters that may affect human health and the environment.

Effective public involvement in the planning process and the project-development process can alert State and local agencies about environmental justice concerns so that they do not result in surprises during the project-development stage. Continuous interaction between community members and transportation professionals is critical to successfully identify and resolve potential Environmental Justice concerns.

The staff has public-involvement procedures established that provide for consideration of Environmental Justice. These procedures provide an inclusive, representative, and equal opportunity for two-way communication resulting in appropriate action that reflects this public involvement. Environmental Justice is considered in all aspects of planning and project decision-making, including the design of both the public-involvement plan and the proposed facility.

Environmental Justice analysis asks whether a proposed action or plan causes disproportionately high and adverse effects on minority populations and low-income populations, and whether these populations are denied benefits. A framework of analysis that can determine how a proposed action or plan could differentially affect different populations is important. As such, an analysis of benefits and burdens is utilized. In addition, computer mapping of Environmental Justice Areas along with past, present and future projects funded through the transportation improvement program, available transit services and their associated walking times, commuter parking facilities, pavement conditions, high crash locations, areas of congestion is utilized to measure the distribution of funding (to ensure geographic equity), to determine priorities areas of need/ and or concern.

Examinations of potential Benefits and Burdens because of the implementation of the TIP were conducted. Examples of Benefits considered were Mobility, Accessibility, Infrastructure condition, Environment, Reliability, Safety, Security, Load factors, Efficiency, and Consultation with riders in improving bus services to the transit-dependent. While, examples of Burdens considered were: Air, noise, and water pollution and soil contamination, Destruction or disruption of community cohesion or a community's economic vitality, Destruction or disruption of the availability of public and private facilities and services, Adverse employment effects, Displacement of persons, businesses, farms, or nonprofit organizations, Increased traffic congestion, isolation, exclusion, or separation of minority or low-income individuals within a given community or from the broader community, and The denial of, reduction in, or significant delay in the receipt of, benefits of programs, policies, or activities.

FFY 2012-2015 OLD COLONY TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

An assessment of the benefits and burdens of the Transportation Improvement Program (TIP) was completed to identify all regionally significant projects constructed and/ or programmed in the Old Colony Transportation Improvement Program during the period of 2004 – 2014. Constructed projects funded through the TIP were included to provide a benchmark of investments. Transportation Improvement Program and analyzed the location of these improvements relative to locations of minority and low-income populations. For the purposes of identifying these populations, the staff utilized the MassGIS Environmental Justice GIS Shape file. Polygons in the Environmental Justice (EJ) Populations layer represent neighborhoods across the state with high minority, non-English speaking, low-income, and foreign-born populations. Data in this layer were derived from Summary File 3 at the block group level (Summary Level 150) from 2000 U.S. Census data).

Regionally, it was determined that about 46.7% of the identified improvement projects, representing approximately 47.6 percent of the identified investment dollars on the FFY 2011-2014 TIP are located in or immediately adjacent to EJ communities. This exceeds the 25.9 percent of the region's population identified as living in EJ communities. Non-mappable projects, such as transit vehicle replacements or rehabilitations, bridge and roadway repair line items for future projects to be defined, and other non-location-specific projects are not included in this analysis. Moreover, many of the projects that are not located directly within an EJ community are projects of key regional significance, such as interstate highway improvements. These improvements benefit the region as a whole, and provide access to many key employment centers, including downtown Brockton and regional shopping centers.

Investment Value of TIP Projects 2011-2014 (Programmed and Planned)

Type	Population Represented in EJ Communities (2000)	Percent Population Represented	TIP Project Investment	Percent Projects in EJ/ Non EJ Communities by Total Investment (\$)
Within EJ Communities	83,272	25.9%	\$13,550,166	47.6%
Outside EJ Communities	238,243	74.1%	\$14,898,277	52.4%
Totals	321,515	100.0%	\$28,448,443	100%

OCPC undertook further analysis to determine the level of investments during the period of 2004-2010 through previous Transportation Improvement Programs. From that analysis, it was concluded that about 43.3 percent of the identified improvement projects, representing approximately 46.5 percent of the identified investment dollars allocated during the TIP years of 2004-2010 are located in or immediately adjacent to EJ communities. This exceeds the 25.9 percent of the region’s population identified as living in EJ communities.

Investment Value of TIP Projects 2004 - 2010 (Projects Implemented)

Type	Population Represented in EJ Communities (2000)	Percent Population Represented	TIP Project Investment	Percent Projects in EJ/ Non EJ Communities by Total Investment (\$)
Within EJ Communities	83,272	25.9%	\$44,777,527	46.5%
Outside EJ Communities	238,243	74.1%	\$51,604,276	53.5%
Totals	321,515	100.0%	\$96,381,802	100%

From the examination of benefits and burdens, it is the determination that no projects implemented because of the TIP will result in adverse impacts to the Environmental Justice Areas in the Old Colony region.

As such, from the review, it may be concluded that the public investment and involvement in the regional transportation planning process and the resultant FFY 2011-2014 Transportation Improvement Program and previous TIPs (dating back to 2004 demonstrate that the benefits of the regional transportation planning process accrue to both EJ and Non-EJ communities. Low-income and minority populations are not disproportionately impacted and are beneficiaries of the transportation planning process in the Old Colony Region.

As such, the Old Colony Planning Council continues to work with our regional partners in the advancement of environmental justice principles throughout the regional planning process. Such analyses will be conducted annually and included in the endorsed TIP.

**Thirty-Day Public Review Period
July 19, 2011 Legal Advertisements**

The Brockton Enterprise

**NOTICE OF PUBLIC
REVIEW AND
COMMENT PERIOD
DRAFT FFY 2012 UNI-
FIED PLANNING WORK
PROGRAM (UPWP)
DRAFT FFY 2012-2015
TRANSPORTATION
IMPROVEMENT
PROGRAM (TIP)
DRAFT 2012 REGION-
AL TRANSPORTATION
PLAN (RTP)**

In accordance with the Public Participation Process developed by the Old Colony Metropolitan Planning Organization (MPO), Old Colony Planning Council (OCPC) is making the Draft FFY 2012 Unified Planning Work Program (UPWP), the Draft FFY 2012-2015 Transportation Improvement Program (TIP), and the Draft 2012 Regional Transportation Plan (RTP) available for public review and comment.

Copies of these plans are available for review at the OCPC Offices (8:30 AM to 4:00 PM), at and/or upon request. This notice will initiate a Public Review Period. Written comments will be accepted until 9:00 AM on August 23, 2011. This process will also be used as Brockton Area Transit Authority (BAT's) public participation process. A public meeting of the OCPC and MPO advisory committee, the Joint Transportation Committee, is scheduled for August 11, 2011, at 12 PM. In addition, a public meeting of the Old Colony MPO is scheduled for August 23, 2011, at 10 AM to hear the results of the public comment period. Both meetings will take place at the OCPC Offices. Please contact Charles Kilmer at 508-583-1833 Extension 206 for further information.

Written comments should be sent to:

Charles Kilmer
C/o Old Colony Planning
Council (OCPC)
70 School Street
Brockton, MA 02301

12555700 7/19/11

The Patriot Ledger

**NOTICE OF PUBLIC REVIEW AND
COMMENT PERIOD
DRAFT FFY 2012 UNIFIED PLANNING WORK
PROGRAM (UPWP)
DRAFT FFY 2012-2015 TRANSPORTATION
IMPROVEMENT PROGRAM (TIP)
DRAFT 2012 REGIONAL TRANSPORTATION PLAN
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Written comments should be sent to:

Charles Kilmer
C/o Old Colony Planning Council (OCPC)
70 School Street
Brockton, MA 02301

7/19/11

The Brockton Area Transit Authority, the FTA Section 5307(c) applicant, has consulted with the Old Colony Metropolitan Planning Organization and concurs that the public involvement process adopted by the MPO for development of the TIP satisfies the public hearing requirements that pertain to the development of the Program of Projects for the regular Section 5307, Urbanized Area Formula Program, grant applications including the provisions for public notice and the time established for public review and comment.

For FTA projects that are not routine, i.e. Section 5307 applications that require an environmental assessment or an environmental impact statement the public involvement provided for herein for the TIP review is not sufficient. FTA will require additional public involvement, as presented in the joint FHWA/FTA environmental regulations, 23 C.F.R. part 771 for grant approval.

Comments received from the thirty-day public review can be obtained by contacting Charles Kilmer at 508-583-1833, Extension 206.

4. Transportation Funding Programs

The major sources of transportation funding are the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and the Federal Aviation Administration (FAA). The United States Congress authorizes funding for these transportation projects through federal legislation. For highways and mass transportation, the most recent authorization was the SAFETEA-LU (2005). Federal funding received from SAFETEA-LU is allocated to different funding programs. State funds are also a key component for transportation purposes. Some of these programs are listed below.

Highway Funding Programs

- **American Recovery and Reinvestment Act (ARRA)** is an economic stimulus package enacted by the 111th United States Congress in February 2009 that intended to provide a stimulus to the U.S. economy in the wake of the economic downturn.
- **National Highway System (NHS)** consists primarily of existing Interstate routes and portions of the Primary System. The program was established to focus federal resources on roads that are the most important to interstate travel and national defense, roads that connect with other modes of transportation, and others that are essential for international commerce.
- **Interstate Maintenance (IM)** includes resurfacing, restoration, and rehabilitation as eligible activities for maintaining Interstate facilities. Reconstruction is also eligible if it does not add capacity. However, high-occupancy-vehicle (HOV) and auxiliary lanes can be added.
- **Surface Transportation Program (STP)** is a block grant program that may be used for any roads (including NHS) that are not functionally classified as local or rural minor collectors. These roads are collectively referred to as federal-aid eligible roads. Bridge projects paid for with STP funds are not restricted to federal-aid roads but may be on any public road. Transit capital projects are also eligible under this program.
- **Congestion Mitigation and Air Quality Improvement Program (CMAQ)** directs funds toward transportation projects in Clean Air Act non-attainment areas for ozone and carbon monoxide. These projects will contribute to meeting the attainment of national ambient air quality

standards. The state receives funds based on its share of the population of air quality non-attainment areas weighted by degree of air pollution.

- **Highway Safety Improvement Program (HSIP)** is a program that aims to reduce the number of fatal and injury crashes by targeting high crash locations. Projects, using (HSIP) funding, are required, by SAFETEA-LU, the Federal Legislation, to be selected based a data driven process.
- **Bridge Replacement and Rehabilitation Program** provides funds for rehabilitation and replacement of any bridge on a public road. Bridges on the federal-aid system or off the federal-aid system are eligible for these funds. Eligible are bridge painting, seismic retrofitting, and calcium magnesium applications.
- **Other Federal Aid** includes projects that received federal funding outside the federal-aid program. Funds in this category are generally approved as line items appended to various pieces of federal legislation. Projects in this category are generally intended to improve public safety within a specified region that might not qualify for funding through other sources.
- **Non-Federal Aid (NFA)** contains all projects not receiving federal funds. Various categories of state funding are included in this group such as bikeways, State Aid (Chapter 90) and highway construction, and maintenance (Chapter 497).
- **Public Works Economic Development (PWED)** projects are funded entirely with state funds and are often part of state grant projects targeting downtown revitalization.

Transit Funding Programs

- **49 U.S.C. Section 5307** provides capital, preventative maintenance, and operating assistance to transit systems in urbanized areas.
- **49 U.S.C. Section 5309** provides funding for the construction or extension of new transit service projects, modernization of existing rail systems, and major bus purchases and related facilities.
- **49 U.S.C. Section 5310** is the Elderly and Persons with Disabilities program, which provides capital assistance to private non-profit service carriers.
- **49 U.S.C. Section 5311** provides funding capital and operating assistance to transit systems in non-urbanized areas (Rural Transit).
- **49 U.S.C. Section 5316** provides funding for transportation services designed to transport welfare recipients and low income individuals to and from jobs and to develop transportation services for residents of urban centers and rural and suburban areas to suburban employment opportunities.
- **49 U.S.C. Section 5317** provides funding to encourage service and facility improvements to address the transportation needs of persons with disabilities that go beyond those required by the Americans with Disabilities Act.
- **Mobility Assistance Program (MAP)** is a state funded program similar to Section 5310, but provides capital assistance to public non-profit service carriers. MAP funds are intended for use

FFY 2012-2015 OLD COLONY TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

by public agencies, such as Councils on Aging, South Shore Community Action Council, and the Brockton Area Transit Authority (BAT), to provide van service to elderly and disabled persons.

Part B. Highway and Bridge Project Listing by Community

The following list is not a prioritized list of projects for funding. This is an informational list of identified projects regardless of funding sources.

1. Project List

ABINGTON	ABINGTON- SAFE ROUTES TO SCHOOL (CENTER SCHOOL)	605693	Appendix
ABINGTON	ABINGTON- SAFE ROUTES TO SCHOOL (WOODWARD SCHOOL)	PRE - PRC	Appendix
ABINGTON & WEYMOUTH	WEYMOUTH- ABINGTON- RECONSTRUCTION & WIDENING ON ROUTE 18 FROM HIGHLAND PLACE TO ROUTE 139 (4.0 MILES)	601630	2012 - BOSTON
ABINGTON/ WHITMAN	ROUTE 18 CAPACITY ENHANCEMENT FROM ROUTE 139 TO ROUTE 14	PRE - PRC	Potential
AVON	ROUTE 28 (EAST MAIN STREET) AT EAST/WEST SPRING STREET SIGNALIZATION AND GEOMETRIC IMPROVEMENT	PRE - PRC	Potential
AVON	WEST MAIN STREET RECONSTRUCTION (HARRISON BOULEVARD TO ROUTE 28)	PRE - PRC	Potential
BRIDGEWATER	BRIDGEWATER- BRIDGE REHABILITATION, B-23-009, OAK STREET OVER THE TOWN RIVER	53430	Appendix
BRIDGEWATER	BRIDGEWATER- SIGNAL & INTERSECTION IMPROVEMENTS AT STATE ROUTE 18 & HIGH STREET	603660	2015
BRIDGEWATER	HIGH STREET RECONSTRUCTION FROM HAYWARD STREET TO PLYMOUTH STREET	PRE - PRC	Potential
BRIDGEWATER	MILL STREET RECONSTRUCTION FROM PLYMOUTH STREET TO HIGH STREET	PRE - PRC	Potential
BRIDGEWATER	SOUTH STREET@ ROUTE 104 SIGNALIZATION AND GEOMETRIC IMPROVEMENT	PRE - PRC	Potential
BRIDGEWATER	SUMMER STREET RECONSTRUCTION FROM GROVE STREET TO FLAGG STREET	PRE - PRC	Potential
BRIDGEWATER	TITICUT STREET BRIDGE REPLACEMENT OVER TAUNTON RIVER	PRE - PRC	Potential
BRIDGEWATER	TOWN RIVER LANDING PEDESTRIAN BRIDGE ENHANCEMENT PROJECT	PRE - PRC	Potential
BROCKTON	BROCKTON - DESIGN AND CONSTRUCT DOWNTOWN ROADWAY AND STREETScape IMPROVEMENTS. DEMO ID: MA-214.	603675	2013
BROCKTON	BROCKTON- INTERSECTION IMPROVEMENTS @ CRESCENT STREET (ROUTE 27)/QUINCY STREET/MASSASOIT BOULEVARD	606143	Appendix
BROCKTON	BROCKTON- RECONSTRUCTION OF FOREST AVENUE, FROM WARREN AVENUE TO BELMONT STREET ("3R" PROJECT)	601344	Appendix

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BROCKTON	BROCKTON- REHABILITATION OF ROUTE 123, FROM MONTELLO STREET TO NORTH CARY STREET (2,900 FEET - 3R PROJECT)	601346	Appendix
BROCKTON	BROCKTON- RESURFACING & RELATED WORK ON A SECTION OF ROUTE 27 (PLEASANT STREET & CRESCENT STREET)	600365	2012
BROCKTON	BROCKTON- RESURFACING & RELATED WORK ON FIELD STREET, FROM MONTELLO STREET TO WINTER STREET (4,000 FT.)	601639	Appendix
BROCKTON	BROCKTON- RESURFACING & RELATED WORK ON PERKINS AVENUE, FROM SUMMER STREET TO MAIN STREET (2,800 FT.)	601642	Appendix
BROCKTON	BROCKTON- RESURFACING & RELATED WORK ON WEST ELM STREET, FROM WARREN AVENUE TO WEST STREET (6,800 FT.)	601644	2014
BROCKTON	BROCKTON- SAFE ROUTES TO SCHOOL (BROOKFIELD ELEMENTARY SCHOOL)	606519	2013
BROCKTON	BROCKTON- SIGNAL & INTERSECTION IMPROVEMENTS @ ROUTE 123/LINWOOD STREET/LORRAINE AVENUE	606036	2015
BROCKTON	ITS REVENUE COLLECTION EQUIPMENT	PRE - PRC	Potential
BROCKTON	MAIN STREET AT FOREST AVENUE TRAFFIC SIGNALS AND GEOMETRIC IMPROVEMENTS	PRE - PRC	Potential
BROCKTON	MAIN STREET RECONSTRUCTION FROM WHITE AVENUE TO HAYWARD AVENUE	PRE - PRC	Potential
BROCKTON	N. MAIN STREET RECONSTRUCTION FROM PROSPECT TO COURT WAY	PRE - PRC	Potential
BROCKTON	PEDESTRIAN/ BIKEWAY CONNECTIONS TO THE INTERMODAL TRANSPORTATION CENTRE	PRE - PRC	Potential
BROCKTON	RECONSTRUCTION OF COURT STREET, FROM MAIN STREET TO NORTH CARY STREET ("3R" PROJECT)	601342	Appendix
BROCKTON	ROUTE 28 RECONSTRUCTION FROM EAST ASHLAND STREET TO PLAIN STREET	PRE - PRC	Potential
EAST BRIDGEWATER	ROUTE 106 RECONSTRUCTION WHITMAN STREET TO HALIFAX TOWN LINE	PRE - PRC	Potential
EASTON	CENTRAL STREET RESURFACING FROM WASHINGTON TO DEPOT	PRE - PRC	Potential
EASTON	EASTON - RECONSTRUCTION ON ROUTE 123 (DEPOT STREET) FROM FOXRIDGE ROAD TO ROUTE 138	601337	\$1,506,500
EASTON	EASTON- INTERSECTION IMPROVEMENTS @ ROUTE 138 & TURNPIKE AVENUE	604098	Appendix
EASTON	EASTON- SAFE ROUTES TO SCHOOL (F.L. OLMSTED SCHOOL)	606225	2012
EASTON	EASTON- SIGNAL & INTERSECTION IMPROVEMENTS @ ROUTE 138 (TURNPIKE STREET) AND ROUTE 106 (FOUNDRY STREET)	606071	2015
EASTON	ROUTE 106 - EASTMAN STREET, MANSFIELD TOWN LINE TO ROUTE 123	PRE - PRC	Potential
EASTON	ROUTE 106 - FOUNDRY STREET, BAY ROAD TO MORSE ROAD	PRE - PRC	Potential
EASTON	ROUTE 106 - FOUNDRY STREET, EASTMAN STREET TO BAY ROAD	PRE - PRC	Potential

FFY 2012-2015 OLD COLONY TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

EASTON	ROUTE 138 @ ELM STREET SIGNALIZATION AND GEOMETRIC IMPROVEMENT	PRE - PRC	Potential
EASTON	ROUTE 138 @ PLYMOUTH STREET SIGNALIZATION AND GEOMETRIC IMPROVEMENT	PRE - PRC	Potential
EASTON	ROUTE 138 @ UNION STREET SIGNALIZATION AND GEOMETRIC IMPROVEMENT	PRE - PRC	Potential
HALIFAX	ROUTE 106 RECONSTRUCTION (ROUTE 105 TO BRIDGEWATER TOWN LINE)	PRE - PRC	Potential
HALIFAX	ROUTE 58 RECONSTRUCTION (LINGAN STREET TO PLYMPTON TL)	PRE - PRC	Potential
KINGSTON	KINGSTON- BRIDGE REPLACEMENT, K-01-002, ELM STREET OVER THE JONES RIVER	24090	2012
KINGSTON	KINGSTON- RECONSTRUCTION ON ROUTE 106 (MAIN STREET, WAPPING ROAD) (5,300 FEET)	601164	Appendix
KINGSTON	KINGSTON- SIGNAL & INTERSECTION IMPROVEMENTS @ ROUTE 3A & ROUTE 53 AT KINGSBURY PLAZA	600865	Appendix
KINGSTON	ROUTE 27 @ ROUTE 106 SIGNAL REPLACEMENT AND GEOMETRIC IMPROVEMENTS	PRE - PRC	Potential
KINGSTON	ROUTE 3A AT CRESCENT STREET SIGNALIZATION AND GEOMETRIC IMPROVEMENTS	PRE - PRC	Potential
PEMBROKE	PEMBROKE- RECONSTRUCTION ON ROUTE 14, FROM THE HANSON T.L. TO WASHINGTON STREET (ROUTE 53)	604957	Appendix
PEMBROKE	PEMBROKE- REHABILITATION ON ROUTE 36 (CENTER STREET)	600380	Appendix
PEMBROKE	ROUTE 53 AT PLEASANT STREET SIGNALIZATION AND GEOMETRIC IMPROVEMENTS	PRE - PRC	Potential
PLYMOUTH	CARVER ROAD/SUMMER ST/FEDERAL FURNACE/SLEEPY HOLLOW ROAD SIGNALIZATION	PRE - PRC	Potential
PLYMOUTH	CHERRY STREET RECONSTRUCTION FROM INDUSTRIAL PARK ROAD TO COMMERCE WAY	PRE - PRC	Potential
PLYMOUTH	FEDERAL FURNACE ROAD RECONSTRUCTION FROM CARVER TOWN LINE TO SOUTH MEADOW ROAD	PRE - PRC	Potential
PLYMOUTH	JENNY GRIST MILL/ BILLINGTON SEA WALKWAY	PRE - PRC	Potential
PLYMOUTH	LONG POND ROAD RECONSTRUCTION (DREW ROAD TO CLARK ROAD)	PRE - PRC	Potential
PLYMOUTH	NELSON STREET TO STEVENS FIELD PEDESTRIAN CONNECTION	PRE - PRC	Potential
PLYMOUTH	PLYMOUTH- BRIDGE PRESERVATION, P-13-026, ROUTE 3 (PILGRIM HIGHWAY) OVER BILLINGTON STREET	605100	Appendix
PLYMOUTH	PLYMOUTH- IMPROVEMENTS ON OBERY STREET, FROM SOUTH STREET TO A.A. CARANCI WAY/PLYMOUTH NORTH H.S. DRIVE INTERSECTION	606264	Appendix
PLYMOUTH	PLYMOUTH- RECONSTRUCTION OF ROUTE 44 (SAMOSET STREET) FROM ROUTE 3 (NB RAMP) EASTERLY TO WATER STREET	600426	2013
PLYMOUTH	PLYMOUTH- RECONSTRUCTION OF TAYLOR AVENUE, FROM WHITE HORSE ROAD TO MANOMET POINT ROAD, INCLUDES P-13-010	605038	Appendix

FFY 2012-2015 OLD COLONY TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

PLYMOUTH	ROUTE 3 AT EXIT 3 INTERCHANGE AND VICINITY ACCESS IMPROVEMENTS	PRE - PRC	Potential
PLYMOUTH	ROUTE 3A AT SOUTH STREET SIGNALIZATION	PRE - PRC	Potential
PLYMOUTH	ROUTE 3A MAIN STREET @ WATER STREET SIGNALIZATION	PRE - PRC	Potential
PLYMOUTH	ROUTE 3A STATE ROAD AND HERRING POND ROAD SIGNALIZATION	PRE - PRC	Potential
PLYMOUTH	SAMOSET STREET @ MARC DRIVE/ MOBILE HOME ESTATES SIGNALIZATION	PRE - PRC	Potential
PLYMOUTH	TOWN PIER BOARDWALK (NELSON TO BURIAL HILL)	PRE - PRC	Potential
PLYMOUTH	TOWN WHARF PEDESTRIAN AND ROADWAY IMPROVEMENTS	PRE - PRC	Potential
PLYMOUTH	WATER STREET RECONSTRUCTION (ROUTE 3A TO NELSON STREET)	PRE - PRC	Potential
REGION	OLD COLONY REGIONAL BICYCLE PARKING PROGRAM (BICYCLE RACK GRANT PROGRAM)		2012-2015
STOUGHTON	BAY ROAD RECONSTRUCTION	PRE - PRC	Potential
STOUGHTON	CANTON (ROUTE 27) & SCHOOL STREET SIGNALIZATION	PRE - PRC	Potential
STOUGHTON	CANTON (ROUTE 27)/TOSCA/CENTRAL INTERSECTION IMPROVEMENTS	PRE - PRC	Potential
STOUGHTON	STOUGHTON- RESURFACING & RELATED WORK ON ROUTE 138, FROM CANTON TL TO 300' NORTH OF THOMAS STREET	601109	Appendix
STOUGHTON	TURNPIKE AND CENTRAL STREETS RESURFACING	PRE - PRC	Potential
WEST BRIDGEWATER	BELMONT STREET BRIDGE REHABILITATION	PRE - PRC	Potential
WEST BRIDGEWATER	BRIDGE REHABILITATION ARCH STREET	PRE - PRC	Potential
WEST BRIDGEWATER	ROUTE 106 @ EAST STREET SIGNALIZATION	PRE - PRC	Potential
WEST BRIDGEWATER	ROUTE 106 @ HOWARD STREET SIGNALIZATION	PRE - PRC	Potential
WEST BRIDGEWATER	ROUTE 28 @ MATFIELD STREET SIGNALIZATION	PRE - PRC	Potential
WEST BRIDGEWATER	SOUTH STREET RESURFACING AND SIDEWALKS	PRE - PRC	Potential
WEST BRIDGEWATER	WEST BRIDGEWATER- BRIDGE REPLACEMENT, W-18-012, SR 106 OVER THE HOCKOMOCK RIVER	605351	Appendix
WEST BRIDGEWATER	WEST BRIDGEWATER- INTERSECTION IMPROVEMENTS AT ROUTE 106 & ROUTE 28 (CENTRAL SQUARE)	603457	2013
WEST BRIDGEWATER	WEST BRIDGEWATER- RECONSTRUCTION ON ROUTE 106, FROM ROUTE 28 (CENTRAL SQUARE) TO EASTON T.L.	603456	Appendix
WEST BRIDGEWATER	WEST STREET BRIDGE REHABILITATION	PRE - PRC	Potential

Part C. TIP - Federal Requirements and Project List



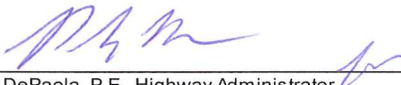
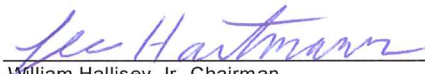
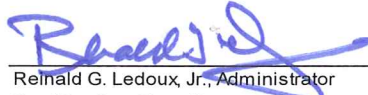
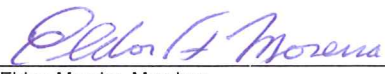


1. Endorsement of the FFY 2012-2015 Old Colony Transportation Improvement Program (TIP) and Air Quality Conformity Determination

Whereas, the 1990 Clean Air Act Amendments (CAAA) require Metropolitan Planning Organizations within non-attainment areas and/or attainment areas with maintenance plans to perform air quality conformity determinations prior to the approval of transportation plans and transportation improvement programs, and at such other times as required by regulation.

Whereas, the air quality conformity analysis prepared for the 2012-2015 Old Colony Transportation Improvement Program also demonstrates air quality conformity of the 2012 Old Colony Regional Transportation Plan, and that all regionally significant transportation projects in the 2012-2015 Old Colony Transportation Improvement Program are contained in the 2012 Old Colony Regional Transportation Plan, and that all regionally significant projects in the 2016 to 2035 timeframe of the Old Colony Regional Transportation Plan are modeled in the 2012-2015 Old Colony Transportation Improvement Program's air quality conformity analyses;

Whereas, the Old Colony MPO has completed its review accordance with Section 176(c) (4) of the Clean Air Act as amended in 1990 [42 U.S.C. 7251 (a)], and hereby certifies that implementation of the 2012 Old Colony Regional Transportation Plan satisfies the conformity criteria specified in both 40 CFR Part 51 and 93 (8/15/1997) and 310 CMR 60.03 (12/30/1994). Based on the results of the conformity analyses, the 2012 Old Colony Regional Transportation Plan and FFY 2012-2015 Old Colony TIP are consistent with the air quality goals of, and in conformity with, the Massachusetts State Implementation Plan;

Therefore, in accordance with 23 CFR Part 450 Section 322 (Development and content of the Metropolitan Transportation Plan) of the March 16, 2007 Final Rules for Statewide and Metropolitan Planning, the MPO hereby endorses the FFY 2012-2015 Old Colony Transportation Improvement Program.

 _____ Jeff Millan, Secretary and CEO Massachusetts Department of Transportation	23 Aug 11 _____ Date	 _____ The Honorable Linda M. Balzotti, Mayor City of Brockton	8/23/11 _____ Date
 _____ Frank DePaola, P.E., Highway Administrator Massachusetts Department of Transportation	8/23/11 _____ Date	for  _____ William Hallisey, Jr., Chairman Town of Plymouth Board of Selectmen	8/23/11 _____ Date
 _____ Reinald G. Ledoux, Jr., Administrator Brockton Area Transit	8/23/11 _____ Date	 _____ Eldon Moreira, Member Town of West Bridgewater, Board of Selectmen	8/23/11 _____ Date
 _____ Robert G. Moran, President Old Colony Planning Council	8-23-11 _____ Date	 _____ Daniel Salvucci, Vice Chairman Town of Whitman Board of Selectmen	8/23/11 _____ Date

FFY 2012-2015 OLD COLONY TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

2. Old Colony MPO Self Certification Compliance Statement

This will certify that the Comprehensive, Continuing, Cooperative Transportation Planning Process for the Old Colony Metropolitan Planning Organization is addressing major issues facing the region and certifies that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements including:

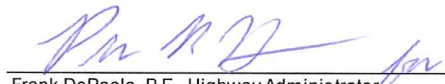
1. 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
2. In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 1101(b) of the SAFETEA-LU (Pub. L. 109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in US DOT funded projects;
6. 23 CFR 230, regarding the implementation of an Equal Employment Opportunity Program on Federal and Federal-aid Highway construction contracts.
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.
11. Anti-lobbying restrictions found in 49 USC Part 20. No appropriated funds may be expended by a recipient to influence or attempt to influence an officer or employee of any agency, a Member of Congress, in connection with the awarding of any Federal contract.


Jeff Mullan, Secretary and CEO
Massachusetts Department of Transportation

23 Aug 11
Date


The Honorable Linda M. Balzotti, Mayor
City of Brockton

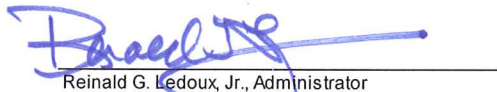
8/23/11
Date


Frank DePaola, P.E., Highway Administrator
Massachusetts Department of Transportation

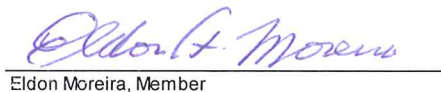
for 8/23/11
Date


William Hallisey, Jr., Chairman
Town of Plymouth Board of Selectmen

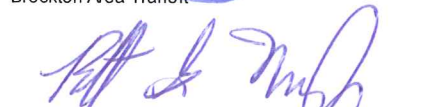
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Reinald G. Ledoux, Jr., Administrator
Brockton Area Transit

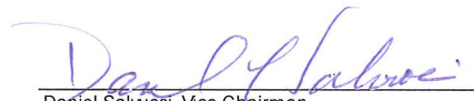
8/23/11
Date


Eldon Moreira, Member
Town of West Bridgewater, Board of Selectmen

8/23/11
Date


Robert G. Moran, President
Old Colony Planning Council

8.23.11
Date


Daniel Salvucci, Vice Chairman
Town of Whitman Board of Selectmen

8/23/11
Date

FFY 2012-2015 OLD COLONY TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

The currently endorsed Unified Planning Work Program, Regional Transportation Plan, and Transportation Improvement Program, together with any amendments, were developed in accordance with FHWA/ FTA regulations governing the implementation of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) and EPA regulations governing, the implementation of the Clean Air Act Amendments of 1990, and fully incorporate the applicable requirements of the 1964 Civil Rights Act and the Americans with Disabilities Act of 1990. From a certification review conducted in 2006, the FHWA and FTA have determined that the transportation planning process of the MPO substantially meets the requirements of the Metropolitan Planning Rule 23 CFR Part 450 Subpart C and 49 CFR Part 613. In addition, FHWA and FTA have jointly certified the transportation planning process.

3. Amendment / Adjustment / Administrative Modification Procedures & Substitutions

Transportation Improvement Programs, no matter how well planned may need to be changed from their original MPO endorsed form. There are different actions that may be taken in order to change the endorsed TIP. These actions vary, depending on the extent of the change, and have different impacts on the TIP.

The procedures for changing the TIP are:

TIP Amendment

- A TIP Amendment is the most extensive change procedure that a TIP may be required to go through. A TIP amendment requires the proposed changes to undergo a thirty-day public review period and be formally endorsed at a MPO meeting by the MPO if no significant comments are received. However, the Old Colony MPO, at their discretion, may vote to abbreviate the public comment period under what they consider extraordinary circumstances beyond the MPO's control.

The following triggers TIP Amendments;

- ✓ Significant funding changes in a project
- ✓ A project not programmed on the TIP is requested to be put on the TIP. (Moving a project back from the previous TIP to the current TIP is an exception – see below)

TIP Adjustment/ Administrative Modification

- A TIP Adjustment/ Administrative Modification is a minor Amendment. The Adjustment procedure requires an administrative action (the change), Joint Transportation Committee advice, and MPO signatory notification of the change. Adjustments or Administrative Modifications to the RTP are minor amendments such as adding projects to the Illustrative Project Listing, and the procedure requires an administrative action (the change), JTC advice, and Old Colony MPO notification of the change.

The following triggers TIP Adjustments;

- ✓ A project currently on the TIP is moved into the active year element (FFY 2010), including Mega projects as long as the TIP remains financially constrained
- ✓ A modest funding change
- ✓ A project is split into one or more projects
- ✓ A project listed in the FFY 2011-2014 TIP, and listed in the 2011 *Remaining Projects* that is not advertised in FFY 2011 is moved into the FFY 2012-2015 TIP.

4. Financial Summary and Targets

Highway Projects - Federal Aid

Fiscal Year	Federal Target	Federal Programmed
2012	\$ 4,702,942	\$ 3,728,489
2013	\$ 4,690,719	\$ 4,675,737
2014	\$ 4,568,523	\$ 3,791,426
2015	\$ 4,973,867	\$ 4,941,306
Totals	\$ 18,936,051	\$ 17,136,958

Transit Projects

Fiscal Year	Federal Apportionment	Federal Programmed*
2012	---	\$8,900,899
2013	---	\$8,070,870
2014	---	\$11,224,040
2015	---	\$6,634,496
Totals	\$ -	\$ 34,830,305

*MAP, & State Funds totals not included.

The Old Colony MPO Transportation Improvement Program is financially constrained for FFY 2012 and FFY 2013 according to the definition in the Federal Register 23 CFR Part 450.324. Please note that project costs programmed in the TIP are expressed in Year of Expenditure (YOE) dollars. The cost inflation factor utilized is 4% per year. The projects programmed for this region meet the funding estimates of federal and state funds available in each of these fiscal years. These estimates were provided by the state and refined as part of the State Transportation Improvement Program (STIP) development process.

The financial plan contained herein is financially constrained, and indicates that the Old Colony MPO Transportation Improvement Program reflects the highway program emphasis on the maintenance and operation of the current roadway and bridge system with the ability to provide for additional capital improvements.

Only projects for which funds can be expected have been included.

FFY 2012-2015 OLD COLONY TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

5. Summary of Funding Categories (FFY 2012-2015)

Funding Category	2012	2013	2014	2015	Total
BRIDGE		\$ -	\$ -		\$ -
CMAQ		\$ 911,909	\$ 911,909	\$ 911,909	\$ 2,735,727
NHS	\$ -	\$ -	\$ -	\$ -	\$ -
STP	\$ 5,422,723	\$ 4,495,536	\$ 4,342,791	\$ 4,849,470	\$ 19,110,520
HSIP	\$ 455,954	\$ 455,954	\$ 455,954	\$ 455,954	\$ 1,823,816
STP/Enh	\$ -	\$ -	\$ -	\$ -	\$ -
ITS					\$ -
SRTS	\$ 855,950				\$ 855,950
HPP, TI and/ or S117		\$ 3,558,844		\$ -	\$ 3,558,844
Subtotal FHWA/ State	\$ 6,734,627	\$ 9,422,243	\$ 5,710,654	\$ 6,217,333	\$ 28,084,857
5307 - Operating	\$ 14,500,000	\$ 15,000,000	\$ 15,500,000	\$ 16,000,000	\$ 61,000,000
5307 - Capital	\$ 330,000	\$ 330,000	\$ 300,000	\$ 300,000	\$ 1,260,000
5309	\$ -	\$ -	\$ 5,967,552	\$ -	\$ 5,967,552
5310	\$ 406,250	\$ 410,938	\$ 415,766	\$ 420,739	\$ 1,653,693
5311	\$ -	\$ 200,000	\$ 200,000	\$ 200,000	\$ 600,000
5316 - JARC	\$ 1,647,243	\$ 3,629,710	\$ 1,678,602	\$ 1,728,960	\$ 8,684,515
5317 - New Freedom	\$ 1,307,242	\$ 2,879,509	\$ 1,317,895	\$ 1,357,431	\$ 6,862,077
Other Priority Projects*					
Subtotal FTA/ State	\$ 18,190,735	\$ 22,450,157	\$ 40,640,892	\$ 20,007,130	\$ 86,027,837
Grand Total	\$ 24,925,362	\$ 31,872,400	\$ 46,351,546	\$ 26,224,463	\$ 114,112,694

FFY 2012-2015 OLD COLONY TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

6. Operating vs. Capital Expenditures

2012	Highway	Transit	Total
Operating	\$ 7,447,484	\$20,293,423	\$ 27,740,907
Capital	\$ -	\$1,827,124	\$ 1,827,124
Total	\$ 7,447,484	\$ 22,120,547	\$ 29,568,031
Total Percent Operating		93.82%	
Total Percent Capital		6.18%	

2013	Highway	Transit	Total
Operating	\$ 11,840,227	\$21,709,219	\$ 33,549,446
Capital	\$ -	\$1,530,938	\$ 1,530,938
Total	\$ 11,840,227	\$ 23,240,157	\$ 35,080,384
Total Percent Operating		95.64%	
Total Percent Capital		4.36%	

2014	Highway	Transit	Total
Operating	\$ 4,682,288	\$18,696,497	\$ 23,378,785
Capital	\$ -	\$7,448,318	\$ 7,448,318
Total	\$ 4,682,288	\$ 26,144,815	\$ 30,827,103
Total Percent Operating		75.84%	
Total Percent Capital		24.16%	

2015	Highway	Transit	Total
Operating	\$ 6,119,638	\$19,286,391	\$ 25,406,029
Capital	\$ -	\$1,485,739	\$ 1,485,739
Total	\$ 6,119,638	\$ 20,772,130	\$ 26,891,768
Total Percent Operating		94.48%	
Total Percent Capital		5.52%	

**Includes Federal and Non-Federal Funds*

2012 Old Colony MPO Transportation Improvement Program

07/19/2011 Draft Released
08/23/2011 Endorsed

MassDOT Project ID ▼	MassDOT Project Description ▼	MassDOT District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼
► Section 1A / Federal Aid Target Projects							
► STP - Surface Transportation Program							
600365	BROCKTON- RESURFACING & RELATED WORK ON A SECTION OF ROUTE 27 (PLEASANT STREET & CRESCENT STREET)	5	STP	\$ 3,588,061	\$ 2,870,449	\$ 717,612	100% Design; Total Cost is \$4,106,861; Funded by STP and STP-E
600365	BROCKTON- RESURFACING & RELATED WORK ON A SECTION OF ROUTE 27 (PLEASANT STREET & CRESCENT STREET) - ENHANCEMENT ELEMENTS	5	TE	\$ 285,867	\$ 228,694	\$ 57,173	100% Design; Total Cost is \$4,106,861; Funded by STP and STP-E; Identified Transportation Enhancement Fund (STP-E) eligible project components (2-for-1 state match portion)
	OLD COLONY REGIONAL BICYCLE PARKING PROGRAM	5	TE	\$ 33,333	\$ 26,666	\$ 6,667	Identified Transportation Enhancement Fund (STP-E) eligible project components (2-for-1 state match portion)
STP Subtotal ►				\$ 3,907,261	\$ 3,125,809	\$ 781,452	◀ 80% Federal + 20% Non-Federal
► HSIP - Highway Safety Improvement Program							
No Projects Programmed				\$ -	\$ -	\$ -	
HSIP Subtotal ►				\$ -	\$ -	\$ -	◀ Funding Split Varies by Project
► CMAQ - Congestion Mitigation and Air Quality Improvement Program							
No Projects Programmed				\$ -	\$ -	\$ -	
CMAQ Subtotal ►				\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
► Section 1A / Fiscal Constraint Analysis							
Total Federal Aid Target Funds Programmed ►				\$ 3,907,261	\$ 5,878,677	◀ Total Target	\$ 1,971,416
Total STP Programmed ►				\$ 3,907,261	\$ 5,422,723	◀ Max. STP	\$ 1,515,462
Total HSIP Programmed ►				\$ -	\$ 455,954	◀ Min. HSIP	\$ 455,954
Total CMAQ Programmed ►				\$ -	\$ -	◀ Min. CMAQ	\$ -
► Section 1B / Federal Aid Bridge Projects							
No Projects Programmed				\$ -	\$ -	\$ -	
BR Subtotal ►				\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
► Section 1C / Federal Aid Non-Target Projects							
► Earmarks							
No Projects Programmed				\$ -	\$ -	\$ -	
Earmarks Subtotal ►				\$ -	\$ -	\$ -	◀ Funding Split Varies by Earmark
► Other							
600365	BROCKTON- RESURFACING & RELATED WORK ON A SECTION OF ROUTE 27 (PLEASANT STREET & CRESCENT STREET) - ENHANCEMENT ELEMENTS	5	TE	\$ 142,933	\$ 114,346	\$ 28,587	100% Design; Identified Transportation Enhancement Fund (STP-E) eligible project components (2-for-1 state match portion)
	OLD COLONY REGIONAL BICYCLE PARKING PROGRAM (BICYCLE RACK GRANT PROGAM)	5	TE	\$ 16,667	\$ 13,334	\$ 3,333	Identified Transportation Enhancement Fund (STP-E) eligible project components (2-for-1 state match portion)
606225	EASTON- SAFE ROUTES TO SCHOOL (F.L. OLMSTED SCHOOL)	5	SRTS	\$ 475,000	\$ 475,000	\$ -	0% Design
Other Subtotal ►				\$ 634,600	\$ 602,680	\$ 31,920	◀ Funding Split Varies by Funding Source
► Section 1D / Federal Aid Major & State Category Projects							
► IM - Interstate Maintenance							
No Projects Programmed				\$ -	\$ -	\$ -	
IM Subtotal ►				\$ -	\$ -	\$ -	◀ 90% Federal + 10% Non-Federal
► NHS - National Highway System							
No Projects Programmed				\$ -	\$ -	\$ -	
NHS Subtotal ►				\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
► Other							
No Projects Programmed				\$ -	\$ -	\$ -	
Other Subtotal ►				\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source
► Section 2A / Non-Federal Projects							
No Projects Programmed				\$ -	\$ -	\$ -	
Non-Federal Projects Subtotal ►				\$ -	\$ -	\$ -	◀ 100% Non-Federal
► Section 2B / Non-Federal Bridge Projects							
24090	KINGSTON- BRIDGE REPLACEMENT, K-01-002, ELM STREET OVER THE JONES RIVER	5	ABP-GANS	\$ 2,905,623		\$ 2,905,623	100% Design/ PS&E Submitted
Non-Federal Bridge Projects Subtotal ►				\$ 2,905,623		\$ 2,905,623	◀ 100% Non-Federal
TIP Section 1:					TIP Section 2:	Total of All	Projects ▼
Total ►				\$ 4,541,861	\$ 2,905,623	\$ 7,447,484	◀ Total Spending in Region
Federal Funds ►				\$ 3,728,489	\$ 3,728,489	\$ 3,728,489	◀ Total Federal Spending in Region
Non-Federal Funds ►				\$ 813,372	\$ 2,905,623	\$ 3,718,995	◀ Total Non-Federal Spending in Region
<p>701 CMR 7.00 Use of Road Flaggers and Police Details on Public Works Projects / 701 CMR 7.00 (the Regulation) was promulgated and became law on October 3, 2008. Under this Regulation, the CMR is applicable to any Public works Project that is performed within the limits of, or that impact traffic on, any Public Road. The Municipal Limitation referenced in this Regulation is applicable only to projects where the Municipality is the Awarding Authority. For all projects contained in the TIP, the Commonwealth is the Awarding Authority. Therefore, all projects must be considered and implemented in accordance with 701 CMR 7.00, and the Road Flagger and Police Detail Guidelines. By placing a project on the TIP, the Municipality acknowledges that 701 CMR 7.00 is applicable to its project and design and construction will be fully compliant with this Regulation. This information, and additional information relative to guidance and implementation of the Regulation can be found at the following link on the MassDOT Highway Division website: http://www.massdot.state.ma.us/Highway/flaggers/main.aspx</p>							

2012 Old Colony MPO TIP Summary

2013 Old Colony MPO Transportation Improvement Program

07/19/2011 Draft Released

Project Costs are expressed in Year of Expenditure Dollars using 4% cost increase.

08/23/2011 Endorsed

MassDOT Project ID	MassDOT Project Description	MassDOT District	Funding Source	Total Programmed Funds	Federal Funds	Non-Federal Funds	Additional Information
Section 1A / Federal Aid Target Projects							
STP - Surface Transportation Program							
600426	PLYMOUTH- RECONSTRUCTION OF ROUTE 44 (SAMOSET STREET) FROM ROUTE 3 (NB RAMP) EASTERLY TO WATER STREET	5	STP	\$ 3,891,022	\$ 3,112,818	\$ 778,204	25% Design; Total Cost YOY is \$4,491,022; Funded by STP, STP-E, and CMAQ
600426	PLYMOUTH- RECONSTRUCTION OF ROUTE 44 (SAMOSET STREET) FROM ROUTE 3 (NB RAMP) EASTERLY TO WATER STREET - ENHANCEMENT ELEMENTS	5	TE	\$ 319,200	\$ 255,360	\$ 63,840	25% Design; Total Cost YOY is \$4,491,022; Funded by STP, STP-E, and CMAQ; Identified Transportation Enhancement Fund (STP-E) eligible project components (2-for-1 state match portion)
STP Subtotal				\$ 4,210,222	\$ 3,368,178	\$ 842,044	◀ 80% Federal + 20% Non-Federal
HSIP - Highway Safety Improvement Program							
HSIP Subtotal				\$ -	\$ -	\$ -	◀ Funding Split Varies by Project Specifications
CMAQ - Congestion Mitigation and Air Quality Improvement Program							
603457	WEST BRIDGEWATER- INTERSECTION IMPROVEMENTS AT ROUTE 106 & ROUTE 28 (CENTRAL SQUARE)	5	CMAQ	\$ 652,349	\$ 521,879	\$ 130,470	25% Design; HPP-1931; Total Cost YOY is \$2,002,199; Funded by SAFETEA-LU HPP Earmark and CMAQ
	OLD COLONY REGIONAL BICYCLE PARKING PROGRAM (BICYCLE RACK GRANT PROGRAM)	5	CMAQ	\$ 50,000	\$ 40,000	\$ 10,000	
600426	PLYMOUTH- RECONSTRUCTION OF ROUTE 44 (SAMOSET STREET) FROM ROUTE 3 (NB RAMP) EASTERLY TO WATER STREET	5	CMAQ	\$ 121,200	\$ 96,960	\$ 24,240	25% Design; Total Cost YOY is \$4,491,022; Funded by STP, STP-E, and CMAQ
CMAQ Subtotal				\$ 823,549	\$ 561,879	\$ 140,470	◀ 80% Federal + 20% Non-Federal
Section 1A / Fiscal Constraint Analysis							
Total Federal Aid Target Funds Programmed				\$ 5,033,771	\$ 5,863,399	◀ Total Target	\$ 829,628 Target Funds Available
Total STP Programmed				\$ 4,210,222	\$ 4,495,536	◀ Max. STP	\$ 285,314 STP Available
Total HSIP Programmed				\$ -	\$ 455,954	◀ Min. HSIP	\$ 455,954 HSIP Minimum Not Met
Total CMAQ Programmed				\$ 823,549	\$ 911,909	◀ Min. CMAQ	\$ 88,360 CMAQ Minimum Not Met
Section 1B / Federal Aid Bridge Projects							
BR Subtotal				\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
Section 1C / Federal Aid Non-Target Projects							
Earmarks							
603675	BROCKTON- DOWNTOWN ROAD & STREETSCAPE IMPROVEMENTS (PHASE I)	5	TI (2005)	\$ 2,142,205	\$ 1,713,764	\$ 428,441	TI-178
603457	WEST BRIDGEWATER- INTERSECTION IMPROVEMENTS AT ROUTE 106 & ROUTE 28 (CENTRAL SQUARE)	5	HPP (2005)	\$ 1,349,850	\$ 1,079,880	\$ 269,970	25% Design; HPP-1931; Total Cost YOY is \$2,002,199; Funded by SAFETEA-LU HPP Earmark and CMAQ
Earmarks Subtotal				\$ 3,492,055	\$ 2,793,644	\$ 698,411	◀ Funding Split Varies by Earmark
Other							
600426	PLYMOUTH- RECONSTRUCTION OF ROUTE 44 (SAMOSET STREET) FROM ROUTE 3 (NB RAMP) EASTERLY TO WATER STREET - ENHANCEMENT ELEMENTS	5	TE	\$ 159,600	\$ 127,680	\$ 31,920	25% Design; Total Cost YOY is \$4,491,022; Funded by STP, STP-E, and CMAQ; Identified Transportation Enhancement Fund (STP-E) eligible project components (2-for-1 state match portion)
606519	BROCKTON- SAFE ROUTES TO SCHOOL (BROOKFIELD ELEMENTARY SCHOOL)	5	SRTS	\$ 618,000	\$ 618,000	\$ -	0% Design; Total Cost YOY is \$650,000
Other Subtotal				\$ 777,600	\$ 745,680	\$ 31,920	◀ Funding Split Varies by Funding Source
Section 1D / Federal Aid Major & State Category Projects							
IM - Interstate Maintenance							
No Projects Programmed				\$ -	\$ -	\$ -	
IM Subtotal				\$ -	\$ -	\$ -	◀ 90% Federal + 10% Non-Federal
NHS - National Highway System							
No Projects Programmed				\$ -	\$ -	\$ -	
NHS Subtotal				\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
Other							
No Projects Programmed				\$ -	\$ -	\$ -	
Other Subtotal				\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source
Section 2A / Non-Federal Projects							
No Projects Programmed				\$ -	\$ -	\$ -	
Non-Federal Projects Subtotal				\$ -	\$ -	\$ -	◀ 100% Non-Federal
Section 2B / Non-Federal Bridge Projects							
No Projects Programmed				\$ -	\$ -	\$ -	
Non-Federal Bridge Projects Subtotal				\$ -	\$ -	\$ -	◀ 100% Non-Federal
2013 Old Colony MPO TIP Summary							
Total				\$ 9,182,226	\$ -	\$ 9,182,226	◀ Total Spending in Region
Federal Funds				\$ 7,469,381	\$ -	\$ 7,469,381	◀ Total Federal Spending in Region
Non-Federal Funds				\$ 1,712,845	\$ -	\$ 1,712,845	◀ Total Non-Federal Spending in Region
701 CMR 7.00 Use of Road Flaggers and Police Details on Public Works Projects / 701 CMR 7.00 (the Regulation) was promulgated and became law on October 3, 2008. Under this Regulation, the CMR is applicable to any Public works Project that is performed within the limits of, or that impact traffic on, any Public Road. The Municipal Limitation referenced in this Regulation is applicable only to projects where the Municipality is the Awarding Authority. For all projects contained in the TIP, the Commonwealth is the Awarding Authority. Therefore, all projects must be considered and implemented in accordance with 701 CMR 7.00, and the Road Flagger and Police Detail Guidelines. By placing a project on the TIP, the Municipality acknowledges that 701 CMR 7.00 is applicable to its project and design and construction will be fully compliant with this Regulation. This information, and additional information relative to guidance and implementation of the Regulation can be found at the following link on the MassDOT Highway Division website: http://www.massdot.state.ma.us/Highway/flaggers/main.aspx							

2014 Old Colony MPO Transportation Improvement Program

07/19/2011 Draft Released

Project Costs are expressed in Year of Expenditure Dollars using 8% cost increase.

08/23/2011 Endorsed

MassDOT Project ID ▼	MassDOT Project Description ▼	MassDOT District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼
► Section 1A / Federal Aid Target Projects							
► STP - Surface Transportation Program							
601644	BROCKTON- RESURFACING & RELATED WORK ON WEST ELM STREET, FROM WARREN AVENUE TO WEST STREET (6,800 FT.)	5	STP	\$ 3,697,534	\$ 2,958,027	\$ 739,507	25% Design; Total Cost YOE is \$4,6322,288; Funded by STP, STP-E, and HSIP
601644	BROCKTON- RESURFACING & RELATED WORK ON WEST ELM STREET, FROM WARREN AVENUE TO WEST STREET (6,800 FT.) - ENHANCEMENT ELEMENTS	5	TE	\$ 319,200	\$ 255,360	\$ 63,840	25% Design; Total Cost YOE is \$4,6322,288; Funded by STP, STP-E, and HSIP; Identified Transportation Enhancement Fund (STP-E) eligible project components (2-for-1 state match portion)
STP Subtotal ►				\$ 4,016,734	\$ 3,213,387	\$ 803,347	◀ 80% Federal + 20% Non-Federal
► HSIP - Highway Safety Improvement Program							
601644	BROCKTON- RESURFACING & RELATED WORK ON WEST ELM STREET, FROM WARREN AVENUE TO WEST STREET (6,800 FT.)	5	STP	\$ 455,954	\$ 410,359	\$ 45,595	25% Design; Total Cost YOE is \$4,6322,288; Funded by STP, STP-E, and HSIP
HSIP Subtotal ►				\$ 455,954	\$ 410,359	\$ 45,595	◀ Funding Split Varies by Project Specifications
► CMAQ - Congestion Mitigation and Air Quality Improvement Program							
	OLD COLONY REGIONAL BICYCLE PARKING PROGRAM (BICYCLE RACK GRANT PROGAM)	5	CMAQ	\$ 50,000	\$ 40,000	\$ 10,000	
CMAQ Subtotal ►				\$ 50,000	\$ 40,000	\$ 10,000	◀ 80% Federal + 20% Non-Federal
► Section 1A / Fiscal Constraint Analysis							
Total Federal Aid Target Funds Programmed ►				\$ 4,522,688	\$ 5,710,654	◀ Total Target	\$ 1,187,966 Target Funds Available
Total STP Programmed ►				\$ 4,016,734	\$ 4,342,791	◀ Max. STP	\$ 326,057 STP Available
Total HSIP Programmed ►				\$ 455,954	\$ 455,954	◀ Min. HSIP	\$ - HSIP Minimum Met
Total CMAQ Programmed ►				\$ 50,000	\$ 911,909	◀ Min. CMAQ	\$ 861,909 CMAQ Minimum Not Met
► Section 1B / Federal Aid Bridge Projects							
No Projects Programmed				\$ -	\$ -	\$ -	
BR Subtotal ►				\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
► Section 1C / Federal Aid Non-Target Projects							
► Earmarks							
No Projects Programmed				\$ -	\$ -	\$ -	
Earmarks Subtotal ►				\$ -	\$ -	\$ -	◀ Funding Split Varies by Earmark
► Other							
601644	BROCKTON- RESURFACING & RELATED WORK ON WEST ELM STREET, FROM WARREN AVENUE TO WEST STREET (6,800 FT.) - ENHANCEMENT ELEMENTS	5	TE	\$ 159,600	\$ 127,680	\$ 31,920	25% Design; Total Cost YOE is \$4,6322,288; Funded by STP, STP-E, and HSIP; Identified Transportation Enhancement Fund (STP-E) eligible project components (2-for-1 state match portion)
Other Subtotal ►				\$ 159,600	\$ 127,680	\$ 31,920	◀ Funding Split Varies by Funding Source
► Section 1D / Federal Aid Major & State Category Projects							
► IM - Interstate Maintenance							
No Projects Programmed				\$ -	\$ -	\$ -	
IM Subtotal ►				\$ -	\$ -	\$ -	◀ 90% Federal + 10% Non-Federal
► NHS - National Highway System							
No Projects Programmed				\$ -	\$ -	\$ -	
NHS Subtotal ►				\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
► Other							
No Projects Programmed				\$ -	\$ -	\$ -	
Other Subtotal ►				\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source
► Section 2A / Non-Federal Projects							
No Projects Programmed				\$ -	\$ -	\$ -	
Non-Federal Projects Subtotal ►				\$ -	\$ -	\$ -	◀ 100% Non-Federal
► Section 2B / Non-Federal Bridge Projects							
No Projects Programmed				\$ -	\$ -	\$ -	
Non-Federal Bridge Projects Subtotal ►				\$ -	\$ -	\$ -	◀ 100% Non-Federal
2014 Old Colony MPO TIP Summary							
Total ►				\$ 4,682,288	\$ -	\$ 4,682,288	◀ Total Spending in Region
Federal Funds ►				\$ 3,791,426	\$ -	\$ 3,791,426	◀ Total Federal Spending in Region
Non-Federal Funds ►				\$ 890,862	\$ -	\$ 890,862	◀ Total Non-Federal Spending in Region
<small>701 CMR 7.00 Use of Road Flaggers and Police Details on Public Works Projects / 701 CMR 7.00 (the Regulation) was promulgated and became law on October 3, 2008. Under this Regulation, the CMR is applicable to any Public works Project that is performed within the limits of, or that impact traffic on, any Public Road. The Municipal Limitation referenced in this Regulation is applicable only to projects where the Municipality is the Awarding Authority. For all projects contained in the TIP, the Commonwealth is the Awarding Authority. Therefore, all projects must be considered and implemented in accordance with 701 CMR 7.00, and the Road Flagger and Police Detail Guidelines. By placing a project on the TIP, the Municipality acknowledges that 701 CMR 7.00 is applicable to its project and design and construction will be fully compliant with this Regulation. This information, and additional information relative to guidance and implementation of the Regulation can be found at the following link on the MassDOT Highway Division website: http://www.massdot.state.ma.us/Highway/flaggers/main.aspx</small>							

2015 Old Colony MPO Transportation Improvement Program

07/19/2011 Draft Released

Project Costs are expressed in Year of Expenditure Dollars using 12% cost increase.

08/23/2011 Endorsed

MassDOT Project ID ▼	MassDOT Project Description ▼	MassDOT District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼
Section 1A / Federal Aid Target Projects							
STP - Surface Transportation Program							
606036	BROCKTON- SIGNAL & INTERSECTION IMPROVEMENTS @ ROUTE 123 (BELMONT STREET)/LINWOOD STREET/LORRAINE AVENUE	5	STP	\$ 1,214,884	\$ 971,908	\$ 242,977	25% Design; Total Cost YOE is \$ 2,149,639; Funded by STP, STP-E and HSIP
606036	BROCKTON- SIGNAL & INTERSECTION IMPROVEMENTS @ ROUTE 123 (BELMONT STREET)/LINWOOD STREET/LORRAINE AVENUE - ENHANCEMENT ELEMENTS	5	TE	\$ 319,200	\$ 255,360	\$ 63,840	25% Design; Total Cost YOE is \$ 2,149,639; Funded by STP, STP-E and HSIP; Identified Transportation Enhancement Fund (STP-E) eligible project components (2-for-1 state
606071	EASTON- SIGNAL & INTERSECTION IMPROVEMENTS @ ROUTE 138 (TURNPIKE STREET) AND ROUTE 106 (FOUNDRY STREET)	5	STP	\$ 1,335,000	\$ 1,068,000	\$ 267,000	25% Design; Total Cost YOE is 1,960,000; Funded by STP and CMAQ
603660	BRIDGEWATER- SIGNAL & INTERSECTION IMPROVEMENTS AT STATE ROUTE 18 & HIGH STREET	5	STP	\$ 1,960,000	\$ 1,568,000	\$ 392,000	25% Design; Total Cost YOE is \$1,960,000
STP Subtotal ▶				\$ 4,829,084	\$ 3,863,268	\$ 965,817	◀ 80% Federal + 20% Non-Federal
HSIP - Highway Safety Improvement Program							
606036	BROCKTON- SIGNAL & INTERSECTION IMPROVEMENTS @ ROUTE 123 (BELMONT STREET)/LINWOOD STREET/LORRAINE AVENUE	5	HSIP	\$ 455,954	\$ 410,359	\$ 45,595	25% Design; Total Cost YOE is \$ 2,149,639; Funded by STP, STP-E and HSIP
No Projects Programmed				\$ -	\$ -	\$ -	
HSIP Subtotal ▶				\$ 455,954	\$ 410,359	\$ 45,595	◀ Funding Split Varies by Project
CMAQ - Congestion Mitigation and Air Quality Improvement Program							
	OLD COLONY REGIONAL BICYCLE PARKING PROGRAM (BICYCLE RACK GRANT PROGRAM)	5	CMAQ	\$ 50,000	\$ 40,000	\$ 10,000	
606071	EASTON- SIGNAL & INTERSECTION IMPROVEMENTS @ ROUTE 138 (TURNPIKE STREET) AND ROUTE 106 (FOUNDRY STREET)	5	CMAQ	\$ 625,000	\$ 500,000	\$ 125,000	25% Design; Total Cost YOE is 1,960,000; Funded by STP and CMAQ
CMAQ Subtotal ▶				\$ 675,000	\$ 540,000	\$ 135,000	◀ 80% Federal + 20% Non-Federal
Section 1A / Fiscal Constraint Analysis							
Total Federal Aid Funds Programmed ▶				\$ 5,960,038	\$ 6,217,334	◀ Total Target	\$ 257,296 Target Funds Available
Total STP Programmed ▶				\$ 4,829,084	\$ 4,849,471	◀ Max. STP	\$ 20,387 STP Available
Total HSIP Programmed ▶				\$ 455,954	\$ 455,954	◀ Min. HSIP	\$ - HSIP Minimum Met
Total CMAQ Programmed ▶				\$ 675,000	\$ 911,909	◀ Min. CMAQ	\$ 236,909 CMAQ Minimum Not Met
Section 1B / Federal Aid Bridge Projects							
No Projects Programmed				\$ -	\$ -	\$ -	
BR Subtotal ▶				\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
Section 1C / Federal Aid Non-Target Projects							
Earmarks							
Earmarks Subtotal ▶				\$ -	\$ -	\$ -	◀ Funding Split Varies by Earmark
Other							
606036	BROCKTON- SIGNAL & INTERSECTION IMPROVEMENTS @ ROUTE 123 (BELMONT STREET)/LINWOOD STREET/LORRAINE AVENUE - ENHANCEMENT ELEMENTS	5	TE	\$ 159,600	\$ 127,680	\$ 31,920	25% Design; Total Cost YOE is \$ 2,149,639; Funded by STP, STP-E and HSIP; Identified Transportation Enhancement Fund (STP-E) eligible project components (2-for-1 state match portion)
Other Subtotal ▶				\$ 159,600	\$ 127,680	\$ 31,920	◀ Funding Split Varies by Funding Source
Section 1D / Federal Aid Major & State Category Projects							
IM - Interstate Maintenance							
No Projects Programmed				\$ -	\$ -	\$ -	
IM Subtotal ▶				\$ -	\$ -	\$ -	◀ 90% Federal + 10% Non-Federal
NHS - National Highway System							
No Projects Programmed				\$ -	\$ -	\$ -	
NHS Subtotal ▶				\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
Other							
No Projects Programmed				\$ -	\$ -	\$ -	
Other Subtotal ▶				\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source
Section 2A / Non-Federal Projects							
No Projects Programmed				\$ -	\$ -	\$ -	
Non-Federal Projects Subtotal ▶				\$ -	\$ -	\$ -	◀ 100% Non-Federal
Section 2B / Non-Federal Bridge Projects							
No Projects Programmed				\$ -	\$ -	\$ -	
Non-Federal Bridge Projects Subtotal ▶				\$ -	\$ -	\$ -	◀ 100% Non-Federal
2015 Old Colony MPO TIP Summary							
Total ▶				\$ 6,119,638	\$ -	\$ 6,119,638	◀ Total Spending in Region
Federal Funds ▶				\$ 4,941,306	\$ -	\$ 4,941,306	◀ Total Federal Spending in Region
Non-Federal Funds ▶				\$ 1,178,332	\$ -	\$ 1,178,332	◀ Total Non-Federal Spending in Region

701 CMR 7.00 Use of Road Flaggers and Police Details on Public Works Projects / 701 CMR 7.00 (the Regulation) was promulgated and became law on October 3, 2008. Under this Regulation, the CMR is applicable to any Public works Project that is performed within the limits of, or that impact traffic on, any Public Road. The Municipal Limitation referenced in this Regulation is applicable only to projects where the Municipality is the Awarding Authority. For all projects contained in the TIP, the Commonwealth is the Awarding Authority. Therefore, all projects must be considered and implemented in accordance with 701 CMR 7.00, and the Road Flagger and Police Detail Guidelines. By placing a project on the TIP, the Municipality acknowledges that 701 CMR 7.00 is applicable to its project and design and construction will be fully compliant with this Regulation. This information, and additional information relative to guidance and implementation of the Regulation can be found at the following link on the MassDOT Highway Division website: <http://www.massdot.state.ma.us/Highway/flaggers/main.aspx>

FTA Program ▼	Regional Transit Authority ▼	Project Description ▼	Carryover or Earmark Details ▼	Federal Funds ▼	State Match Sources					RTA Funds ▼	Total Cost ▼
					RTACAP ▼	MAP ▼	ITCCAP ▼	TDC ▼	SCA ▼		
5307 ▶	BAT	Operating Assistance, Preventative Maintenance, ADA & Planning	N/A	\$ 2,583,476	\$ -	\$ -	\$ -	\$ -	\$ 4,983,764	\$ 6,932,760	\$ 14,500,000
	BAT	Capital Parts	N/A	\$ 120,000	\$ 30,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 150,000
	BAT	Misc Support Equipment	N/A	\$ 80,000	\$ 20,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100,000
	BAT	Intermodal Improvements	N/A	\$ 40,000	\$ 10,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 50,000
	BAT	(1) Maintenance Support Vehicle	N/A	\$ 24,000	\$ 6,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 30,000
	BAT	RTA Capital Assistance Program	N/A	\$ -	\$ 390,874	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 390,874
	BAT	Carryover - Bus Support Equipment, preventative maintenance, planning, bus replacements, misc support equipment, includes Flex Funds, CMAQ capital bus purchase, and operating assistance	Yes - 2011	\$ 2,838,938	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,838,938
5307 Subtotal ▶				\$ 5,686,414	\$ 456,874	\$ -	\$ -	\$ -	\$ 4,983,764	\$ 6,932,760	\$ 18,059,812
5309 ▶	BAT	No Projects Programmed	N/A	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
5309 Subtotal ▶				\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
5310 ▶	BAT	Purchase of 3 mini-buses for BAT System Preservation	N/A	\$ 125,000	\$ 31,250	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 156,250
	SSCAC (Local Match Provided by SSCAC)	System preservation purchase of 5 lift equipped mini-buses		\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 50,000	\$ 250,000
5310 Subtotal ▶				\$ 325,000	\$ 31,250	\$ -	\$ -	\$ -	\$ -	\$ 50,000	\$ 406,250
5311 ▶		No Projects Programmed	N/A	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
5311 Subtotal ▶				\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
5316 ▶	BAT	JARC	N/A	\$ 32,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 32,500	\$ 65,000
	Boston UZA	JARC - Boston UZA	N/A	\$ 1,582,243	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,582,243
5316 Subtotal ▶				\$ 1,614,743	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 32,500	\$ 1,647,243
5317 ▶	BAT	New Freedoms	N/A	\$ 32,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 32,500	\$ 65,000
	Boston UZA	New Freedoms - Boston UZA	N/A	\$ 1,242,242	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,242,242
5317 Subtotal ▶				\$ 1,274,742	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 32,500	\$ 1,307,242
SoGR ▶		No Projects Programmed		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Livability ▶		No Projects Programmed		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TIGER ▶		No Projects Programmed		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Grants Subtotal ▶				\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other ▶	BAT	Purchase of 7 mini-buses for BAT System Preservation	N/A	\$ -	\$ 22,983	\$ 368,000	\$ -	\$ -	\$ -	\$ 69,017	\$ 460,000
	BAT	Purchase of 4 Mini-Buses for COA System Preservation	N/A	\$ -	\$ 12,446	\$ 192,000	\$ -	\$ -	\$ -	\$ 35,554	\$ 240,000
Operating Subtotal ▶				\$ -	\$ 35,429	\$ 560,000	\$ -	\$ -	\$ -	\$ 104,571	\$ 700,000
Total ▶				\$ 8,900,899	\$ 523,553	\$ 560,000	\$ -	\$ -	\$ 4,983,764	\$ 7,152,331	\$ 22,120,547
Fiscal Constraint Analysis											
Federal Funding Source ▼				State Funding Source ▼							
	Programmed ▼	Available ▼	(+/-) ▼		Programmed ▼	Available ▼	(+/-) ▼		Programmed ▼	Available ▼	(+/-) ▼
FFY 12 / 5307	\$ 2,847,476	\$ 2,847,476	\$ - Available	RTACAP	\$ 523,553	\$ 523,553	\$ - Available				
FFY 12 / 5309	\$ -	\$ -	\$ - Available	MAP	\$ 560,000	\$ 3,526,250	\$ 2,966,250 Available				
FFY 12 / 5310	\$ 325,000	\$ 2,739,091	\$ 2,414,091 Available	ITCCAP	\$ -	\$ -	\$ - Available				
FFY 12 / 5311	\$ -	\$ 2,621,449	\$ 2,621,449 Available	SCA	\$ 4,983,764	\$ 4,983,764	\$ - Available				
				TDC	\$ -	\$ -	\$ - Available				

2013

Old Colony MPO
Transportation Improvement Program

v 2.3

07/19/2011 Draft Released
08/23/2011 Endorsed

FTA Program	Regional Transit Authority	Project Description	Carryover or Earmark Details	Federal Funds	State Match Sources					RTA Funds	Total Cost
					RTACAP	MAP	ITCCAP	TDC	SCA		
5307	BAT	Operating Assistance, Preventative Maintenance, ADA and Planning	N/A	\$ 2,668,901	\$ -	\$ -	\$ -	\$ -	\$ 5,133,276	\$ 7,197,823	\$ 15,000,000
	BAT	Capital Parts	N/A	\$ 120,000	\$ 30,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 150,000
	BAT	Misc Support Equipment	N/A	\$ 80,000	\$ 20,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100,000
	BAT	(1) Maintenance Support Vehicle	N/A	\$ 24,000	\$ 6,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 30,000
	BAT	Intermodal Improvements	N/A	\$ 40,000	\$ 10,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 50,000
	5307 Subtotal				\$ 2,932,901	\$ 66,000	\$ -	\$ -	\$ -	\$ 5,133,276	\$ 7,197,823
5309		No Projects Programmed	N/A	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
5309 Subtotal				\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
5310	BAT	System Preservation Purchase of 5 Lift	N/A	\$ 128,750	\$ 32,188	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 160,938
	SSCAC (Local Match Provided by SSCAC)	System preservation purchase of 5 lift equipped mini-buses	N/A	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 50,000	\$ 250,000
	5310 Subtotal				\$ 328,750	\$ 32,188	\$ -	\$ -	\$ -	\$ -	\$ 50,000
5311	BAT	South Shore Community Transit Operation	N/A	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100,000	\$ 200,000
5311 Subtotal				\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100,000	\$ 200,000
5316	BAT	JARC	N/A	\$ 1,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,000,000	\$ 2,000,000
	Boston UZA	JARC - Boston UZA	N/A	\$ 1,629,710	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,629,710
	5316 Subtotal				\$ 2,629,710	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,000,000
5317	BAT	New Freedoms	N/A	\$ 800,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 800,000	\$ 1,600,000
	Boston UZA	New Freedoms - Boston UZA	N/A	\$ 1,279,509	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,279,509
	5317 Subtotal				\$ 2,079,509	\$ -	\$ -	\$ -	\$ -	\$ 800,000	\$ 2,879,509
SoGR		No Projects Programmed		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Livability		No Projects Programmed		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TIGER		No Projects Programmed		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Grants Subtotal				\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other	BAT	Purchase of 7 Mini-Buses for BAT System Preservation	N/A	\$ -	\$ 92,000	\$ 368,000	\$ -	\$ -	\$ -	\$ -	\$ 460,000
	BAT	Purchase of 2 Mini-Buses for BAT System Expansion	N/A	\$ -	\$ 42,000	\$ 168,000	\$ -	\$ -	\$ -	\$ -	\$ 210,000
	BAT	Purchase of 2 Mini-Buses for COA System Preservation	N/A	\$ -	\$ 24,000	\$ 96,000	\$ -	\$ -	\$ -	\$ -	\$ 120,000
	Operating Subtotal				\$ -	\$ 158,000	\$ 632,000	\$ -	\$ -	\$ -	\$ -
Total				\$ 8,070,870	\$ 256,188	\$ 632,000	\$ -	\$ -	\$ 5,133,276	\$ 9,147,823	\$ 23,240,157

Fiscal Constraint Analysis					State Funding Source				
Federal Funding Source	Programmed	Available	(+/-)		Funding Source	Programmed	Available	(+/-)	
FFY 13 / 5307	\$ 2,932,901	\$ 2,932,901	\$ -	Available	RTACAP	\$ 256,188	\$ 594,409	\$ 338,221	Available
FFY 13 / 5309	\$ -	\$ -	\$ -	Available	MAP	\$ 632,000	\$ 3,632,038	\$ 3,000,038	Available
FFY 13 / 5310	\$ 328,750	\$ 2,821,264	\$ 2,492,514	Available	ITCCAP	\$ -	\$ -	\$ -	Available
FFY 13 / 5311	\$ 100,000	\$ 2,700,092	\$ 2,600,092	Available	SCA	\$ 5,133,276	\$ 5,133,276	\$ -	Available
					TDC	\$ -	\$ -	\$ -	

2014

Old Colony MPO
Transportation Improvement Program

07/19/2011 Draft Released
08/23/2011 Endorsed

v 2.3

FTA Program ▼	Regional Transit Authority ▼	Project Description ▼	Carryover or Earmark Details ▼	Federal Funds ▼	State Match Sources				RTA Funds ▼	Total Cost ▼
					RTACAP ▼	MAP ▼	TDC ▼	SCA ▼		
5307 ▶	BAT	Operating Assistance, Preventative Maintenance, ADA and Planning	N/A	\$ 2,780,888	\$ -	\$ -	\$ -	\$ 5,287,275	\$ 7,431,837	\$ 15,500,000
	BAT	Capital Parts	N/A	\$ 120,000	\$ 30,000	\$ -	\$ -	\$ -	\$ -	\$ 150,000
	BAT	Misc Support Equipment	N/A	\$ 80,000	\$ 20,000	\$ -	\$ -	\$ -	\$ -	\$ 100,000
	BAT	Intermodal Improvements	N/A	\$ 40,000	\$ 10,000	\$ -	\$ -	\$ -	\$ -	\$ 50,000
	5307 Subtotal ▶				\$ 3,020,888	\$ 60,000	\$ -	\$ -	\$ 5,287,275	\$ 7,431,837
5309 ▶	BAT	AVL for Fixed Route System	N/A	\$ 200,000	\$ 50,000	\$ -	\$ -	\$ -	\$ -	\$ 250,000
	BAT	Paving of Maintenance Facility	N/A	\$ 480,000	\$ 120,000	\$ -	\$ -	\$ -	\$ -	\$ 600,000
	BAT	ITC Repairs	N/A	\$ 280,000	\$ 70,000	\$ -	\$ -	\$ -	\$ -	\$ 350,000
	BAT	ITC Paving	N/A	\$ 80,000	\$ 20,000	\$ -	\$ -	\$ -	\$ -	\$ 100,000
	BAT	Maintenance Center Repairs	N/A	\$ 560,000	\$ 140,000	\$ -	\$ -	\$ -	\$ -	\$ 700,000
	BAT	Signal Prioritization	N/A	\$ 120,000	\$ -	\$ -	\$ -	\$ -	\$ 30,000	\$ 150,000
	BAT	Solar Power at Maintenance Facility	N/A	\$ 800,000	\$ 120,000	\$ -	\$ -	\$ -	\$ 80,000	\$ 1,000,000
	BAT	Support Equipment	N/A	\$ 160,000	\$ 40,000	\$ -	\$ -	\$ -	\$ -	\$ 200,000
	BAT	Hybrid Buses (3)	N/A	\$ 1,520,000	\$ -	\$ -	\$ -	\$ -	\$ 380,000	\$ 1,900,000
	BAT	Transit Coaches (2)	N/A	\$ 574,042	\$ -	\$ -	\$ -	\$ -	\$ 143,510	\$ 717,552
5309 Subtotal ▶				\$ 4,774,042	\$ 560,000	\$ -	\$ -	\$ -	\$ 633,510	\$ 5,967,552
5310 ▶	BAT*	System Preservation Purchase of 3 lift equipped mini-buses	N/A	\$ 132,613	\$ 33,153	\$ -	\$ -	\$ -	\$ -	\$ 165,766
	SSCAC (Local Match Provided by SSCAC)*	System preservation purchase of 5 lift equipped mini-buses	N/A	\$ 200,000	\$ -	\$ -	\$ -	\$ 50,000	\$ -	\$ 250,000
	5310 Subtotal ▶				\$ 332,613	\$ 33,153	\$ -	\$ -	\$ 50,000	\$ 415,766
5311 ▶	BAT	South Shore Community Transit Operation	N/A	\$ 100,000	\$ -	\$ -	\$ -	\$ 100,000	\$ -	\$ 200,000
	5311 Subtotal ▶				\$ 100,000	\$ -	\$ -	\$ -	\$ 100,000	\$ 200,000
5316 ▶	Boston UZA*	JARC - Boston UZA	N/A	\$ 1,678,602	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,678,602
	5316 Subtotal ▶				\$ 1,678,602	\$ -	\$ -	\$ -	\$ -	\$ 1,678,602
5317 ▶	Boston UZA*	New Freedoms - Boston UZA	N/A	\$ 1,317,895	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,317,895
	5317 Subtotal ▶				\$ 1,317,895	\$ -	\$ -	\$ -	\$ -	\$ 1,317,895
SoGR ▶	BAT	No Projects Programmed	N/A	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Livability ▶	BAT	No Projects Programmed	N/A	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TIGER ▶	BAT	No Projects Programmed	N/A	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Grants Subtotal ▶				\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other ▶	BAT	Purchase of 8 Mini-Buses for BAT System Preservation	N/A	\$ -	\$ 105,000	\$ 420,000	\$ -	\$ -	\$ -	\$ 525,000
	BAT	Purchase of 4 Mini-Buses for COA System Preservation	N/A	\$ -	\$ 48,000	\$ 192,000	\$ -	\$ -	\$ -	\$ 240,000
	Operating Subtotal ▶				\$ -	\$ 153,000	\$ 612,000	\$ -	\$ -	\$ 765,000
Total ▶				\$ 11,224,040	\$ 806,153	\$ 612,000	\$ -	\$ 5,287,275	\$ 8,215,347	\$ 26,144,815
Fiscal Constraint Analysis										
Federal Funding Source ▼	Programmed ▼	Available ▼	(+/-) ▼		State Funding Source ▼	Programmed ▼	Available ▼	(+/-) ▼		Available
FFY 14 / 5307	\$ 3,020,888	\$ 3,020,888	\$ -	Available	RTACAP	\$ 806,153	\$ 806,980	\$ 827	Available	
FFY 14 / 5309	\$ 4,774,042	\$ -	\$ (4,774,042)	Over Programmed	MAP	\$ 612,000	\$ 3,740,999	\$ 3,128,999	Available	
FFY 14 / 5310	\$ 332,613	\$ 2,905,902	\$ 2,573,289	Available	SCA	\$ 5,287,275	\$ 5,287,275	\$ -	Available	
FFY 14 / 5311	\$ 100,000	\$ 2,781,095	\$ 2,681,095	Available	TDC	\$ -	\$ -	\$ -		

2015

Old Colony MPO
Transportation Improvement Program

v 2.3

07/19/2011 Draft Released

08/23/2011 Endorsed

FTA Program ▼	Regional Transit Authority ▼	Project Description ▼	Carryover or Earmark Details ▼	Federal Funds ▼	State Match Sources				RTA Funds ▼	Total Cost ▼
					RTACAP ▼	MAP ▼	TDC ▼	SCA ▼		
5307 ▶	BAT	Operating Assistance, Preventative Maintenance, ADA, and Planning	N/A	\$ 2,871,514	\$ -	\$ -	\$ -	\$ 5,445,893	\$ 7,682,593	\$ 16,000,000
	BAT	Capital Parts	N/A	\$ 120,000	\$ 30,000	\$ -	\$ -	\$ -	\$ -	\$ 150,000
	BAT	Misc Support Equipment	N/A	\$ 80,000	\$ 20,000	\$ -	\$ -	\$ -	\$ -	\$ 100,000
	BAT	Intermodal Improvements	N/A	\$ 40,000	\$ 10,000	\$ -	\$ -	\$ -	\$ -	\$ 50,000
	5307 Subtotal ▶				\$ 3,111,514	\$ 60,000	\$ -	\$ -	\$ 5,445,893	\$ 7,682,593
\$ -										
5309 ▶	BAT	No Projects Programmed	N/A	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	5309 Subtotal ▶				\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -										
5310 ▶	BAT	System Preservation Purchase of 5 Lift	N/A	\$ 136,591	\$ 34,148	\$ -	\$ -	\$ -	\$ -	\$ 170,739
	SSCAC (Local Match Provided by SSCAC)	System preservation purchase of 5 lift equipped mini-buses		\$ 200,000		\$ -	\$ -	\$ -	\$ 50,000	\$ 250,000
	5310 Subtotal ▶				\$ 336,591	\$ 34,148	\$ -	\$ -	\$ 50,000	\$ 420,739
\$ -										
5311 ▶	BAT	South Shore Community Transit Operation	N/A	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ 100,000	\$ 200,000
	5311 Subtotal ▶				\$ 100,000	\$ -	\$ -	\$ -	\$ 100,000	\$ 200,000
\$ -										
5316 ▶	Boston UZA	JARC / Boston UZA	N/A	\$ 1,728,960	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,728,960
	5316 Subtotal ▶				\$ 1,728,960	\$ -	\$ -	\$ -	\$ -	\$ 1,728,960
\$ -										
5317 ▶	Boston UZA	New Freedoms / UZA	N/A	\$ 1,357,431	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,357,431
	5317 Subtotal ▶				\$ 1,357,431	\$ -	\$ -	\$ -	\$ -	\$ 1,357,431
\$ -										
SoGR ▶	BAT	No Projects Programmed	N/A	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Livability ▶	BAT	No Projects Programmed	N/A	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TIGER ▶	BAT	No Projects Programmed	N/A	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Grants Subtotal ▶				\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -										
Other ▶	BAT	Purchase of 8 Mini-Buses for BAT System Preservation	N/A	\$ -	\$ 105,000	\$ 420,000	\$ -	\$ -	\$ -	\$ 525,000
	BAT	Purchase of 4 Mini-Buses for COA System Preservation	N/A	\$ -	\$ 48,000	\$ 192,000	\$ -	\$ -	\$ -	\$ 240,000
	Operating Subtotal ▶				\$ -	\$ 153,000	\$ 612,000	\$ -	\$ -	\$ -
\$ -										
Total ▶				\$ 6,634,496	\$ 247,148	\$ 612,000	\$ -	\$ 5,445,893	\$ 7,832,593	\$ 20,772,130

Fiscal Constraint Analysis

Federal Funding Source ▼	Programmed ▼	Available ▼	(+/-) ▼		State Funding Source ▼	Programmed ▼	Available ▼	(+/-) ▼	
			\$	Available				\$	Available
FFY 15 / 5307	\$ 3,111,514	\$ 3,111,514	\$ -	Available	RTACAP	\$ 247,148	\$ 866,027	\$ 618,879	Available
FFY 15 / 5309	\$ -	\$ -	\$ -	Available	MAP	\$ 612,000	\$ 3,853,229	\$ 3,241,229	Available
FFY 15 / 5310	\$ 336,591	\$ 2,993,079	\$ 2,656,488	Available	SCA	\$ 5,445,893	\$ 5,445,893	\$ -	Available
FFY 15 / 5311	\$ 100,000	\$ 2,864,528	\$ 2,764,528	Available	TDC	\$ -	\$ -	\$ -	Available

FFY 2012-2015 OLD COLONY TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

9. Statewide TIP Project Listing

FFY 2012:		Federal Cost	Total Cost
Statewide Infrastructure Program	STP Flex	\$4,800,000	\$6,000,000
Statewide Safety Program	STP Safety	\$0	\$0
Statewide HSIP	STP Safety	\$4,000,000	\$5,000,000
Statewide Safe Routes to School Program	SRS	\$3,500,000	\$3,500,000
Statewide CMAQ	CMAQ	\$5,000,000	\$6,250,000
Statewide Transportation Enhancements	STP ENH	\$2,800,000	\$3,500,000
Statewide Recreational Trails		\$950,000	\$1,187,500
Statewide ITS	CMAQ	\$7,680,000	\$9,600,000
Statewide Design And Right Of Way	STP Flex	\$1,600,000	\$2,000,000
Statewide Interstate Maintenance Program	IM	\$61,777,778	\$77,222,222
Statewide NHS Preservation Program	NHS	\$9,600,000	\$12,000,000
Statewide Railroad Grade Crossings	STP Safety	\$2,400,000	\$3,000,000
Statewide Transit		\$20,000,000	\$25,000,000
Statewide Stormwater Retrofits		\$8,000,000	\$10,000,000
Statewide Bridge Replacement and Rehabilitation		\$0	\$122,500,000
Statewide Bridge Preservation Program	BR On/Off	\$0	\$0
Statewide Bridge Inspection	BR On/Off	\$5,000,000	\$6,250,000
	TOTALS	\$137,107,778	\$293,009,722
FFY 2013:		Federal Cost	Total Cost
Statewide Infrastructure Program (Including Noise Barriers)	STP Flex	\$4,800,000	\$6,000,000
Statewide Safety Program	STP Safety	\$0	\$0
Statewide HSIP	STP Safety	\$4,000,000	\$5,000,000
Statewide Safe Routes to School Program	SRS	\$3,500,000	\$3,500,000
Statewide CMAQ	CMAQ	\$5,000,000	\$6,250,000
Statewide Transportation Enhancements	STP ENH	\$2,800,000	\$3,500,000
Statewide Recreational Trails		\$626,400	\$783,000
Statewide ITS (Includes I-91)	CMAQ	\$5,000,000	\$6,250,000
Statewide Design And Right Of Way	STP Flex	\$1,600,000	\$2,000,000
Statewide Interstate Maintenance Program	IM	\$60,000,000	\$75,000,000
Statewide NHS Preservation Program	NHS	\$9,600,000	\$12,000,000
Statewide Railroad Grade Crossings	STP Safety	\$400,000	\$500,000
Statewide Transit		\$0	\$0
Statewide Stormwater Retrofits		\$8,000,000	\$10,000,000
Statewide Bridge Replacement and Rehabilitation		\$97,186,662	\$121,483,328
Statewide Bridge Preservation Program	BR On/Off	\$0	\$0
Statewide Bridge Inspection	BR On/Off	\$5,000,000	\$6,250,000
	TOTALS	\$207,513,062	\$258,516,328

FFY 2012-2015 OLD COLONY TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

FFY 2014:		Federal Cost	Total Cost
Statewide Infrastructure Program (Including Noise Barriers)	STP Flex	\$4,800,000	\$6,000,000
Statewide Safety Program	STP Safety	\$0	\$0
Statewide HSIP	STP Safety	\$4,000,000	\$5,000,000
Statewide Safe Routes to School Program	SRS	\$3,500,000	\$3,500,000
Statewide CMAQ	CMAQ	\$5,000,000	\$6,250,000
Statewide Transportation Enhancements	STP ENH	\$2,800,000	\$3,500,000
Statewide Recreational Trails		\$626,400	\$783,000
Statewide ITS	CMAQ	\$5,000,000	\$6,250,000
Statewide Design And Right Of Way	STP Flex	\$1,600,000	\$2,000,000
Statewide Interstate Maintenance Program	IM	\$60,000,000	\$75,000,000
Statewide NHS Preservation Program	NHS	\$9,600,000	\$12,000,000
Statewide Railroad Grade Crossings	STP Safety	\$400,000	\$500,000
Statewide Transit		\$0	\$0
Statewide Stormwater Retrofits		\$8,000,000	\$10,000,000
Statewide Bridge Replacement and Rehabilitation		\$97,186,662	\$121,483,328
Statewide Bridge Preservation Program	BR On/Off	\$0	\$0
Statewide Bridge Inspection	BR On/Off	\$5,000,000	\$6,250,000
	TOTALS	\$207,513,062	\$258,516,328
FFY 2015:		Federal Cost	Total Cost
Statewide Infrastructure Program (Including Noise Barriers)	STP Flex	\$4,800,000	\$6,000,000
Statewide Safety Program	STP Safety	\$0	\$0
Statewide HSIP	STP Safety	\$4,000,000	\$5,000,000
Statewide Safe Routes to School Program	SRS	\$3,500,000	\$3,500,000
Statewide CMAQ	CMAQ	\$5,000,000	\$6,250,000
Statewide Transportation Enhancements	STP ENH	\$2,800,000	\$3,500,000
Statewide Recreational Trails		\$626,400	\$783,000
Statewide ITS	CMAQ	\$5,000,000	\$6,250,000
Statewide Design And Right Of Way	STP Flex	\$1,600,000	\$2,000,000
Statewide Interstate Maintenance Program	IM	\$60,000,000	\$75,000,000
Statewide NHS Preservation Program	NHS	\$9,600,000	\$12,000,000
Statewide Railroad Grade Crossings	STP Safety	\$400,000	\$500,000
Statewide Transit		\$0	\$0
Statewide Stormwater Retrofits			\$10,000,000
Statewide Bridge Replacement and Rehabilitation		\$97,186,662	\$121,483,328
Statewide Bridge Preservation Program	BR On/Off	\$0	\$0
Statewide Bridge Inspection	BR On/Off	\$5,000,000	\$6,250,000
	TOTALS	\$199,513,062	\$258,516,328

10. FFY 2012-2015 Federal Aid Mega Projects

No Federal Aid Mega Projects within the Old Colony Region are currently programmed in FFY 2012-2015.

FFY 2012-2015 OLD COLONY TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

11. Annual Listing of Obligated Projects (FFY 2011 Advertisements)

COMMUNITY	ID	ADVERTISED	DESCRIPTION	TOTAL COST	FEDERAL	STATE
BROCKTON	602606	9/17/2011*	BROCKTON- SIGNAL UPGRADES AT ROUTE 123 (BELMONT STREET), V.A. HOSPITAL & THE ROUTE 123/MANLEY STREET INTERSECTION	\$3,303,930	\$ 2,643,144	\$ 660,786
BROCKTON	603675	Design Agreement Approved	DESIGN AND CONSTRUCT DOWNTOWN ROADWAY AND STREETScape IMPROVEMENTS. DEMO ID: MA-214 (DESIGN PORTION)	\$363,649	\$ 290,919	\$ 72,730
BROCKTON	604741	12/18/2010	BROCKTON- SIGNAL & INTERSECTION IMPROVEMENTS AT MAIN STREET (ROUTE 28) & PLAIN STREET/KEITH AVENUE	\$1,301,950	\$ 1,041,560	\$ 260,390
DISTRICT WIDE		Project Completed	PEDESTRIAN SIGNS AND PAVEMENT MARKINGS FOR CROSSWALKS AT HIGH CRASH LOCATIONS	\$1,000,000	\$ 800,000	\$ 200,000
EAST BRIDGEWATER & BROCKTON		Project Completed*	BROCKTON - EAST BRIDGEWATER - THATCHER STREET SIGANCE AND PAVEMENT MARKINGS TO REDUCE LAND DEPARTURE CRASHES	\$400,000	\$ 320,000	\$ 80,000
KINGSTON	24090	9/17/2011*	BRIDGE REPLACEMENT, K-01-002, ELM STREET OVER THE JONES RIVER	\$2,519,847	\$ 2,015,878	\$ 503,969
PLYMOUTH	603468	5/28/2011	PLYMOUTH- INTERSECTION IMPROVEMENTS @ ROUTE 3A, MANOMET POINT ROAD, STRAND AVENUE	\$1,176,710	\$ 941,368	\$ 235,342
			Total Cost of Projects Advertised:	\$ 10,066,086	\$ 8,052,869	\$ 2,013,217

✓ As of the endorsement of the FFY 2012-2015 TIP on August 23, 2011, all of the projects programmed in FFY 2011 of the FFY 2011-2014 TIP were advertised for construction bids, or constructed.

* Projects anticipated to be advertised or completed by October 1, 2011

12. Air Quality Conformity Documentation

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

In 2002, the cities of Lowell, Waltham, Worcester and Springfield were re-designated to attainment for carbon monoxide with EPA-approved limited maintenance plans. In 1996, the communities of Boston, Cambridge, Chelsea, Everett, Malden, Medford, Quincy, Revere, and Somerville were classified as attainment for carbon monoxide (CO). Air quality conformity analysis must still be completed in these communities, as they have a carbon monoxide maintenance plan approved into the State Implementation Plan (SIP). The year 2010 carbon monoxide motor vehicle emission budget established for the Boston CO attainment area with a maintenance plan is 228.33 tons of carbon monoxide per winter day.

The CAAA also required Metropolitan Planning Organizations (MPOs) within nonattainment areas to perform conformity determinations prior to the approval of their Regional Transportation Plans (RTPs) and Transportation Improvement Programs (TIPs). Periodically, air quality analyses are conducted on all the RTPs, the purposes of which are to evaluate the RTPs' air quality impacts on the SIP. Conformity determinations are then performed to ensure that all regionally significant projects are included in the RTPs and the TIPs, and that they meet the air quality goals of the SIP. The Federal Highway Administration (FHWA) – in consultation with the Environmental Protection Agency (EPA New England) and the Massachusetts Department of Environmental Protection (DEP) – confirm and approve these conformity determinations (more details and background of major conformity milestones in recent years are provided in the Old Colony MPO 2012 Regional Transportation Plan).

Previously, the Massachusetts Department of Transportation found the emission levels from the 2007 Regional Transportation Plans – as well as from the more recent 2011-2014 TIPs – to be in conformance with the SIP. Each MPO had certified (and continues to certify) that all activities outlined in its RTP and its TIP:

- will not cause or contribute to any new violation of any standard in any area;
- will not increase the frequency or severity of any existing violation of any standard in any area; and,
- will not delay the timely attainment of any standard or any required interim emission reductions or other milestones in any area.

Key elements of this FY 2012–2015 TIP related to air quality conformity are as follows:

- This TIP is financially constrained, and all projects in the TIP come from the conforming Old Colony MPO 2012 Regional Transportation Plan.
- All regionally significant projects included in the TIP have been included in the air quality analysis for the conforming Plan. These projects are of the same design and concept as presented in the RTP.
- Because projects in the TIP come from the conforming RTP, *and* all regionally significant RTP projects for 2012 through 2015 (both Federal and Non-Federal Aid) are programmed in the TIP, the same air quality analysis used for the RTP can be used for the TIP.
- Therefore, same set of analysis results are being used in both this TIP and the Old Colony MPO 2012 RTP for determinations of air quality conformity.
- Therefore, this TIP, in combination with the TIPs from the other MPOs in the nonattainment area, demonstrates air quality conformity.

Timely Implementation of Transportation Control Measures

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

DEP submitted to EPA its strategy of programs to show Reasonable Further Progress of a 15% reduction of VOCs in 1996 and the further 9% reduction of NO_x toward attainment of the National Ambient Air Quality Standards (NAAQS) for ozone in 1999. Within that strategy there are no specific TCM projects. The strategy does call for traffic flow improvements to reduce congestion and, therefore, improve air quality. Other transportation-related projects that have been included in the SIP control strategy are listed below:

- *Enhanced Inspection and Maintenance Program*
- *California Low Emission Vehicle Program*
- *Reformulated Gasoline for On- and Off-Road Vehicles*
- *Stage II Vapor Recovery at Gasoline Refueling Stations*
- *Tier I Federal Vehicle Standards*

Air Quality Conformity Analysis

On April 2, 2008, EPA found that the 2008 and 2009 motor vehicle emissions budgets (MVEBs) in the January 31, 2008 Massachusetts 8-hour ozone State Implementation Plan revision were adequate for transportation conformity purposes. The submittal included 2008 and 2009 MVEBs for the Boston-Lawrence-Worcester (Eastern Massachusetts) and Springfield (Western Massachusetts) 8-hour ozone nonattainment areas. Massachusetts submitted these budgets as part of the 8-hour ozone attainment demonstration and reasonable further progress plan for both nonattainment areas, and as a result of EPA's adequacy finding, these budgets were required to be used for conformity determinations. EPA later determined (in 2010) that only the most recent MVEBs - 2009 - be used for future conformity determinations.

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In 2010, air quality analyses were conducted on behalf of all the 2011-2014 Regional Transportation Improvement Programs (TIPs), the purposes of which were to evaluate the TIPs' air quality impacts on the SIP. Conformity determinations were performed to ensure that all regionally significant projects were included in the TIPs. The Massachusetts Department of Transportation found the emission levels from the 2011-2014 TIPs to be in conformance with the SIP. On November 15, 2010, EPA confirmed that both the Eastern and Western Massachusetts Non-Attainment areas collectively demonstrated transportation conformity, with concurrence from Massachusetts DEP on 11/23/10. On December 22, 2010, FHWA and FTA determined that the TIPs were in conformity with the Clean Air Act and the EPA conformity regulations (40 CFR Part 51).

The conformity test is to show consistency with the emissions budgets set forth in the SIP. Additional specific information regarding the analysis and modeling methods, latest planning assumptions, and consultation procedures are all detailed in the Old Colony MPO 2012 RTP. The emissions from the following MPOs have been combined to show conformity with the SIP for the Eastern Massachusetts Ozone Nonattainment Area:

- Cape Cod MPO
- Central Massachusetts MPO
- Merrimack Valley MPO
- Boston MPO
- Montachusett Region MPO
- Northern Middlesex MPO
- Old Colony MPO
- Southeastern Region MPO
- Martha's Vineyard Commission*
- Nantucket Planning and Economic Development Commission*

* These regions do not contain any official urbanized areas, but are considered to be MPOs for planning purposes.

The milestone and analysis year transportation model networks are composed of projects proposed in this 2012-2015 TIP. Projects in these networks consist of all in-place "regionally significant" projects that can reasonably be expected to be completed by a given analysis/horizon year with consideration of available funding commitments. This project group would include, but not be limited to, regionally significant projects where at least one of the following steps has occurred within the past three years:

- Comes from the first year of a previously conforming TIP,
- Completed the NEPA process, or
- Currently under construction or are undergoing right-of-way acquisition

A complete listing of future regionally significant projects for the entire Eastern Massachusetts Ozone Non-Attainment Area is provided below:

FFY 2012-2015 OLD COLONY TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Regionally Significant Projects Included in the Regional Transportation Models for the Eastern Massachusetts Ozone Non-Attainment Area

Analysis Year	Community	Description of Projects Under Construction – Boston Region
2016	Bedford, Burlington	Middlesex Turnpike Improvements Phases 1 and 2
2016	Bellingham	Pulaski Boulevard
2016	Boston	Fairmount Line Improvements, including new stations
2016	Boston	East Boston Haul Road/Chelsea Truck Route (new grade separated roadway)
2016	Concord, Lincoln	Route 2/Crosby's Corner (grade separation)
2016	Danvers	Route 128/Route 35 and Route 62
2016	Hudson	Route 85 (capacity improvements from Marlborough TL to Rt. 62)
2016	Marshfield	Route 139 Widening (to 4 lanes between School St. and Furnace St.)
2016	Quincy	Quincy Center Concourse, Phase 2 (new roadway: Parking Way to Hancock St.)
2016	Randolph to Wellesley	Route 128 Additional Lanes
2016	Somerville	Assembly Square Orange Line Station
2016	Somerville	Assembly Square Roadways (new and reconfigured)
2016	Weymouth, Hingham, Rockland	South Weymouth Naval Air Station Access Improvements
2016	Regionwide	1000 Additional Park and Ride Spaces
Analysis Year	Community	Description of Recommended Plan Projects– Boston Region
2016	Beverly	Beverly Station Commuter Rail Parking Garage
2016	Boston	Conley Haul Road
2016	Salem	Salem Station Commuter Rail Parking Garage Expansion
2016	Somerville, Cambridge, Medford	Green Line Extension to Medford Hillside/Union Square
2016	Weymouth	Route 18 Capacity Improvements
2020	Bedford, Burlington, Billerica	Middlesex Turnpike Improvements Phase 3 – widening Plank St. to Manning Rd.
2020	Boston	Sullivan Square/Rutherford Avenue Improvements
2020	Hanover	Route 53 Final Phase (widening to 4 lanes between Rt. 3 and Rt. 123)
2020	Salem	Bridge Street (widening to 4 lanes between Flint and Washington St.)
2020	Somerville, Medford	Green Line Extension to Mystic Valley Parkway (Route 16)
2025	Canton	I-95 (NB)/Dedham Street Ramp/Dedham Street Corridor (new ramp with widening on Dedham St. from I-95 to University Ave.)
2025	Canton	I-95/I-93 Interchange (new direct connect ramps)
2025	Newton, Needham	Needham Street/Highland Avenue (includes widening Charles River Bridge)
2025	Woburn	Montvale Avenue (widening between Central St. to east of Washington St.)
2025	Woburn	New Boston Street Bridge (reestablish connection over MBTA Lowell line)
2035	Braintree	Braintree Split - I-93/Route 3 Interchange
2035	Framingham	Route 126/135 Grade Separation
2035	Reading, Woburn, Stoneham	I-93/I-95 Interchange (new direct connect ramps)
2035	Revere, Malden, Saugus	Route 1 (widening from 4 to 6 lanes between Copeland Circle and Rt. 99)
2035	Wilmington	Tri-Town Interchange (new “Lowell Junction” interchange on I-93 between Route 125 and Dascomb Rd.)
Analysis Year	Community	Project Description - Cape Cod Region
2020	Barnstable	Yarmouth Rd. /Rt. 28 (widening to 4 lanes) with Hyannis Access Improvements
2025	Bourne	Route 6 Exit 1 WB on-ramp changes and interchange improvements
2035	Bourne	Route 25 Access Ramp widening / Belmont Circle two-way travel
2035	Capewide	Daily Passenger Rail Service: Hyannis to Buzzard’s Bay, Middleborough
2035	Mashpee	Mashpee Rotary Ring Roads (connectors, Great Neck Rd, Routes 28 and 151)
Analysis Year	Community	Project Description - Central Massachusetts Region
2016	Northborough	Rt. 20 Church to South, signal coordination in corridor
2016	Shrewsbury/Worcester	Rt. 9 Bridge over Lake Quinsigamond: widening, additional lane each direction

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2016	Auburn	Rt. 12/20 to Auburn TL capacity improvements and raised median
2016	Worcester	Lincoln/Highland/Pleasant Streets intersection corridor improvements, minor widening, select signal coordination
2016	Worcester	Route 20 Widening to a consistent 4 lanes
2020	Charlton, Oxford	Route 20 Widening to a consistent 4 lanes
2025	Westborough, Hopkinton	I-90/I-495 and I-495/Rt. 9 Interchange Improvements (CD or frontage roads)
2035	Worcester	Route 122/122A Madison St/Chandler St. Kelley Square to Pleasant St: various improvements and signal coordination
2035	Worcester	I-290 Hope Ave. (to full interchange and roundabout at Webster and Hope)
2035	Millbury, Sutton	Route 146 Improvements: Route 122A to Central Turnpike
Analysis Year	Community	Project Description – Martha’s Vineyard Region
n/a	n/a	none
Analysis Year	Community	Project Description – Merrimack Valley Region
2016	Amesbury	Route 110 from I-495 to I-95 (widen from 2 lanes to 4)
2020	Newburyport, Amesbury	I-95 over Merrimack River (Whittier Bridge widening from 6 to 8 lanes)
2020	Methuen	Route 110/113 (Methuen Rotary – new interchange ramps at I-93)
2025	Lawrence, North Andover	Route 114 (widening from I-495 to Waverly Road)
2035	Andover	Tri-Town Interchange (new “Lowell Junction” interchange on I-93 between Route 125 and Dascomb Rd.) and I-93 widening to 4 lanes in each direction from new interchange/current “lane drop” area to I-495.
Analysis Year	Community	Project Description – Montachusett Region
2016	Fitchburg/Westminster	New Wachusett Commuter Rail Station
2016	Ayer to South Acton	Fitchburg Line Commuter Rail Improvements (double track)
2020	Leominster	Route 13 Hawes St. to Prospect St. (some widening, new signals, etc.)
2025	Athol	New Interchange on Route 2 at South Athol Road
Analysis Year	Community	Project Description – Nantucket Region
n/a	n/a	none
Analysis Year	Community	Project Description – Northern Middlesex Region
2016	Westford	Route 110 Minot’s Corner to Nixon widen to 4 lanes
2020	Billerica	Middlesex Turnpike Improvements Phase 3 – widening Plank St. to Manning Rd.
2035	Tewksbury	Tri-Town Interchange (new “Lowell Junction” interchange on I-93 between Route 125 and Dascomb Rd.) and I-93 widening to 4 lanes in each direction from new interchange/current “lane drop” area to I-495.
2035	Westford	I-495 at Boston Road (Exit 32) widening of on and off ramps
2035	Lowell, Tewksbury, Chelmsford, and Westford	I-495 Additional travel lane each direction between Exits 32 and 35 and between Exits 37 and 40
2035	Lowell	Wood Street, Rourke Bridge: new bridge, widening and corridor improvements
Analysis Year	Community	Project Description – Old Colony Region
2016	Abington	Route 18 - Widening to 4 Lanes from Route 139 to Highland Rd.
2020	Brockton	Route 123 - Widen from Route 24 to Angus Beaton Drive
2020	Bridgewater	Route 24 - Add Northbound Slip Ramp from Route 104 WB to Route 24 NB Northbound
2020	Plymouth	Route 3 - Add Northbound on-Ramp at Long Pond Road (Exit 5)
2020	Plymouth	Long Pond Road Bridge widening (Exit 5)
2025	Brockton	Main Street, Warren Avenue, Spring Street, West Elm Street, Belmont Street - Reestablish Two-Way Circulation
2025	West Bridgewater	Route 106 - Widening from 2 to 4 Lanes between Route 24 and Route 28

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2035	Plymouth	Route 3 – Add NB Off-ramp to Plimouth Plantation Hwy (Exit 4)
2035	Plymouth	Route 25 - Add New Interchange Before Exit 1 and connect to Bourne Road
2035	West Bridgewater	Route 28, Route 106, Central Square Signal and intersection coordination
Analysis Year	Community	Project Description – Southeastern Massachusetts Region
2016	Fall River, Somerset	New Brightman Street Bridge - capacity improvements to 4 lane divided facility
2016	Fall River	Route 79/Davol Street (interchange improvements and new traffic circulation)
2016	Freetown	Route 24 - New Interchange (Exit 8 ½)
2016	Mansfield	Route 140 / I-495 New Southbound On-Ramp
2020	Dartmouth	Route 6 (Fauce Corner Rd) / I-195 Interchange - Bridge Widening to 5 Lanes
2035	Taunton	Route 24 / 140 - Interchange Reconstruction

Using the latest planning assumptions, the Massachusetts Department of Transportation, Office of Transportation Planning, in coordination with MPO staff, estimated the emissions for VOC and NOx for all MPOs in Eastern Massachusetts through a combination of the statewide and Boston Region travel demand models. The VOC mobile source emission budget for 2009 and beyond for the Eastern Massachusetts Nonattainment Area has been set at 63.50 tons per summer day and the 2009 (and beyond) mobile source budget for NOx is 174.96 tons per summer day. As shown in Tables 1 and 2, the results of the air quality analysis demonstrate that the VOC and NOx emissions from all Action scenarios are less than the VOC and NOx emissions budgets for the Eastern Massachusetts Nonattainment Area:

TABLE 1
VOC Emissions Estimates for the Eastern Massachusetts Ozone Nonattainment Area
(all emissions in tons per summer day)

Year	Old Colony Action Emissions	Eastern MA Action Emissions	Budget	Difference (Action – Budget)
2010	n/a	64.974	n/a	n/a
2016	2.0009	36.232	63.50	-27.268
2020	1.7691	32.386	63.50	-31.114
2025	1.6559	30.988	63.50	-32.512
2035	1.6954	31.063	63.50	-32.437

TABLE 2
NOx Emissions Estimates for the Eastern Massachusetts Ozone Nonattainment Area
(all emissions in tons per summer day)

Year	Old Colony Action Emissions	Eastern MA Action Emissions	Budget	Difference (Action – Budget)
2010	n/a	178.925	n/a	n/a
2016	3.4136	66.219	174.96	-108.741
2020	2.2196	45.188	174.96	-129.772
2025	1.6763	36.521	174.96	-138.439
2035	1.4418	29.038	174.96	-145.922

In summary, this TIP is derived from the conforming 2012 Regional Transportation Plan, and the conformity determination analysis has been prepared in accordance with EPA’s final conformity regulations. The air quality analyses outlined in this document demonstrate that the implementation of the TIP satisfies the conformity criteria where applicable and is consistent with the air quality goals in the Massachusetts SIP.

Specifically, the Old Colony MPO has found the emission levels from this FFY 2012-2015 TIP – in combination with the emission levels from the other MPOs in its nonattainment area – demonstrate conformity with the SIP, the Clean Air Act, and the EPA conformity regulations (40 CFR part 51).

Congestion Mitigation and Air Quality Improvement (CMAQ) Program

The Congestion Mitigation and Air Quality Improvement (CMAQ) Program was created under the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991, continued under the Transportation Equity Act for the 21st Century (TEA-21), and reauthorized by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) in 2005. SAFETEA-LU placed a renewed focus on advancing cost-effective transportation projects that improve air quality. Specifically, the bill highlighted diesel engine retrofits as a priority for CMAQ expenditures, due to the cost-effective emissions reduction benefits that can be achieved through many retrofit technologies. SAFETEA-LU also established priority-funding consideration for cost-effective congestion mitigation activities that improve air quality. The goals of the CMAQ program support this initiative in three main ways: promoting operational and technological improvements, targeting major freight bottlenecks, and relieving urban congestion.

The purpose of the CMAQ program is to fund transportation projects or programs that will contribute to attainment or maintenance of the national ambient air quality standards (NAAQS) for ozone, carbon monoxide (CO), and particulate matter (PM). The main goal of the CMAQ program is to reduce emissions in nonattainment and maintenance areas and to mitigate congestion. Congestion relief can

contribute to improvements in air quality by reducing travel delays, engine idle time, and unproductive fuel consumption.

Since congestion relief projects also reduce idling, the negative emissions effects of “stop and go” driving, and the number of vehicles on the road, they have a corollary benefit of improving air quality. Based on their emissions reductions, these types of projects, including investments in improved system pricing and operations, are eligible for CMAQ funding.

Eligible projects and programs include:

- Transportation Control Measures (TCMs)
- Traffic Flow Improvements
- Extreme Low-Temperature Cold Start Programs
- Alternate Fuels and Vehicles
- Congestion Reduction & Traffic Flow Improvements
- Transit Improvements
- Bicycle and Pedestrian Facilities and Programs
- Travel Demand Management
- Public Education and Outreach Activities
- Transportation Management Associations
- Carpooling and Vanpooling
- Freight/Intermodal
- Diesel Engine Retrofits & Other Advanced Truck Technologies
- Idle Reduction
- Training
- Inspection/Maintenance (I/M) Programs
- Experimental Pilot Programs

13. Special Efforts

The Brockton Area Transit Authority

Brockton Area Transit: Accessible Transportation Program

The US Department of Transportation, in 1986, published a final rule entitled, “Non-discrimination on the Basis of Handicap in Financial Assistance Programs.” The rule carried out section 504 of the Rehabilitation Act of 1973 and section 317 © of the Surface Transportation Assistance Act of 1982. The rule requires recipients of the FTA financial assistance to establish programs to provide transit services to handicapped persons, establishes service criteria, and places a limit on the amount of money recipients must spend to meet these criteria.

BAT is required to develop a five (5) year plan addressing transportation for the physically disabled.

Program Background

Planning for accessible transportation has been an integral part of the Brockton Area Transit Development Program. Developed jointly in 1975 by the Old Colony Planning Council, the City of Brockton, and a consulting firm, funding assistance for this study was provided under a FTA Technical Studies Grant (Section 9, now 5307).

A principal tenet of this planning effort was to identify the transportation needs of elderly and handicapped individuals and the social service agencies with which a coordinated service could be developed. The study produced estimates of the number of potential elderly and handicapped transit users within the area and denoted the locations containing large concentrations of potential users. Data collection for this identification involved meeting with social service agency representatives, the surveying of the general public and the use of secondary sources.

This study created the overall design and schedule for the implementation of a two faceted Dial-a-Bat service namely, Dial-a-Ride and subscription service. In addition, it formed the basis for ensuring the routing of regularly scheduled services to areas with high concentrations of elderly and handicapped individuals.

The specific strategies adopted from Elderly and Disabled efforts are as follows:

- 50% fare for elderly and disabled users of regular BAT service.
- Routing of regular BAT service to serve elderly and disabled individuals without accessible transportation needs. All elderly and handicapped public housing sites have been included as stops on regular BAT routes. One particular route, the Mini-Maller connects three sites with the Westgate Mall, a major retail shopping center.
- The institution of both advance and reservation Dial-a-Ride and subscription service for the elderly, disabled, and clients of social service agencies in the Brockton area known as Dial-a-Bat, began service in February 1977.
- Coordination of Dial-a-Bat with the transportation services of approximately 16 social service agencies.
- Develop and modify the Section 504 program in an effort to improve transit services for the elderly and disabled.

This planning effort also produced the following capital plans for developing accessible transportation facilities:

- Incorporation of wheelchair accessible improvements into the plans for the development of a Brockton BAT Centre, which made all the docking facilities 100% accessible. BAT commenced operation at the new terminal in February 1999.
- As of 1991, the Dial-a-Bat fleet included 33 paratransit vehicles, all of which are lifts equipped vans.
- Creation of accessible fixed route service through the anticipated purchase of six (6) wheelchair equipped commuter coaches with FTA Section 3 funds. The vehicles have been leased to private inter-city bus companies such as Plymouth and Brockton Street Railway Company and Interstate Coach.

Accessible Transportation Service and Facilities

Section 223 of the American with Disabilities Act (ADA) requires public entities operating fixed route systems to provide paratransit as a complement to their fixed route service. This service is intended for persons with disabilities who are unable to use accessible fixed route transit. The paratransit level of service is to be “comparable,” not identical, to fixed route service as the operations of fixed route service and paratransit differ markedly.

The first category of “ADA Paratransit Eligible” people consists of individuals who as a result of their disabilities, cannot independently board, ride, or disembark from accessible vehicles. Persons with

mental or visual impairments, as well as physical disabilities, may be eligible in this category (e.g., persons who are unable to determine where to get off the bus).

The second category of ADA Paratransit Eligibility concerns individuals who have a “specific impairment-related condition” which prevents them from getting to a boarding or disembarking location. Examples are people with chronic fatigue syndrome, visual or mental impairments, or special temperature sensitivities whose disabilities do not allow them to get to a stop or from a stop to their destination.

The third eligibility category includes individuals who need a level change mechanism to use a bus or other vehicle during times when an accessible bus that the person can use is not being employed on the route on which they want to travel.

The US Department of Transportation is amending its existing Section 504 rule to avoid potential overlapping, duplication, or confusion between ADA and 504 requirements. For this reason, a number of provisions of the 504 rule are being removed. The basic relationship between Section 504 and ADA is that a recipient of DOT funds complies with its Section 504 obligations. In 1996, Brockton Area Transit Authority completed the update of its fleet. The BAT fleet is now 100% accessible.

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14. FFY 2011 TIP Transit Project Status

Transit

Federal				Approval		
RTA	Section	Description	Federal Funds	Status	Grant #	Comments
BAT	5307	Fare Collection Equip. Support Equip., Service Vehicle,	\$960,000	Approved	MA-90-X555	\$645,433 remaining
BAT	5307	Capital Parts, Intermodal Paving and support equipment	\$396,168	Approved	MA-90-X502	\$39,143 remaining
BAT	5307	Bus Replacement	\$261,000	Approved	MA-90-X565	\$261,000 remaining
BAT	ARRA	Bus Replacement, AVL, Cameras	\$3,335,235	Approved	MA-96-X007	\$125,353 remaining
BAT	ARRA	Capital parts and tools, Operating,	\$387,500	Approved	MA-66-X007	\$31,885 remaining
BAT	5309	Bus Replacement (1)	\$237,500	Approved	MA-04-0034	\$104,729 remaining
BAT	5307	Bus Replacement	\$338,580	Approved	MA-04-0062	\$338,580 remaining
BAT	5307	Bus Replacement	\$520,000	Approved	MA-95-X011	\$520,000 remaining
BAT	5309	Support Equipment	\$1,950	Approved	MA-90-593	\$1,950 remaining
SSCAC	5310	Capital – Purchase of 3 (8-12) passenger lift equipped minivans	\$121,600		See State	
State				Approval		
RTA	Section	Description	State Funds	Status	Grant #	Comments
BAT	MAP	Mobility Assistance	\$400,000	Awarded	See State	
Easton	MAP	Mobility Assistance	\$48,000	Awarded	See State	
Whitman	MAP	Mobility Assistance	\$55,000	Awarded	See State	

FFY 2012-2015 OLD COLONY TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Transit Continued

FTA Funding Program	Estimated Authorization FFY 2011	Old Colony TIP Programmed FFY 2011	BALANCE FFY 2011
Section 5307			
Planning	\$ -	\$ -	\$ -
Capital	\$ 264,000	\$ 264,000	\$ -
Operating/Preventive Maintenance	\$ 3,500,000	\$ 3,500,000	\$ -
Transit Enhancement	\$ -	\$ -	\$ -
Subtotal	\$ 3,764,000	\$ 3,764,000	\$ -
Carryover*			
<u>5307 Carryover- bus support equipment, preventative maintenance, planning, bus replacements, miscellaneous support equipment, includes Flex Funds, CMAQ capital bus</u>	\$ 2,838,938	\$ 2,838,938	\$ -
Subtotal	\$ 2,838,938	\$ 2,838,938	\$ -
SECTION 5307 TOTALS	\$ 6,602,938	\$ 6,602,938	\$ -
ARRA			
	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -
Subtotal	\$ -	\$ -	\$ -
ARRA TOTALS	\$ -	\$ -	\$ -
Section 5309			
	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -
Subtotal	\$ -	\$ -	\$ -
SECTION 5309 TOTALS	\$ -	\$ -	\$ -
Section 5310			
Capital (SSCAC -- Purchase of lift equipped passenger mini-busses)	\$ 250,000	\$ 250,000	\$ -
Section 5316 (Boston UZA)			
Job Access and Reverse Commuting (JARC)	\$ 1,758,048	\$ 1,758,048	\$ -
Carryover*	\$ -	\$ -	\$ -
Section 3037 (BAT)			
Job Access and Reverse Commute (JARC)	\$ -	\$ 170,000	\$ (170,000)
Section 5317 (Boston UZA)			
New Freedom	\$ 1,380,269	\$ 1,380,269	\$ (170,000)
Carryover*	\$ -	\$ -	\$ (170,000)
OTHER TOTALS	\$ 3,388,317	\$ 3,558,317	
Other Transit Funding			
CMAQ FHWA TO FTA	\$0	\$0	\$0
STP FHWA TO FTA	\$0	\$0	\$0

*Carryover funding from previous years.

FFY 2012-2015 OLD COLONY TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Part D. Appendix

1. Other Regional Priorities

COMMUNITY	DESCRIPTION	ID	DESIGN STATUS	FUNDING	COST
ABINGTON	ABINGTON SAFE ROUTES TO SCHOOL (CENTER SCHOOL)	605693	100	SRTS	\$489,600
ABINGTON & WEYMOUTH	WEYMOUTH- ABINGTON- RECONSTRUCTION & WIDENING ON ROUTE 18 (MAIN STREET) FROM HIGHLAND PLACE TO ROUTE 139 (4.0 MILES)	601630	0	STP	\$31,349,250
BRIDGEWATER	BRIDGEWATER- BRIDGE REHABILITATION, B-23-009, OAK STREET OVER THE TOWN RIVER	53430	0	BR	\$800,000
BROCKTON	BROCKTON- INTERSECTION IMPROVEMENTS @ CRESCENT STREET (ROUTE 27)/QUINCY STREET/MASSASOIT BOULEVARD	606143	0	STP/ HSIP	\$3,600,000
BROCKTON	BROCKTON- RECONSTRUCTION OF FOREST AVENUE, FROM WARREN AVENUE TO BELMONT STREET ("3R" PROJECT)	601344	0	STP	\$1,125,000
BROCKTON	BROCKTON- REHABILITATION OF ROUTE 123 (CENTRE STREET), FROM MONTELLO STREET TO NORTH CARY STREET (2,900 FEET - 3R PROJECT)	601346	0	STP	\$570,000
BROCKTON	BROCKTON- RESURFACING & RELATED WORK ON FIELD STREET, FROM MONTELLO STREET TO WINTER STREET (4,000 FT.)	601639	0	STP	\$525,000
BROCKTON	BROCKTON- RESURFACING & RELATED WORK ON PERKINS AVENUE, FROM SUMMER STREET TO MAIN STREET (2,800 FT.)	601642	0	STP	\$500,000
BROCKTON	RECONSTRUCTION OF COURT STREET, FROM MAIN STREET TO NORTH CARY STREET ("3R" PROJECT)	601342	0	STP	\$843,750
EASTON	EASTON - RECONSTRUCTION ON ROUTE 123 (DEPOT STREET) FROM FOXRIDGE ROAD TO ROUTE 138	601337	0	STP	\$1,506,500
EASTON	EASTON- INTERSECTION IMPROVEMENTS @ ROUTE 138 & TURNPIKE AVENUE	604098	0	STP	\$1,500,000
KINGSTON	KINGSTON- RECONSTRUCTION ON ROUTE 106 (MAIN STREET, WAPPING ROAD) (5,300 FEET)	601164	25	STP	\$3,750,000
KINGSTON	KINGSTON- SIGNAL & INTERSECTION IMPROVEMENTS @ ROUTE 3A & ROUTE 53 AT KINGSBURY PLAZA	600865	0	STP/ CMAQ	\$1,000,000
PEMBROKE	PEMBROKE- RECONSTRUCTION ON ROUTE 14, FROM THE HANSON T.L. TO WASHINGTON STREET (ROUTE 53)	604957	75	STP	\$8,000,000
PEMBROKE	PEMBROKE- REHABILITATION ON ROUTE 36 (CENTER STREET)	600380	25	STP	\$2,522,783

FFY 2012-2015 OLD COLONY TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

PLYMOUTH	PLYMOUTH- BRIDGE PRESERVATION, P-13-026, ROUTE 3 (PILGRIM HIGHWAY) OVER BILLINGTON STREET	605100	0	BR	\$2,767,700
PLYMOUTH	PLYMOUTH- IMPROVEMENTS ON OBERY STREET, FROM SOUTH STREET TO A.A. CARANCI WAY/PLYMOUTH NORTH H.S. DRIVE INTERSECTION	606264	0	STP	\$4,800,000
PLYMOUTH	PLYMOUTH- RECONSTRUCTION OF TAYLOR AVENUE, FROM WHITE HORSE ROAD TO MANOMET POINT ROAD, INCLUDES P-13-010	605038	75	STP	\$5,106,000
STOUGHTON	STOUGHTON- RESURFACING & RELATED WORK ON ROUTE 138, FROM CANTON TL TO 300' NORTH OF THOMAS STREET	601109	0	STP	\$500,000
WEST BRIDGEWATER	WEST BRIDGEWATER- RECONSTRUCTION ON ROUTE 106, FROM ROUTE 28 (CENTRAL SQUARE) TO EASTON T.L.	603456	0	STP	\$6,000,000
WEST BRIDGEWATER	WEST BRIDGEWATER- BRIDGE REPLACEMENT, W-18-012, SR 106 (WEST CENTER STREET) OVER THE HOCKOMOCK RIVER	605351	0	ABP	\$2,658,001
Total of All Potential Projects					\$ 79,913,584

** This is an Informational List of Other Regional Priorities Regardless of Funding Source*

FFY 2012-2015 OLD COLONY TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

2. Potential Projects Identified by Communities and/ or Studies Conducted by OCPC as Part of the Unified Planning Work Program. In order for projects to advance, communities must follow the project initiation process in the MassDOT Project Development & Design Guide Book.

COMMUNITY	DESCRIPTION	ID	FUNDING	COST
ABINGTON	ABINGTON - SAFE ROUTES TO SCHOOL (WOODWARD SCHOOL)	PRE - PRC	TBD	\$500,000
ABINGTON/ WHITMAN	ROUTE 18 CAPACITY ENHANCEMENT FROM ROUTE 139 TO ROUTE 14	PRE - PRC	TBD	\$3,000,000
AVON	ROUTE AT EAST/WEST SPRING STREET SIGNALIZATION AND GEOMETRIC IMPROVEMENT	PRE - PRC	TBD	\$750,000
AVON	WEST MAIN STREET RECONSTRUCTION (HARRISON BOULEVARD TO ROUTE 28)	PRE - PRC	TBD	\$500,000
BRIDGEWATER	HIGH STREET RECONSTRUCTION FROM HAYWARD STREET TO PLYMOUTH STREET	PRE - PRC	TBD	\$5,500,000
BRIDGEWATER	MILL STREET RECONSTRUCTION FROM PLYMOUTH STREET TO HIGH STREET	PRE - PRC	TBD	\$1,100,000
BRIDGEWATER	SOUTH STREET@ ROUTE 104 SIGNALIZATION AND GEOMETRIC IMPROVEMENT	PRE - PRC	TBD	\$750,000
BRIDGEWATER	SUMMER STREET RECONSTRUCTION FROM GROVE STREET TO FLAGG STREET	PRE - PRC	TBD	\$5,100,000
BRIDGEWATER	TITICUT STREET BRIDGE REPLACEMENT OVER TAUNTON RIVER	PRE - PRC	TBD	\$500,000
BRIDGEWATER	TOWN RIVER LANDING PEDESTRIAN BRIDGE ENHANCEMENT PROJECT	PRE - PRC	TBD	\$880,660
BROCKTON	ITS REVENUE COLLECTION EQUIPMENT	PRE - PRC	TBD	\$500,000
BROCKTON	MAIN STREET AT FOREST AVENUE TRAFFIC SIGNALS AND GEOMETRIC IMPROVEMENTS	PRE - PRC	TBD	\$750,000
BROCKTON	MAIN STREET RECONSTRUCTION FROM WHITE AVENUE TO HAYWARD AVENUE	PRE - PRC	TBD	\$2,000,000
BROCKTON	N MAIN STREET RECONSTRUCTION FROM PROSPECT TO COURT WAY	PRE - PRC	TBD	\$1,500,000
BROCKTON	PEDESTRIAN/ BIKEWAY CONNECTIONS TO THE INTERMODAL TRANSPORTATION CENTRE	PRE - PRC	TBD	\$300,000
BROCKTON	ROUTE 28 RECONSTRUCTION FROM EAST ASHLAND STREET TO PLAIN STREET	PRE - PRC	TBD	\$2,500,000
EAST BRIDGEWATER	ROUTE 106 RECONSTRUCTION WHITMAN STREET TO HALIFAX TOWN LINE	PRE - PRC	TBD	\$4,500,000
EASTON	CENTRAL STREET RESURFACING FROM WASHINGTON TO DEPOT	PRE - PRC	TBD	\$550,000
EASTON	ROUTE 106 - EASTMAN STREET, MANSFIELD TOWN LINE TO ROUTE 123	PRE - PRC	TBD	\$280,715
EASTON	ROUTE 106 - FOUNDRY STREET, BAY ROAD TO MORSE ROAD	PRE - PRC	TBD	\$1,689,350
EASTON	ROUTE 106 - FOUNDRY STREET, EASTMAN STREET TO BAY ROAD	PRE - PRC	TBD	\$1,400,000
EASTON	ROUTE 138 @ ELM STREET SIGNALIZATION AND GEOMETRIC IMPROVEMENT	PRE - PRC	TBD	\$750,000
EASTON	ROUTE 138 @ PLYMOUTH STREET SIGNALIZATION AND GEOMETRIC IMPROVEMENT	PRE - PRC	TBD	\$750,000
EASTON	ROUTE 138 @ UNION STREET SIGNALIZATION AND GEOMETRIC IMPROVEMENT	PRE - PRC	TBD	\$750,000

FFY 2012-2015 OLD COLONY TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

HALIFAX	ROUTE 106 RECONSTRUCTION (ROUTE 105 TO BRIDGEWATER TOWN LINE)	PRE - PRC	TBD	\$1,000,000
HALIFAX	ROUTE 58 RECONSTRUCTION (LINGAN STREET TO PLYMPTON TL)	PRE - PRC	TBD	\$3,765,334
KINGSTON	ROUTE 27 @ ROUTE 106 SIGNAL REPLACEMENT AND GEOMETRIC IMPROVEMENTS	PRE - PRC	TBD	\$750,000
KINGSTON	ROUTE 3A AT CRESCENT STREET SIGNALIZATION AND GEOMETRIC IMPROVEMENTS	PRE - PRC	TBD	\$750,000
PEMBROKE	ROUTE 53 AT PLEASANT STREET SIGNALIZATION AND GEOMETRIC IMPROVEMENTS	PRE - PRC	TBD	\$750,000
PLYMOUTH	CARVER ROAD/SUMMER ST/FEDERAL FURNACE/SLEEPY HOLLOW ROAD SIGNALIZATION	PRE - PRC	TBD	\$750,000
PLYMOUTH	CHERRY STREET RECONSTRUCTION FROM INDUSTRIAL PARK ROAD TO COMMERCE WAY	PRE - PRC	TBD	\$2,600,000
PLYMOUTH	FEDERAL FURNACE ROAD RECONSTRUCTION FROM CARVER TOWN LINE TO SOUTH MEADOW ROAD	PRE - PRC	TBD	\$5,500,000
PLYMOUTH	JENNY GRIST MILL/ BILLINGTON SEA WALKWAY	PRE - PRC	TBD	\$1,500,000
PLYMOUTH	LONG POND ROAD RECONSTRUCTION (DREW ROAD TO CLARK ROAD)	PRE - PRC	TBD	\$5,000,000
PLYMOUTH	NELSON STREET TO STEVENS FIELD PEDESTRIAN CONNECTION	PRE - PRC	TBD	\$3,000,000
PLYMOUTH	ROUTE 3 AT EXIT 3 INTERCHANGE AND VICINITY ACCESS IMPROVEMENTS	PRE - PRC	TBD	\$28,000,000
PLYMOUTH	ROUTE 3A AT SOUTH STREET SIGNALIZATION	PRE - PRC	TBD	\$750,000
PLYMOUTH	ROUTE 3A MAIN STREET @ WATER STREET SIGNALIZATION	PRE - PRC	TBD	\$750,000
PLYMOUTH	ROUTE 3A STATE ROAD AND HERRING POND ROAD SIGNALIZATION	PRE - PRC	TBD	\$750,000
PLYMOUTH	SAMOSSET STREET @ MARC DRIVE/ MOBILE HOME ESTATES SIGNALIZATION	PRE - PRC	TBD	\$750,000
PLYMOUTH	TOWN PIER BOARDWALK (NELSON TO BURIAL HILL)	PRE - PRC	TBD	\$300,000
PLYMOUTH	TOWN WHARF PEDESTRIAN AND ROADWAY IMPROVEMENTS	PRE - PRC	TBD	\$750,000
PLYMOUTH	WATER STREET RECONSTRUCTION (ROUTE 3A TO NELSON STREET)	PRE - PRC	TBD	\$1,500,000
STOUGHTON	BAY ROAD RECONSTRUCTION	PRE - PRC	TBD	\$1,000,000
STOUGHTON	CANTON (ROUTE 27) & SCHOOL STREET SIGNALIZATION	PRE - PRC	TBD	\$750,000
STOUGHTON	CANTON (ROUTE 27)/TOSCA/CENTRAL INTERSECTION IMPROVEMENTS	PRE - PRC	TBD	\$750,000
STOUGHTON	TURNPIKE AND CENTRAL STREETS RESURFACING	PRE - PRC	TBD	\$522,000
WEST BRIDGEWATER	BELMONT STREET BRIDGE REHABILITATION	PRE - PRC	TBD	\$500,000
WEST BRIDGEWATER	BRIDGE REHABILITATION ARCH STREET	PRE - PRC	TBD	\$500,000
WEST BRIDGEWATER	ROUTE 106 @ EAST STREET SIGNALIZATION	PRE - PRC	TBD	\$750,000
WEST BRIDGEWATER	ROUTE 106 @ HOWARD STREET SIGNALIZATION	PRE - PRC	TBD	\$750,000
WEST BRIDGEWATER	ROUTE 28 @ MATFIELD STREET SIGNALIZATION	PRE - PRC	TBD	\$750,000
WEST BRIDGEWATER	SOUTH STREET RESURFACING AND SIDEWALKS	PRE - PRC	TBD	\$300,000
WEST BRIDGEWATER	WEST STREET BRIDGE REHABILITATION	PRE - PRC	TBD	\$500,000
		Total of All Potential Projects		\$ 102,788,059

3. Thirty Day Public Review – Notice of Availability and Comments

**NOTICE OF PUBLIC COMMENT/REVIEW
FOR THE DRAFT FFY 2015-2015
TRANSPORTATION IMPROVEMENT PROGRAM**

In accordance with the Public Participation Process developed by the Old Colony Metropolitan Planning Organization (MPO), OCPC is making the DRAFT FFY 2012-2015 Transportation Improvement Program (TIP) available for public review. The TIP serves as a prioritized listing of highway, bridge, and transit projects proposed for implementation during the next several federal fiscal years (FFY 2012-2015). Copies of the TIP are available for review at the OCPC Offices (8:30 a.m. to 4:00 p.m.), at <http://www.ocpcrpa.org/>, and/or upon request. This notice will initiate a Public Review Period. Written comments will be accepted until 9:00 AM on August 23, 2011. This process will also be used as Brockton Area Transit Authority (BAT's) public participation process. A public meeting of the OCPC and MPO advisory committee, the Joint Transportation Committee, will be held if needed. Please contact Charles Kilmer at 508-583-1833 Extension 206 for further information.

Written comments should be sent to:

Old Colony Planning Council
70 School Street
Brockton, MA 02301

Attention: Charles Kilmer

4. Operations and Maintenance Expenditures Summary

Massachusetts Department of Transportation - Highway Division
 Summary of Operating and Maintenance Expenditures
 Old Colony Region - Part 2: Federal Aid

Section I - Federal Aid Maintenance Projects

7/12/2011

Program Group/Sub Group	SFY 2009 Federal Aid Expenditures	SFY 2010 Federal Aid Expenditures	SFY 2011 Federal Aid Expenditures
01 - Bridge Repair & Replacement			
New Bridge (Excluded)	n/a	n/a	n/a
Bridge Replacement (Excluded)	n/a	n/a	n/a
Bridge Reconstruction/Rehab	\$0	\$0	\$0
Structure Maintenance	\$0	\$0	\$0
02 - Bridge Painting			
Painting - Structural	\$0	\$0	\$0
03 - Roadway Reconstruction			
Hwy Relocation (Excluded)	n/a	n/a	n/a
Hwy Recon. - Added Capacity (Excluded)	n/a	n/a	n/a
New Construction (Excluded)	n/a	n/a	n/a
Hwy Reconstr - Restr and Rehab	\$0	\$0	\$0
Hwy Reconstr - No Added Capacity	\$3,387,799	\$2,349,378	\$802,807
Hwy Reconstr - Minor Widening	\$987,148	\$6,437,780	\$3,359,034
Hwy Reconstr - Major Widening	\$0	\$0	\$0
04 - Roadway Resurfacing			
Resurfacing	\$390,923	\$265,430	\$5,916,997
05 - Intersection & Safety			
Impact Attenuators	\$1,777	\$0	\$0
Safety Improvements	\$267	\$0	\$0
Traffic Signals	\$393,939	\$77,531	\$26,380
06 - Signs & Lighting			
Lighting and Electrical	\$42,157	\$0	\$0
Sign Installation / Upgrading	\$10,267	\$5,157	\$0
Structural Signing	\$0	\$0	\$0
07 - Guardrail			
Guard Rail and Fencing	\$53,337	\$0	\$122
08 - Maintenance			
Contract Highway Maintenance	\$484	\$0	\$2,724
Landscape and Roadside Develop	\$6,235	\$0	\$0
Pavement Marking	\$41	\$0	\$0
Catch Basin Cleaning	\$0	\$0	\$0
09 - Facilities			
Vertical Construction	\$21,862	\$0	\$425
10 - Bikeways (Excluded)	n/a	n/a	n/a
11 - Other			
Intelligent Transportation Sys	\$79,006	\$131,432	\$142,948
Miscellaneous / No prequal	\$37,419	\$19,538	\$3,467
Reclamation	\$0	\$0	\$0
Drilling & Boring	\$0	\$0	\$564
Unknown	\$53	\$0	\$15,508
Demolition	\$0	\$0	\$0
Utilities	\$0	\$0	\$0
Marine Construction	\$0	\$0	\$3,101
Section I Total	\$5,412,714	\$9,286,247	\$10,274,077

Section II - Federal Aid Highway Operations

11 - Other			
ITS Operations - I-93 HOV Lane Operation and Towing	\$0	\$0	\$0
ITS Operations - Traffic Operations Center (South Boston)	\$0	\$0	\$0
Section II Total	\$0	\$0	\$0

Grand Total Federal Aid:	\$5,412,714	\$9,286,247	\$10,274,077
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Massachusetts Department of Transportation - Highway Division
 Summary of Operating and Maintenance Expenditures
 Old Colony - Part 1: Non-Federal Aid

Section I - Non Federal Aid Maintenance Projects - State Bondfunds

7/12/2011

Program Group/Sub Group	SFY 2009 NFA Expenditures	SFY 2010 NFA Expenditures	SFY 2011 NFA Expenditures
01 - Bridge Repair & Replacement			
New Bridge (Excluded)	n/a	n/a	n/a
Bridge Replacement (Excluded)	n/a	n/a	n/a
Bridge Reconstruction/Rehab	\$60,307	\$1,936,730	\$0
Drawbridge Maintenance	\$106,116	\$161,171	\$174,280
Structure Maintenance	\$1,415,627	\$2,708,194	\$3,094,940
			\$0
02 - Bridge Painting			
Painting - Structural	\$58,093	\$0	\$0
03 - Roadway Reconstruction			
Hwy Relocation (Excluded)	n/a	n/a	n/a
Hwy Recon. - Added Capacity (Excluded)	n/a	n/a	n/a
New Construction (Excluded)	n/a	n/a	n/a
Hwy Reconstr - Restr and Rehab	\$72,887	\$10,070	n/a
Hwy Reconstr - No Added Capacity	\$0	\$0	\$0
Hwy Reconstr - Minor Widening	\$5,367	\$0	\$0
Hwy Reconstr - Major Widening	\$12,316	\$0	\$0
04 - Roadway Resurfacing			
Resurfacing	\$246,851	\$190,805	\$494,055
05 - Intersection & Safety			
Impact Attenuators	\$19,824	\$0	\$13,411
Safety Improvements	\$148,207	\$54,852	\$0
Traffic Signals	\$14,372	\$0	\$32,554
06 - Signs & Lighting			
Lighting and Electrical	\$43,497	\$54,395	\$27,923
Sign Installation / Upgrading	\$23,811	\$0	\$48,771
Structural Signing	\$14,430	\$0	\$148
07 - Guardrail			
Guard Rail and Fencing	\$34,184	\$0	\$145,157
08 - Maintenance			
Catch Basin Cleaning	\$99,064	\$0	\$227,138
Crack Sealing	\$70,577	\$0	\$20,320
Landscape and Roadside Develop	\$44,496	\$0	\$24,665
Mowing and Spraying	\$71,263	\$162,279	\$5,810
Pavement Marking	\$116,192	\$0	\$132,377
Sewer and Water	\$20,033	\$0	\$19,234
Process/Recycle/Trnsprt Soils	\$0	\$0	\$0
Contract Hwy Maint.	\$0	\$0	\$213,840
09 - Facilities			
Chemical Storage Sheds	\$5,586	\$145,707	\$9,697
Vertical Construction	\$0	\$0	\$126,209
10 - Bikeways (Excluded)	n/a	n/a	n/a
11 - Other			
Miscellaneous / No Prequal	\$20,972	\$0	\$58,075
Asbestos Removal	\$0	\$0	\$0
Demolition	\$0	\$0	\$0
Drilling and Boring	\$0	\$0	\$4,836
Hazardous Waste Remediation	\$0	\$0	\$1,335
Utilities	\$0	\$0	\$0
Change in Project Value	\$0	\$0	\$0
Highway Sweeping	\$0	\$0	\$0
Intelligent Transportation Sys	\$0	\$0	\$0
Unknown	\$0	\$0	\$12,537
Underground Tank Removal Replace	\$0	\$0	\$0
Section I Total:	\$2,724,073	\$5,424,202	\$4,887,312

Section II - Non Federal Aid Highway Operations - State Operating Budget Funding

12 - Snow and Ice Operations & Materials	\$3,584,333	\$3,408,023	\$4,801,034
13 - District Maintenance (Mowing, Litter Management, Sight Distance Clearing, Etc.)	\$808,131	\$825,318	\$814,023
Section II Total:	\$4,392,465	\$4,233,341	\$5,615,057

Grand Total NFA: \$7,116,538 \$9,657,543 \$10,502,368

**Old Colony MPO
Operations and Maintenance Summary Table
For the Brockton Area Transit Authority
State Fiscal Year 2012**

The numbers below represent actual numbers for the previous year, the current year budget/forecast approved by the RTA Advisory Board, and Projections for the out-years as used in the Program Preview meetings with the State. The figures provided in the below table are estimates and a forecast of projected funds necessary to meet the operating needs of the regional transit authority.

Operating Revenue	Previous	Current	Year Two	Year Three	Year Four
	2011	2012	2013	2014	2015
Farebox	\$ 3,322,000	\$ 3,634,000	\$ 3,724,850	\$ 3,817,971	\$ 3,913,421
Section 5307	\$ 2,385,620	\$ 2,400,000	\$ 2,460,000	\$ 2,521,500	\$ 2,584,538
Section 5311					
CMAQ/TDM					
Fully Funded *					
Job Access/Reverse Commute	\$ 160,000	\$ 160,000	\$ 164,000	\$ 168,100	\$ 172,303
New Freedom	\$ 45,000	\$ 90,000	\$ 92,250	\$ 94,556	\$ 96,920
Advertising	\$ 100,000	\$ 100,000	\$ 102,500	\$ 105,063	\$ 107,689
Interest Income	\$ 10,000	\$ 10,000	\$ 10,250	\$ 10,506	\$ 10,769
Rental Income	\$ 29,000	\$ 30,000	\$ 30,750	\$ 31,519	\$ 32,307
State Contract Assistance **	\$ 5,094,380	\$ 5,097,990	\$ 5,225,440	\$ 5,356,076	\$ 5,489,978
Local Assessment	\$ 2,346,351	\$ 2,455,010	\$ 2,516,385	\$ 2,579,295	\$ 2,643,777
Other: (Define)	\$ 111,000	\$ 130,000	\$ 133,250	\$ 136,581	\$ 139,996
TOTAL	\$ 13,603,351	\$ 14,107,000	\$ 14,459,675	\$ 14,821,167	\$ 15,191,696
Operating Expenses ***	Previous	Current	Year Two	Year Three	Year Four
	2011	2012	2013	2014	2015
TOTAL (See Description Below)	\$ 13,603,351	\$ 14,107,000	\$ 14,459,675	\$ 14,821,167	\$ 15,191,696

Footnotes:

* Fully funded refers to contract work often to Human Service Agencies

** Operating assistance provided by the State

*** Description of Operating Expenses: Salaries and Wages; Fringe Benefits; Legal, Accounting and Professional Services; Promotion/Marketing; Insurance; Equipment Leases and Rentals; Real Property Leases and Rentals; Non-capitalized Maintenance/Repair; Fuel costs; Tire costs; Office Supplies and Equipment; Interest Expense; Utilities; Management Fees; Travel and Training; and Other miscellaneous expense items.

8/1/2011

5. Federal Funding Targets (FFY 2012-2015)

Summary of Proposed FFY 2012 - 2015 MPO Targets

July 7, 2021

	Current 2012	Proposed 2012	Current 2013	Proposed 2013	Current 2014	Proposed 2014	Proposed 2015
Base Obligation Authority Redistribution, as Estimated by FHWA	\$560,000,000 \$40,000,000	\$560,000,000 \$0	\$560,000,000 \$40,000,000	\$560,000,000 \$0	\$560,000,000 \$40,000,000	\$560,000,000 \$0	\$560,000,000 \$0
Total Estimated Obligation Authority Available:	\$600,000,000	\$560,000,000	\$600,000,000	\$560,000,000	\$600,000,000	\$560,000,000	\$560,000,000
Central Artery/Tunnel Obligation Authority	-\$165,960,000	-\$160,125,000	-\$176,555,000	-\$170,710,000	-\$183,795,000	-\$178,390,000	-\$150,000,000
Total Non-Earmarked OIA Available Statewide	\$434,040,000	\$399,875,000	\$423,445,000	\$389,290,000	\$416,205,000	\$381,610,000	\$410,000,000
Total Non-Earmarked Available Statewide (Including State Match)	\$524,862,500	\$488,690,972	\$511,056,250	\$475,737,500	\$504,066,250	\$466,137,500	\$501,625,000
Statewide Infrastructure Items:							
Statewide Infrastructure Program	\$1,500,000	\$6,000,000	\$6,000,000	\$6,000,000	\$6,000,000	\$6,000,000	\$6,000,000
Statewide Safety Program*	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Statewide HSP Program	\$2,500,000	\$5,000,000	\$5,000,000	\$5,000,000	\$5,000,000	\$5,000,000	\$5,000,000
Statewide Safe Routes to Schools Program	\$3,500,000	\$3,500,000	\$3,500,000	\$3,500,000	\$3,500,000	\$3,500,000	\$3,500,000
Statewide CMAQ	\$9,500,000	\$6,250,000	\$6,250,000	\$6,250,000	\$6,250,000	\$6,250,000	\$6,250,000
Statewide Transportation Enhancements	\$3,500,000	\$3,500,000	\$500,000	\$3,500,000	\$500,000	\$3,500,000	\$3,500,000
Statewide Recreational Trails	\$783,000	\$1,187,500	\$783,000	\$783,000	\$783,000	\$783,000	\$783,000
Statewide ITS	\$6,375,000	\$9,600,000	\$6,250,000	\$6,250,000	\$6,250,000	\$6,250,000	\$6,250,000
Statewide Design and Right of Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Statewide Interstate Maintenance Program	\$70,000,000	\$77,222,222	\$70,000,000	\$2,000,000	\$70,000,000	\$2,000,000	\$2,000,000
Statewide NHS Preservation Program	\$12,000,000	\$12,000,000	\$9,178,750	\$12,000,000	\$9,178,750	\$12,000,000	\$12,000,000
Statewide Railroad Grade Crossings	\$500,000	\$3,000,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000
Statewide Transit	\$25,000,000	\$25,000,000	\$0	\$0	\$0	\$0	\$0
Statewide stormwater retrofits	\$0	\$10,000,000	\$0	\$10,000,000	\$0	\$10,000,000	\$10,000,000
Subtotal Statewide Infrastructure Items:	\$135,168,000	\$164,269,722	\$110,961,750	\$130,783,000	\$110,961,750	\$130,783,000	\$130,783,000
Other Statewide Items:							
Award Adjustments, Change Orders, Project Value Changes, Etc. Planning	\$43,750,000	\$43,750,000	\$43,750,000	\$43,750,000	\$45,000,000	\$43,750,000	\$43,750,000
DBEs, CEPO, Pavement Lab Retrofits, and Misc. Programs	\$23,000,000	\$23,000,000	\$23,000,000	\$23,000,000	\$23,000,000	\$23,000,000	\$23,000,000
Subtotal Other Statewide Items:	\$66,750,000	\$66,750,000	\$66,750,000	\$66,750,000	\$68,000,000	\$66,750,000	\$66,750,000
Regional Major Infrastructure Projects:	\$40,000,000	\$0	\$40,000,000	\$21,875,000	\$40,000,000	\$15,625,000	\$40,000,000
Bridge Program:							
Statewide Bridge Repl. / Rehab Program	\$116,795,828	\$122,500,000	\$121,483,328	\$121,483,328	\$121,483,328	\$121,483,328	\$121,483,328
Statewide Bridge Preservation Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Statewide Bridge Inspection Program	\$6,250,000	\$6,250,000	\$6,250,000	\$6,250,000	\$6,250,000	\$6,250,000	\$6,250,000
Subtotal Federal Aid Bridge Program:	\$123,045,828	\$128,750,000	\$127,733,328	\$127,733,328	\$127,733,328	\$127,733,328	\$127,733,328
Regional Targets:							
Minimum Regional CMAQ Component:	\$0	\$0	\$20,000,000	\$20,000,000	\$20,000,000	\$20,000,000	\$20,000,000
Minimum Regional HSP Component:	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000
Maximum Regional Non-CMAQ / HSP Component:	\$118,908,673	\$118,931,250	\$103,611,173	\$98,596,173	\$103,611,173	\$95,246,173	\$106,358,673
Total Regional Target	\$128,908,673	\$128,931,250	\$133,611,173	\$128,596,173	\$133,611,173	\$125,246,173	\$136,358,673

* Statewide Safety Program replaced by Statewide HSP Program

TITLE 23 - TRANSPORTATION FUNDING
Statewide Highway-Funded Program

FEDERAL FISCAL YEAR 2012
FEDERAL REGIONAL TARGETS
July 7, 2011

	Obligation Authority	Obl. Auth. Matching State Funds	Total Funding Based On Obl. Auth.
Base Obligation Authority	\$560,000,000		
Redistribution, as Estimated by FHWA	\$0		
Total Estimated Obligation Authority Available:	\$560,000,000		
Central Artery/Tunnel Obligation Authority	(160,125,000)		revised CA/T sched
Total Non-Earmarked Available Statewide - (Including Redistribution)	399,875,000	88,815,972	488,690,972
Statewide Infrastructure Items:			
Statewide Infrastructure Program	\$4,800,000	\$1,200,000	\$6,000,000
Statewide STP - Safety Program	0	\$0	\$0
Statewide HSIP Program	4,500,000	\$500,000	\$5,000,000
Statewide Safe Routes to Schools Program	3,500,000	\$0	\$3,500,000
Statewide CMAQ	5,000,000	\$1,250,000	\$6,250,000
Statewide Transportation Enhancements	2,800,000	\$700,000	\$3,500,000
Statewide Recreational Trails	950,000	\$237,500	\$1,187,500
Statewide ITS	7,680,000	\$1,920,000	\$9,600,000
Statewide Design and Right of Way	1,600,000	\$400,000	\$2,000,000
Statewide Interstate Maintenance Program	69,500,000	\$7,722,222	\$77,222,222
Statewide NHS Preservation Program	9,600,000	\$2,400,000	\$12,000,000
Statewide Railroad Grade Crossings	2,400,000	\$600,000	\$3,000,000
Statewide Transit	20,000,000	\$5,000,000	\$25,000,000
Statewide stormwater retrofits	8,000,000	\$2,000,000	\$10,000,000
Subtotal Statewide Infrastructure Items:	\$140,330,000	\$23,929,722	\$164,259,722
Other Statewide Items:			
Award Adjustments, Change Orders, Project Value Changes, Etc.	\$35,000,000	\$8,750,000	\$43,750,000
Planning	18,400,000	\$4,600,000	\$23,000,000
DBEs, CEPO, Pavement Lab Retrofits, and Misc. Programs	0	\$0	\$0
Subtotal Other Statewide Items:	\$53,400,000	\$13,350,000	\$66,750,000
Regional Major Infrastructure Projects:	\$0	\$0	\$0
Bridge Program:			
Statewide Bridge Repl. / Rehab Program	\$98,000,000	\$24,500,000	\$122,500,000
Statewide Bridge Preservation Program	0	\$0	\$0
Statewide Bridge Inspection Program	5,000,000	\$1,250,000	\$6,250,000
Subtotal Federal Aid Bridge Program:	\$103,000,000	\$25,750,000	\$128,750,000
Total Regional Targets:	\$103,145,000	\$25,786,250	\$128,931,250
Minimum Regional CMAQ Component:	\$0	\$0	\$0
Minimum Regional HSIP Component:	\$9,000,000	\$1,000,000	\$10,000,000

Region	Regional Share (%)	Regional Minimum HSIP Component With State Match	Regional Minimum CMAQ Component With State Match	Total Regional Target With State Match	STP with State Match
Berkshire Region	3.5596	\$355,964	\$0	\$4,589,494	\$4,233,529
Boston Region	42.9671	\$4,296,710	\$0	\$55,398,024	\$51,101,313
Cape Cod	4.5851	\$458,514	\$0	\$5,911,680	\$5,453,166
Central Mass	8.6901	\$869,013	\$0	\$11,204,295	\$10,335,281
Franklin Region	2.5397	\$253,975	\$0	\$3,274,526	\$3,020,552
Martha's Vineyard	0.3100	\$30,997	\$0	\$399,647	\$368,650
Merrimack Valley	4.4296	\$442,956	\$0	\$5,711,083	\$5,268,128
Montachusett	4.4596	\$445,955	\$0	\$5,749,759	\$5,303,803
Nantucket	0.2200	\$21,998	\$0	\$283,620	\$261,623
Northern Middlesex	3.9096	\$390,961	\$0	\$5,040,708	\$4,649,747
Old Colony	4.5595	\$455,954	\$0	\$5,878,677	\$5,422,723
Pioneer Valley	10.8099	\$1,080,992	\$0	\$13,937,364	\$12,856,372
Southeastern Mass	8.9601	\$896,010	\$0	\$11,552,374	\$10,656,364
Total:	100.00	\$10,000,000	\$0	\$128,931,250	\$118,931,250

Note 1: Base Obligation Authority includes Estimated Equity Bonus Exempt from Limitation

Office of Transportation Planning

TITLE 23 - TRANSPORTATION FUNDING
Statewide Highway-Funded Program

**FEDERAL FISCAL YEAR 2013
FEDERAL REGIONAL TARGETS
July 7, 2011**

	Obligation Authority	Obl. Auth. Matching State Funds	Total Funding Based On Obl. Auth.
Base Obligation Authority	\$560,000,000		
Redistribution, as Estimated by FHWA	\$0		
Total Estimated Obligation Authority Available:	\$560,000,000		
Central Artery/Tunnel Obligation Authority	(170,710,000)		revised CA/T sched
Total Non-Earmarked Available Statewide - (Including Redistribution)	389,290,000	86,447,500	475,737,500
Statewide Infrastructure Items:			
Statewide Infrastructure Program	\$4,800,000	\$1,200,000	\$6,000,000
Statewide STP - Safety Program	0	\$0	\$0
Statewide HSIP Program	4,500,000	\$500,000	\$5,000,000
Statewide Safe Routes to Schools Program	3,500,000	\$0	\$3,500,000
Statewide CMAQ	5,000,000	\$1,250,000	\$6,250,000
Statewide Transportation Enhancements	2,800,000	\$700,000	\$3,500,000
Statewide Recreational Trails	626,400	\$156,600	\$783,000
Statewide ITS	5,000,000	\$1,250,000	\$6,250,000
Statewide Design and Right of Way	1,600,000	\$400,000	\$2,000,000
Statewide Interstate Maintenance Program	67,500,000	\$7,500,000	\$75,000,000
Statewide NHS Preservation Program	9,600,000	\$2,400,000	\$12,000,000
Statewide Railroad Grade Crossings	400,000	\$100,000	\$500,000
Statewide Transit	0	\$0	\$0
Statewide stormwater retrofits	8,000,000	\$2,000,000	\$10,000,000
Subtotal Statewide Infrastructure Items:	\$113,326,400	\$17,456,600	\$130,783,000
Other Statewide Items:			
Award Adjustments, Change Orders, Project Value Changes, Etc.	\$35,000,000	\$8,750,000	\$43,750,000
Planning	18,400,000	\$4,600,000	\$23,000,000
DBEs, CEPO, Pavement Lab Retrofits, and Misc. Programs	0	\$0	\$0
Subtotal Other Statewide Items:	\$53,400,000	\$13,350,000	\$66,750,000
Regional Major Infrastructure Projects:	\$17,500,000	\$4,375,000	\$21,875,000
Bridge Program:			
Statewide Bridge Repl. / Rehab Program	\$97,186,662	\$24,296,666	\$121,483,328
Statewide Bridge Preservation Program	0	\$0	\$0
Statewide Bridge Inspection Program	5,000,000	\$1,250,000	\$6,250,000
Subtotal Federal Aid Bridge Program:	\$102,186,662	\$25,546,666	\$127,733,328
Total Regional Targets:	\$102,876,938	\$25,719,235	\$128,596,173
Minimum Regional CMAQ Component:	\$16,000,000	\$4,000,000	\$20,000,000
Minimum Regional HSIP Component:	\$9,000,000	\$1,000,000	\$10,000,000

Region	Regional Share (%)	Regional Minimum HSIP Component With State Match	Regional Minimum CMAQ Component With State Match	Total Regional Target With State Match	STP with State Match
Berkshire Region	3.5596	\$355,964	\$711,929	\$4,577,566	\$3,509,673
Boston Region	42.9671	\$4,296,710	\$8,593,421	\$55,254,051	\$42,363,919
Cape Cod	4.5851	\$458,514	\$917,028	\$5,896,316	\$4,520,774
Central Mass	8.6901	\$869,013	\$1,738,026	\$11,175,176	\$8,568,137
Franklin Region	2.5397	\$253,975	\$507,949	\$3,266,016	\$2,504,092
Martha's Vineyard	0.3100	\$30,997	\$61,994	\$398,608	\$305,618
Merrimack Valley	4.4296	\$442,956	\$885,911	\$5,696,241	\$4,367,374
Montachusett	4.4596	\$445,955	\$891,911	\$5,734,816	\$4,396,950
Nantucket	0.2200	\$21,998	\$43,996	\$282,883	\$216,890
Northern Middlesex	3.9096	\$390,961	\$781,922	\$5,027,608	\$3,854,725
Old Colony	4.5595	\$455,954	\$911,909	\$5,863,399	\$4,495,536
Pioneer Valley	10.8099	\$1,080,992	\$2,161,984	\$13,901,142	\$10,658,166
Southeastern Mass	8.9601	\$896,010	\$1,792,021	\$11,522,351	\$8,834,320
Total:	100.00	\$10,000,000	\$20,000,000	\$128,596,173	\$98,596,173

Note 1: Base Obligation Authority includes Estimated Equity Bonus Exempt from Limitation

TITLE 23 - TRANSPORTATION FUNDING
Statewide Highway-Funded Program

**FEDERAL FISCAL YEAR 2014
FEDERAL REGIONAL TARGETS
July 7, 2011**

	Obligation Authority	Obl. Auth. Matching State Funds	Total Funding Based On Obl. Auth.
Base Obligation Authority	\$560,000,000		
Redistribution, as Estimated by FHWA	\$0		
Total Estimated Obligation Authority Available:	\$560,000,000		
Central Artery/Tunnel Obligation Authority	(178,390,000)		revised CA/T sched
Total Non-Earmarked Available Statewide - (Including Redistribution)	381,610,000	84,527,500	466,137,500
Statewide Infrastructure Items:			
Statewide Infrastructure Program	\$4,800,000	\$1,200,000	\$6,000,000
Statewide STP - Safety Program	0	\$0	\$0
Statewide HSIP Program	4,500,000	\$500,000	\$5,000,000
Statewide Safe Routes to Schools Program	3,500,000	\$0	\$3,500,000
Statewide CMAQ	5,000,000	\$1,250,000	\$6,250,000
Statewide Transportation Enhancements	2,800,000	\$700,000	\$3,500,000
Statewide Recreational Trails	626,400	\$156,600	\$783,000
Statewide ITS	5,000,000	\$1,250,000	\$6,250,000
Statewide Design and Right of Way	1,600,000	\$400,000	\$2,000,000
Statewide Interstate Maintenance Program	67,500,000	\$7,500,000	\$75,000,000
Statewide NHS Preservation Program	9,600,000	\$2,400,000	\$12,000,000
Statewide Railroad Grade Crossings	400,000	\$100,000	\$500,000
Statewide Transit	0	\$0	\$0
Statewide stormwater retrofits	8,000,000	\$2,000,000	\$10,000,000
Subtotal Statewide Infrastructure Items:	\$113,326,400	\$17,456,600	\$130,783,000
Other Statewide Items:			
Award Adjustments, Change Orders, Project Value Changes, Etc.	\$35,000,000	\$8,750,000	\$43,750,000
Planning	18,400,000	\$4,600,000	\$23,000,000
DBEs, CEPO, Pavement Lab Retrofits, and Misc. Programs	0	\$0	\$0
Subtotal Other Statewide Items:	\$53,400,000	\$13,350,000	\$66,750,000
Regional Major Infrastructure Projects:	\$12,500,000	\$3,125,000	\$15,625,000
Bridge Program:			
Statewide Bridge Repl. / Rehab Program	\$97,186,662	\$24,296,666	\$121,483,328
Statewide Bridge Preservation Program	0	\$0	\$0
Statewide Bridge Inspection Program	5,000,000	\$1,250,000	\$6,250,000
Subtotal Federal Aid Bridge Program:	\$102,186,662	\$25,546,666	\$127,733,328
Total Regional Targets:	\$100,196,938	\$25,049,235	\$125,246,173
Minimum Regional CMAQ Component:	\$16,000,000	\$4,000,000	\$20,000,000
Minimum Regional HSIP Component:	\$9,000,000	\$1,000,000	\$10,000,000

Region	Regional Share (%)	Regional Minimum HSIP Component With State Match	Regional Minimum CMAQ Component With State Match	Total Regional Target With State Match	STP with State Match
Berkshire Region	3.5596	\$355,964	\$711,929	\$4,458,318	\$3,390,425
Boston Region	42.9671	\$4,296,710	\$8,593,421	\$53,814,653	\$40,924,522
Cape Cod	4.5851	\$458,514	\$917,028	\$5,742,714	\$4,367,172
Central Mass	8.6901	\$869,013	\$1,738,026	\$10,884,056	\$8,277,017
Franklin Region	2.5397	\$253,975	\$507,949	\$3,180,935	\$2,419,011
Martha's Vineyard	0.3100	\$30,997	\$61,994	\$388,224	\$295,234
Merrimack Valley	4.4296	\$442,956	\$885,911	\$5,547,851	\$4,218,984
Montachusett	4.4596	\$445,955	\$891,911	\$5,585,421	\$4,247,554
Nantucket	0.2200	\$21,998	\$43,996	\$275,514	\$209,521
Northern Middlesex	3.9096	\$390,961	\$781,922	\$4,896,636	\$3,723,753
Old Colony	4.5595	\$455,954	\$911,909	\$5,710,654	\$4,342,791
Pioneer Valley	10.8099	\$1,080,992	\$2,161,984	\$13,539,010	\$10,296,034
Southeastern Mass	8.9601	\$896,010	\$1,792,021	\$11,222,187	\$8,534,156
Total:	100.00	\$10,000,000	\$20,000,000	\$125,246,173	\$95,246,173

Note 1: Base Obligation Authority includes Estimated Equity Bonus Exempt from Limitation

TITLE 23 - TRANSPORTATION FUNDING
Statewide Highway-Funded Program

FEDERAL FISCAL YEAR 2015
FEDERAL REGIONAL TARGETS
July 7, 2011

	Obligation Authority	Obl. Auth. Matching State Funds	Total Funding Based On Obl. Auth.
Base Obligation Authority	\$560,000,000		
Redistribution, as Estimated by FHWA	\$0		
Total Estimated Obligation Authority Available:	\$560,000,000		
Accelerated Bridge Program Obligation Authority	(150,000,000)		first ABP Gans
Total Non-Earmarked Available Statewide - (Including Redistribution)	410,000,000	91,625,000	501,625,000
Statewide Infrastructure Items:			
Statewide Infrastructure Program	\$4,800,000	\$1,200,000	\$6,000,000
Statewide STP - Safety Program	0	\$0	\$0
Statewide HSIP Program	4,500,000	\$500,000	\$5,000,000
Statewide Safe Routes to Schools Program	3,500,000	\$0	\$3,500,000
Statewide CMAQ	5,000,000	\$1,250,000	\$6,250,000
Statewide Transportation Enhancements	2,800,000	\$700,000	\$3,500,000
Statewide Recreational Trails	626,400	\$156,600	\$783,000
Statewide ITS	5,000,000	\$1,250,000	\$6,250,000
Statewide Design and Right of Way	1,600,000	\$400,000	\$2,000,000
Statewide Interstate Maintenance Program	67,500,000	\$7,500,000	\$75,000,000
Statewide NHS Preservation Program	9,600,000	\$2,400,000	\$12,000,000
Statewide Railroad Grade Crossings	400,000	\$100,000	\$500,000
Statewide Transit	0	\$0	\$0
Statewide stormwater retrofits	8,000,000	\$2,000,000	\$10,000,000
Subtotal Statewide Infrastructure Items:	\$113,326,400	\$17,456,600	\$130,783,000
Other Statewide Items:			
Award Adjustments, Change Orders, Project Value Changes, Etc.	\$35,000,000	\$8,750,000	\$43,750,000
Planning	18,400,000	\$4,600,000	\$23,000,000
DBEs, CEPO, Pavement Lab Retrofits, and Misc. Programs	0	\$0	\$0
Subtotal Other Statewide Items:	\$53,400,000	\$13,350,000	\$66,750,000
Regional Major Infrastructure Projects:	\$32,000,000	\$8,000,000	\$40,000,000
Bridge Program:			
Statewide Bridge Repl. / Rehab Program	\$97,186,662	\$24,296,666	\$121,483,328
Statewide Bridge Preservation Program	0	\$0	\$0
Statewide Bridge Inspection Program	5,000,000	\$1,250,000	\$6,250,000
Subtotal Federal Aid Bridge Program:	\$102,186,662	\$25,546,666	\$127,733,328
Total Regional Targets:	\$109,086,938	\$27,271,735	\$136,358,673
Minimum Regional CMAQ Component:	\$16,000,000	\$4,000,000	\$20,000,000
Minimum Regional HSIP Component:	\$9,000,000	\$1,000,000	\$10,000,000

Region	Regional Share (%)	Regional Minimum HSIP Component With State Match	Regional Minimum CMAQ Component With State Match	Total Regional Target With State Match	STP with State Match
Berkshire Region	3.5596	\$355,964	\$711,929	\$4,853,883	\$3,785,990
Boston Region	42.9671	\$4,296,710	\$8,593,421	\$58,589,372	\$45,699,241
Cape Cod	4.5851	\$458,514	\$917,028	\$6,252,238	\$4,876,696
Central Mass	8.6901	\$869,013	\$1,738,026	\$11,849,747	\$9,242,708
Franklin Region	2.5397	\$253,975	\$507,949	\$3,463,164	\$2,701,240
Martha's Vineyard	0.3100	\$30,997	\$61,994	\$422,670	\$329,679
Merrimack Valley	4.4296	\$442,956	\$885,911	\$6,040,085	\$4,711,218
Montachusett	4.4596	\$445,955	\$891,911	\$6,080,989	\$4,743,122
Nantucket	0.2200	\$21,998	\$43,996	\$299,959	\$233,966
Northern Middlesex	3.9096	\$390,961	\$781,922	\$5,331,091	\$4,158,208
Old Colony	4.5595	\$455,954	\$911,909	\$6,217,334	\$4,849,470
Pioneer Valley	10.8099	\$1,080,992	\$2,161,984	\$14,740,262	\$11,497,286
Southeastern Mass	8.9601	\$896,010	\$1,792,021	\$12,217,879	\$9,529,848
Total:	100.00	\$10,000,000	\$20,000,000	\$136,358,673	\$106,358,673

Note 1: Base Obligation Authority includes Estimated Equity Bonus Exempt from Limitation

6. Administrative Modifications and Amendments

Administrative Modifications and/ or Amendments, should they take place during the course of FFY 2012, shall be included in this section.

Old Colony Planning Council



Robert G. Moran, Jr.
President

70 School Street
Brockton, MA 02301-4097

Pasquale Ciaramella
Executive Director

Telephone: (508) 583-1833
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Email: information@ocpcrpa.org
Website: www.ocpcrpa.org

Memorandum

To: Old Colony Metropolitan Planning Organization (MPO) Signatories (City of Brockton, Town of Plymouth, Town of Pembroke, Town of West Bridgewater, Brockton Area Transit, MassDOT, Old Colony Planning Council), FHWA, FTA, Old Colony Joint Transportation Committee, and interested parties

From: Charles Kilmer, Transportation Program Manager *ck*

Date: June 21, 2012

Subject: FFY 2012-2015 Old Colony Transportation Improvement Program (TIP) Amendments

The Old Colony Metropolitan Planning Organization, at their meeting on June 19, 2012 approved and endorsed the attached Amendments (highlighted in yellow) to the FFY 2012-2015 Old Colony Transportation Improvement Program (TIP) in their entirety for the Old Colony Region, in accordance with the certified 3C Transportation Planning Process.

Should you have any questions, please contact me at 508-583-1833 Extension 206.

Old Colony Metropolitan Planning Organization


Endorsement of the Amendments to the FFY 2012-2015 Old Colony Transportation Improvement Program (TIP)

This is to certify that the Signatories of the Old Colony Metropolitan Planning Organization, at their MPO meeting on June 19, 2012, hereby approve and endorse the Amendments to the FFY 2012-2015 Old Colony Transportation Improvement Program (TIP) in their entirety for the Old Colony Region, in accordance with 23 CFR Part 450 Section 324 (Development and content of the Transportation Improvement Program) of the March 16, 2007 Final Rules for Statewide and Metropolitan Planning.

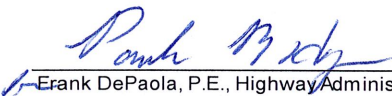
Signatory Certification:

for 
Richard Davey, Secretary and CEO
Massachusetts Department of Transportation

6/19/12
Date

for 
The Honorable Linda M. Balzotti, Mayor
City of Brockton

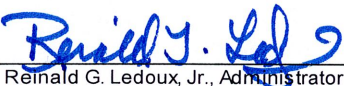
6/19/12
Date


Frank DePaola, P.E., Highway Administrator
Massachusetts Department of Transportation

6-19-12
Date

for 
Matthew Muratore Chairman
Town of Plymouth, Board of Selectmen

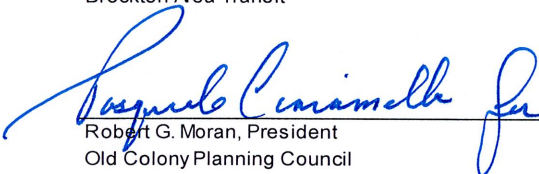
6/19/12
Date


Reinald G. Ledoux, Jr., Administrator
Brockton Area Transit

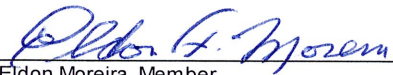
6.19.12.
Date

for 
Daniel Trabucco, Member
Town of Pembroke, Board of Selectmen

6/19/12
Date


Robert G. Moran, President
Old Colony Planning Council

6-19-12
Date


Eldon Moreira, Member
Town of West Bridgewater, Board of Selectmen

6/19/12
Date

2012 Old Colony MPO Transportation Improvement Program

07/19/2011 Draft TIP Released
08/23/2011 TIP Endorsed

05/15/2012 TIP Amendment Released
06/19/2012 TIP Amendment Endorsed

MassDOT Project ID	MassDOT Project Description	MassDOT District	Funding Source	Total Programmed Funds	Federal Funds	Non-Federal Funds	Additional Information
Section 1A / Federal Aid Target Projects							
STP - Surface Transportation Program							
600365	BROCKTON- RESURFACING & RELATED WORK ON A SECTION OF ROUTE 27 (PLEASANT STREET & CRESCENT STREET)	5	STP	\$ 3,957,097	\$ 3,165,678	\$ 791,419	100% Design; Total Cost is \$4,016,861; Funded by STP and STP-E. Amendment: Change Design Status from 100% to PS&E, Increase 1A STP Amount from \$3,588,061 to \$3,957,097, and increase Total Cost from \$4,016,861 to \$4,430,000.
600365	BROCKTON- RESURFACING & RELATED WORK ON A SECTION OF ROUTE 27 (PLEASANT STREET & CRESCENT STREET) - ENHANCEMENT ELEMENTS	5	TE	\$ 315,269	\$ 252,215	\$ 63,054	100% Design; Total Cost is \$4,016,861; Funded by STP and STP-E; Identified Transportation Enhancement Fund (STP-E) eligible project components (2-for-1 state match portion) Amendment: Change Design Status from 100% to PS&E, Increase 1A STP-E Programmed Amount from \$285,867 to \$315,269, and increase Total Cost from \$4,016,861 to \$4,430,000.
	OLD COLONY REGIONAL BICYCLE PARKING PROGRAM	5	TE	\$ 33,333	\$ 26,666	\$ 6,667	Identified Transportation Enhancement Fund (STP-E) eligible project components (2-for-1 state match portion)
604870	PEMBROKE-MARSHFIELD RESURFACING AND RELATED WORK ON ROUTE 139	5	STP	\$ 1,117,024	\$ 893,619	\$ 223,405	Amendment: Add project via TIP Amendment.
STP Subtotal				\$ 5,422,723	\$ 4,338,178	\$ 1,084,545	◀ 80% Federal + 20% Non-Federal
HSIP - Highway Safety Improvement Program							
606793	BRIDGEWATER-BROCKTON-WEST BRIDGEWATER INSTALLATION OF ANTI-GLARE SCREEN ALONG ROUTE 24 MEDIAN BARRIER	5	HSIP	\$ 455,954	\$ 410,359	\$ 45,595	Amendment: Add project via TIP Amendment.
HSIP Subtotal				\$ 455,954	\$ 410,359	\$ 45,595	◀ Funding Split Varies by Project Specifications
CMAQ - Congestion Mitigation and Air Quality Improvement Program							
No Projects Programmed				\$ -	\$ -	\$ -	
CMAQ Subtotal				\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
Section 1A / Fiscal Constraint Analysis							
Total Federal Aid Target Funds Programmed				\$ 5,878,677	\$ 5,878,677		◀ Total Target
Total STP Programmed				\$ 5,422,723	\$ 5,422,723		◀ Max. STP
Total HSIP Programmed				\$ 455,954	\$ 455,954		◀ Min. HSIP
Total CMAQ Programmed				\$ -	\$ -		◀ Min. CMAQ
Section 1B / Federal Aid Bridge Projects							
No Projects Programmed				\$ -	\$ -	\$ -	
BR Subtotal				\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
Section 1C / Federal Aid Non-Target Projects							
Earmarks							
No Projects Programmed				\$ -	\$ -	\$ -	
Earmarks Subtotal				\$ -	\$ -	\$ -	◀ Funding Split Varies by Earmark
Other							
600365	BROCKTON- RESURFACING & RELATED WORK ON A SECTION OF ROUTE 27 (PLEASANT STREET & CRESCENT STREET) - ENHANCEMENT ELEMENTS	5	TE	\$ 157,634	\$ 126,107	\$ 31,527	100% Design: Identified Transportation Enhancement Fund (STP-E) eligible project components (2-for-1 state match portion) Amendment: Change Design Status from 100% to PS&E, Increase 1C TE Programmed Amount from \$142,933 to \$157,634, and increase Total Cost from \$4,016,861 to \$4,430,000.
	OLD COLONY REGIONAL BICYCLE PARKING PROGRAM (BICYCLE RACK GRANT PROGRAM)	5	TE	\$ 16,667	\$ 13,334	\$ 3,333	Identified Transportation Enhancement Fund (STP-E) eligible project components (2-for-1 state match portion)
606225	EASTON- SAFE ROUTES TO SCHOOL (F.L. OLMSTED SCHOOL)	5	SRTS	\$ 475,000	\$ 475,000	\$ -	0% Design
Other Subtotal				\$ 649,301	\$ 614,441	\$ 34,860	◀ Funding Split Varies by Funding Source
Section 1D / Federal Aid Major & State Category Projects							
IM - Interstate Maintenance							
No Projects Programmed				\$ -	\$ -	\$ -	
IM Subtotal				\$ -	\$ -	\$ -	◀ 90% Federal + 10% Non-Federal
NHS - National Highway System							
No Projects Programmed				\$ -	\$ -	\$ -	
NHS Subtotal				\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
Other							
No Projects Programmed				\$ -	\$ -	\$ -	
Other Subtotal				\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source
Section 2A / Non-Federal Projects							
No Projects Programmed				\$ -	\$ -	\$ -	
Non-Federal Projects Subtotal				\$ -	\$ -	\$ -	◀ 100% Non-Federal
Section 2B / Non-Federal Bridge Projects							
24090	KINGSTON- BRIDGE REPLACEMENT, K-01-002, ELM STREET OVER THE JONES RIVER	5	ABP-GANS	\$ 2,905,623		\$ 2,905,623	100% Design/ PS&E Submitted
Non-Federal Bridge Projects Subtotal				\$ 2,905,623		\$ 2,905,623	◀ 100% Non-Federal
TIP Section 1:				\$ 2,905,623		\$ 2,905,623	
TIP Section 2:						\$ 2,905,623	
Total of All Projects				\$ 6,527,978	\$ 2,905,623	\$ 9,433,601	
Total				\$ 6,527,978	\$ 2,905,623	\$ 9,433,601	◀ Total Spending in Region
Federal Funds				\$ 5,362,978	\$ 5,362,978	\$ 5,362,978	◀ Total Federal Spending in Region
Non-Federal Funds				\$ 1,165,000	\$ 2,905,623	\$ 4,070,623	◀ Total Non-Federal Spending in Region
701 CMR 7.00 Use of Road Flaggers and Police Details on Public Works Projects / 701 CMR 7.00 (the Regulation) was promulgated and became law on October 3, 2008. Under this Regulation, the CMR is applicable to any Public Works Project that is performed within the limits of, or that impact traffic on, any Public Road. The Municipal Limitation referenced in this Regulation is applicable only to projects where the Municipality is the Awarding Authority. For all projects contained in the TIP, the Commonwealth is the Awarding Authority. Therefore, all projects must be considered and implemented in accordance with 701 CMR 7.00, and the Road Flagger and Police Detail Guidelines. By placing a project on the TIP, the Municipality acknowledges that 701 CMR 7.00 is applicable to its project and design and construction will be fully compliant with this Regulation. This information, and additional information relative to guidance and implementation of the Regulation can be found at the following link on the MassDOT Highway Division website: http://www.massdot.state.ma.us/Highway/flaggers/main.aspx							

AMENDMENTS ARE SHADED IN YELLOW

7. MassDOT Project Need Form (PNF)

D. Facility Location

If the need and/or opportunity is related to a particular facility, please complete as much of the following information that applies. Please include a locus map if available.

Route Number(s): _____
Street Name(s): _____

From Cross Street: _____
To Cross Street: _____
Mile Marker: From: _____ To: _____
Intersection of: _____ and _____
Address: _____
Other Location Info: _____

If work is proposed on a bridge or bridges as part of the project, please complete the following:

Bridge ID Number(s): _____
Facility Carried on Bridge: _____
Facility Bridge is Over: _____

Part II: Project or Program Description

A. Summary of Need and/or Opportunity

Please briefly describe the issues, deficiencies, need, or opportunities that may warrant a transportation project or program:

B. Summary of Possible Alternatives to Address the Need and/or Opportunity

Please briefly describe possible transportation project(s) or program(s) that may address the need and/or opportunity summarized in the previous section. Please note if solutions have not yet been identified, or if there is more than one alternative.

C. Estimated Costs

If a transportation project(s) and/or program(s) has been identified, please include any available cost estimates or estimated cost ranges in current-year dollars:

<i>Estimated Construction Costs:</i>	<i>Estimated Other Costs:</i>
Construction Items: _____	Planning/Design: _____
Contingencies (@10%): _____	Right-of-way: _____
Other Constr. Costs (@10%): _____	Env. Mitigation: _____
Total Est. Construction Cost: _____	Total Other Costs: _____

D. Funding

Please identify any current or expected funding related to this need or opportunity, including federal earmarks in legislation, budget acts, or programs; state earmarks in bond bills, budget acts, or programs; funding provided by the municipality or other local agency; and/or funding provided by private entities:

Federal: _____	Year(s) _____	Amount: _____
Federal: _____	Year(s) _____	Amount: _____
State: _____	Year(s) _____	Amount: _____
State: _____	Year(s) _____	Amount: _____
Municipal: _____	Year(s) _____	Amount: _____
Private: _____	Year(s) _____	Amount: _____
Other: _____	Year(s) _____	Amount: _____

Part III: Detailed Project or Program Need Information

Please complete all applicable parts of Part II to the extent possible.

A. Condition of Existing Facilities

1. Please describe the surface condition of the roadway, path, or other horizontal facility, such as type of cracking (alligator, reflective, etc.), extent of cracking (percentage of surface, etc.), ride-ability, structural adequacy, or other surface defects such as raveling, shoving, bleeding, etc. This can be based on visual inspection or automatic detection methods.

2. Please describe the condition of any roadside/facility appurtenances, such as signs, signals, lighting, median barriers, guardrail, pavement markings, drainage facilities, curbs/sidewalks, fences, etc.

3. If the project/program includes a bridge or bridges, please describe its/their condition, such as bridge ratings, dates of inspection, weight restrictions, closings, structural adequacy, functional obsolescence, condition of other bridge elements, etc.

4. Please describe the condition of other facilities, structures, or equipment (buildings, noise barriers, bus shelters, bike racks, etc.)

5. Please describe the most recent repairs, preventive maintenance, rehabilitation, reconstruction, or replacement of the facility, including the extent and date.

B. Mobility and/or Usage Issues/Opportunities

1. Please describe any existing or prospective highway congestion issues or opportunities for improvement related to level-of-service, duration of congestion, delay, travel time, etc., and any opportunities related to the implementation of Intelligent Transportation System components, such as cameras, traffic detectors, etc.

2. Please describe usage issues or opportunities for improvement to other facilities related to crowding, occupancy rates, usage, trucks, access, etc.

C. Safety and Security Issues/Opportunities

1. Please describe any highway safety concerns, such as number and severity of crashes, crash rates, fatalities, etc.

2. Please describe any safety issues for other users such as pedestrians, bicyclists, persons with disabilities, transit riders, trucks, school children, etc.

3. Please describe any issues or deficiencies related to security, such as vulnerability, evacuation procedures, hazardous materials, etc.

D. Land Use and Economic Development Issues/Opportunities

Please describe any issues or opportunities that the project or program will address or impact such as land use and economic development, such as job creation, housing, freight access, parking availability, transit-oriented development, smart growth, etc.

E. Environmental Quality Issues/Opportunities

Please describe any environmental quality issues or opportunities that the project or program will address or impact such as air quality, climate change, water quality, water supply, wetlands, historic or cultural resources, hazardous materials, noise, wildlife habitat, endangered species, etc.

F. Community Issues/Opportunities

Please describe any community or neighborhood issues or opportunities that the project or program may address or impact such as emergency vehicle access, land takings, access to schools, cut-through traffic, environmental justice, etc.

**Thank you for completing this form. Please contact your
MassDOT Highway Division District office to submit the form.**