

**OLD COLONY 2014 TITLE VI REPORT
2012-2014**

**OLD COLONY METROPOLITAN PLANNING
ORGANIZATION**

June 24, 2014



Prepared by:
OLD COLONY PLANNING COUNCIL
70 School Street, Brockton, Massachusetts
508-583-1833
www.ocpcrpa.org

Prepared Under MassDOT Contract 69649 and FTA Contract MA-80-X007

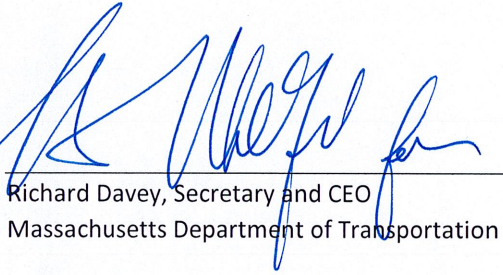
(Unified Planning Work Program Tasks 1100, 1300, and 1500)

OLD COLONY METROPOLITAN PLANNING ORGANIZATION (MPO)

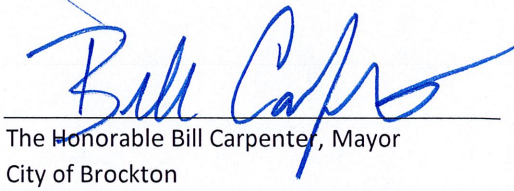
2014 OLD COLONY TITLE VI REPORT

ENDORSEMENT OF 2014 OLD COLONY TITLE VI REPORT

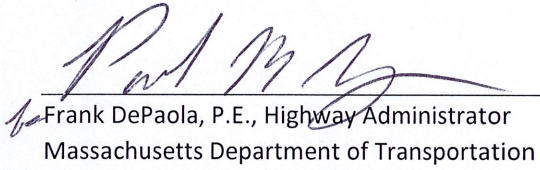
This is to certify that the Signatories of the Old Colony Metropolitan Planning Organization, at their Old Colony MPO meeting on June 24, 2014, hereby approve and endorse the 2014 Old Colony Title VI Report in its entirety for the Old Colony Region, in accordance with the certified 3C Transportation Planning Process.


Richard Davey, Secretary and CEO
Massachusetts Department of Transportation

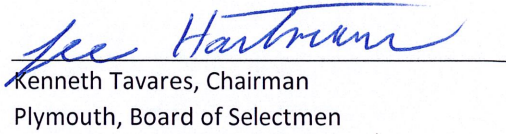
6/24/14
Date


The Honorable Bill Carpenter, Mayor
City of Brockton

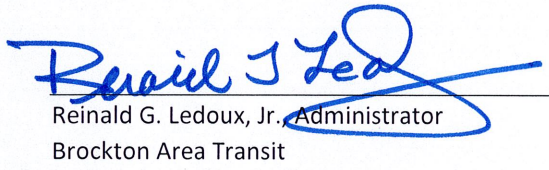
6/24/14
Date


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

6/24/14
Date
for


Kenneth Tavares, Chairman
Plymouth, Board of Selectmen

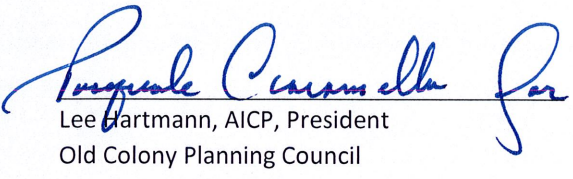
6/24/14
Date


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

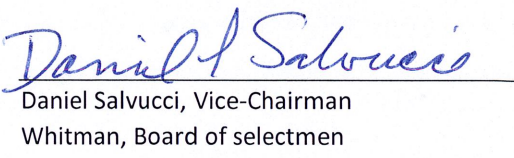
6.24.14
Date

Eldon Moreira, Member
West Bridgewater, Board of Selectmen

Date


Lee Hartmann, AICP, President
Old Colony Planning Council

6-24-14
Date


Daniel Salvucci, Vice-Chairman
Whitman, Board of selectmen

6/24/14
Date

DISCLAIMER

The preparation of this report has been financed in part through grant[s] from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 505 [or Metropolitan Planning Program, Section 104(f)] of Title 23, U.S. Code.

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.

NOTICE OF NONDISCRIMINATION RIGHTS AND PROTECTIONS TO BENEFICIARIES

Federal "Title VI/Nondiscrimination" Protections

The Old Colony Metropolitan Planning Organization (MPO) operates its programs, services, and activities in compliance with federal nondiscrimination laws including Title VI of the Civil Rights Act of 1964 (Title VI), the Civil Rights Restoration Act of 1987, and related statutes and regulations. Title VI prohibits discrimination in federally assisted programs and requires that no person in the United States of America shall, on the grounds of **race, color, or national origin** (including **limited English proficiency**), be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity receiving federal assistance. Related federal nondiscrimination laws administered by the Federal Highway Administration, the Federal Transit Administration, or both prohibit discrimination on the basis of **age, sex, and disability**. These protected categories are contemplated within the Old Colony MPO's Title VI Programs consistent with federal interpretation and administration. Additionally, the Old Colony MPO provides meaningful access to its programs, services, and activities to individuals with limited English proficiency, in compliance with US Department of Transportation policy and guidance on federal Executive Order 13166.

State Nondiscrimination Protections

The Old Colony MPO also complies with the Massachusetts Public Accommodation Law, M.G.L. c 272 §§ 92a, 98, 98a, prohibiting making any distinction, discrimination, or restriction in admission to or treatment in a place of public accommodation based on **race, color, religious creed, national origin, sex, sexual orientation, disability, or ancestry**. Likewise, the Old Colony MPO complies with the Governor's Executive Order 526, section 4 requiring all programs, activities, and services provided, performed, licensed, chartered, funded, regulated, or contracted for by the state shall be conducted without unlawful discrimination based on **race, color, age, gender, ethnicity, sexual orientation, gender identity or expression, religion, creed, ancestry, national origin, disability, veteran's status** (including Vietnam-era veterans), or **background**.

Additional Information

To request additional information regarding Title VI and related federal and state nondiscrimination obligations, please contact:

Title VI/ Nondiscrimination Coordinator

Old Colony Planning Council

Pat Ciaramella

70 School Street

Brockton, MA 02301

508-583-1833 Extension 202

pciaramella@ocpcrpa.org

Title VI Specialist

MassDOT, Office of Diversity and Civil Rights

10 Park Plaza

Boston, MA 02116

857-368-8580

TTY: 857-368-0603

MASSDOT.CivilRights@state.ma.us

Complaint Filing

To file a complaint alleging a violation of Title VI or related federal nondiscrimination law, contact the Title VI Specialist (above) within 180 days of the alleged discriminatory conduct.

To file a complaint alleging a violation of the state's Public Accommodation Law, contact the Massachusetts Commission Against Discrimination within 300 days of the alleged discriminatory conduct at:

Massachusetts Commission Against Discrimination (MCAD)

One Ashburton Place, 6th Floor

Boston, MA 02109

617-994-6000

TTY: 617-994-6196

Translation

English: If this information is needed in another language, please contact Pat Ciaramella at 508-583-1833 Extension 202.

Portuguese: Se esta informação é necessária em outro idioma, entre em contato com Pat Ciaramella em 508-583-1833 Ramal 202.

Spanish: Si se necesita esta información en otro idioma, por favor póngase en contacto con Pat Ciaramella al 508-583-1833 extensión 202.

Chinese Simplified: (mainland & Singapore): 如果这个信息是需要用另一种语言，请联系帕特 Ciaramella 在 508-583-1833 分机 202。

Chinese Traditional: (Hong Kong & Taiwan): 如果這個信息是需要用另一種語言，請聯繫帕特 Ciaramella 在 508-583-1833 分機 202。

Russian: Если эта информация необходима на другом языке, пожалуйста, свяжитесь с Пэт Сиарамелла на 508-583-1833 Extension 202.

Haitian Creole: Si ou bezwen enfòmasyon sa a nan yon lòt lang, tanpri kontakte breve Ciaramella nan 508-583-1833 Ekstansyon 202.

Vietnamese: Nếu thông tin này là cần thiết trong một ngôn ngữ khác, xin vui lòng liên hệ với Pat Ciaramella tại 508-583-1833 mở rộng 202.

French: Si cette information est nécessaire dans une autre langue, s'il vous plaît communiquer avec Pat Ciaramella au 508-583-1833 extension 202.

Italian: Se questa informazione è necessaria in un'altra lingua, si prega di contattare Pat Ciaramella al 508-583-1833 Extension 202.

Khmer: ប្រសិនបើព័ត៌មាននេះត្រូវបានត្រូវការនៅក្នុងភាសាមួយផ្សេងទៀតសូមទាក់ទងប៉ាក់ Ciaramella នៅផ្នែកបន្ថែម 508-583-1833 202 ។

Arabic: في 508-583-1833 امتداد Ciaramella إذا كانت هناك حاجة هذه المعلومات في لغة أخرى، يرجى الاتصال بات .202

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1.0 Introduction and Overview of Old Colony MPO

The Old Colony Metropolitan Planning Organization (MPO) is responsible for conducting a continuing, cooperative, and comprehensive transportation planning process that results in plans, programs, and projects that encompass all transportation modes and that support the region's vision and the communities' goals. The Old Colony MPO plans for the movement of both people and goods within the region by all modes of travel, including highways, rail, public transportation, bicycles, and foot. It also plans for the connections linking these modes.

The Old Colony MPO develops and endorses the Unified Planning Work Program (UPWP), Regional Transportation Plan (RTP), Transportation Improvement Program (TIP), and Public Participation Plan (PPP) for the region. Membership of the Old Colony MPO is as follows:

- The Secretary of the Executive Office of Transportation
- The Commissioner of the Massachusetts Highway Department
- The President of the Old Colony Planning Council
- The Administrator of the Brockton Area Transit Authority
- The Mayor of the City of Brockton
- The Chief Elected Official of Plymouth

The Chief Elected Official from two (2) communities, other than Brockton or Plymouth, duly elected by the Old Colony Planning Council, to represent locally elected communities. No more, or less, than one representative from towns with populations of 14,000 or below (Avon, Halifax, Hanson, Kingston, Plympton, and West Bridgewater), and, no more, or less, than one representative from towns with populations over 14,000 (Abington, Bridgewater, East Bridgewater, Easton, Duxbury, Pembroke, Stoughton, and Whitman)

Population growth and the associated travel demand continue to place pressure on the transportation system in the Old Colony Region. The Regional Transportation Plan (RTP) represents the Old Colony MPO's effort to create a document and a process that will meet the challenges of preserving and expanding a truly intermodal transportation system. Following the directives of the law, it includes goals and policies, analyses and recommendations necessary to build and maintain an efficient, effective, and affordable regional transportation system. It is the intention of the Old Colony MPO to build on the current system, striving to make it comprehensive and fully integrated. The goal is a balanced range of well-connected transportation options that will use the best of each travel mode: automobile, transit, rail, bicycle, and pedestrian, boat, air, and truck. The RTP identifies the region's transportation project needs for the next twenty years. The principal way in which RTP recommendations will be translated into action is through the Transportation Improvement Program (TIP). The TIP is a multimodal list of projects for which federal surface transportation funds will be used. The

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TIP covers a four-year period and is updated every year. It must be based on a reasonable estimate of funds available to the region.

Public participation continues to be a vital element of the transportation planning process. The encouragement of participation and provision of meaningful access to all local citizens in metropolitan transportation planning is one of the most important goals of the "3C" (continuing, cooperative, and comprehensive) process. Community representatives of the Old Colony Joint Transportation Committee (JTC) meet typically monthly on the second Thursday to discuss transportation projects and issues of regional importance. The Old Colony MPO meets several times per year to discuss transportation planning issues, and to develop, review and endorse certification documents. A Public Participation Program (PPP) was developed to solicit input to the various tasks and programs undertaken, and to provide a framework of public participation. This process will continually be reviewed and refined as necessary.

Achieving environmental justice is a priority of the Old Colony Metropolitan Planning Organization and Old Colony Planning Council. This is achieved by taking steps to ensure the effects of all programs, policies, and activities on minority populations and low-income population, identified, and addressed in the transportation planning process. There are three fundamental environmental justice principles that are employed in the process:

- To avoid, minimize, or mitigate disproportionately high and adverse human health and 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 and low-income populations.

As such, the Old Colony MPO, and OCPC as sub-recipients of federal financial assistance through MassDOT, is responsible for all civil rights compliance, including federal Affirmative Action, and Equal Employment Opportunity, the Americans with Disabilities Act and the Disadvantaged Business Enterprise programs, and for comparable state level requirements.

2.0 General Program Requirements

2.1 Requirement to Provide Title VI Assurances

Pat Ciaramella, Executive Director of the Old Colony Planning Council annually signs the FTA Title VI Certifications and Assurances. Mr. Ciaramella is the designated Old Colony Title VI Coordinator. The signed 2014 Annual Title VI Certification and Assurance are included in Appendix A.

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2.2 Requirement to Notify Beneficiaries of Protection Under Title VI

The Old Colony MPO utilizes MassDOT model Notice to Beneficiaries. The Old Colony Planning Council has developed a website specific to Title VI and has posted the Notice to Beneficiaries and information on the MPO's Title VI Program at the following address: http://www.ocpcrpa.org/title_vi.html.

The Title VI Notice to Beneficiaries is posted in both the foyer and the conference room of the Old Colony Planning Council Offices located at 70 School Street. The notice is also displayed and distributed at public meetings of the Old Colony JTC, Old Colony MPO, and all other public meetings.

The Title VI Notice to Beneficiaries is included in the MPO certification documents such as the TIP, RTP, and UPWP, along with other task studies within the UPWP.

Beginning in 2011, an abbreviated Title VI Notice to Beneficiaries was added to the agenda and public notices (both paper and email versions) for the Old Colony JTC, the Old Colony MPO, and on other MPO related activity announcements/ agendas. Appendix H provides some examples of inclusion of the Notice to Beneficiaries of Protection Under Title VI.

2.3 Requirement to Develop Title VI Complaint Procedures and Complaint Form

Old Colony Planning Council has developed Title VI Complaint Procedures and Complaint Form and they are available to the public and are available for download at the following address: http://www.ocpcrpa.org/title_vi.html. The Title VI Complaint Procedures and Complaint Form are included in Appendix and Appendix D respectively. It is noted that while the Complaint Procedures are FTA focused, OCPC currently implements a "check in" stage with MassDOT ODCR immediately following the response of a complaint. This will allow MassDOT ODCR to contact the appropriate federal agency, if needed, in order to make a jurisdictional determination and assign the obligation to conduct an investigation and issue findings.

MassDOT ODCR is in the process of developing universal templates for Title VI Complaint Procedures and Title VI Complaint Forms. Upon their completion, the Old Colony MPO will utilize these universal templates.

2.4 Requirement to Record and Report Title VI Related Investigations, Complaints, and Lawsuits

The Old Colony MPO maintains a log of Title VI complaints, lawsuits, and investigations alleging discrimination on the basis of race, color, or national origin. The log includes filing date(s), allegation summaries, status of the investigation, lawsuit, or complaint, and actions taken by the Old Colony MPO.

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There are no previous or pending investigations, complaints, or lawsuits against the Old Colony Planning Council.

2.5 Promoting Inclusive Public Participation

It is the policy of the Old Colony MPO, in its role as the designated Metropolitan Planning Organization for the region, to support and encourage early and continuous public participation and input to the planning process and to adhere to the principles of Environmental Justice and Title VI of the Civil Rights Act as part of the metropolitan “3-C” planning process relating to transportation systems and facilities. The MPO’s public participation plan is designed to ensure opportunities for the public to express its views on transportation issues and to become active participants in the regional planning and transportation “3-C” metropolitan decision-making process.

The Old Colony Public Participation Plan (PPP) provides for a proactive public participation and involvement process with regard to transportation planning, system improvements, and programs. The main goal of the plan is to educate, to inform, and to encourage participation from stakeholder groups and the public at large, and to include public responses in the decision making process. The plan is designed to fulfill federal-aid requirements and to document the history, effectiveness, and future plans for public outreach and public participation in the transportation planning process. The existing PPP is included in Appendix E. OCPC is in the process of developing an updated PPP that will help to: ensure the capacity to conduct business with individuals with limited English proficiency; ensure adoption and implementation of principles of MassDOT Public Participation Plan, Language Access Plan, and Accessible Meeting Policy; engage in training on Title VI principles on public participation and language access; and, to target outreach to the entire region and all interested stakeholders.

The Old Colony MPO is charged with developing and implementing the transportation planning process for the region and providing the forum for cooperative decision making concerning transportation plans and programs, and considers advice from all interested parties and the Old Colony JTC, which serves as the MPO’s policy advisory group. The JTC provides a broad base for the transportation planning and programming process and assists in carrying out the 3C planning process (Cooperative, Continuous, and Comprehensive).

The transportation planning area includes the City of Brockton and sixteen towns: Abington, Avon, Bridgewater, East Bridgewater, Easton, Duxbury, Halifax, Hanson, Kingston, Pembroke, Plymouth, Plympton, Stoughton, West Bridgewater, and Whitman. The planning area also includes the community service areas of Brockton Area Transit and portions of the MBTA and GATRA service areas. Please note the Brockton Area Transit utilizes the Old Colony Public

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Participation Process (PPP) as their public participation process. A hyperlink to OCPC's website is included on BAT's website to assist with access to the transportation planning process.

Staff has begun utilizing social media such as Facebook and Twitter to advertise access to the planning process and opportunities to participate.

Recognizing the power of networking, OCPC continually expands its meeting notification database to include local service providers such as city and towns, aging and human services, community groups and others to help spread the word to area residents. This results in an increased level of interest in public meetings and suggestions for possible meeting locations and invitations to present at or participate in scheduled meetings of community organizations and other groups. OCPC has been working with MassDOT ODCR on the review and update of a comprehensive listing of community based organization and contacts. OCPC provides MassDOT ODCR with updates of its Transportation Advisory Network Contact List.

During the 2012 Regional Transportation Plan update, public participation was designed to ensure opportunities for the public to express its views on transportation issues and to become active participants in the regional planning and transportation decision-making process.

The outreach process consisted of activities designed to build better relationships with citizens that are engaged with their communities and businesses, along with individuals of "traditionally underserved" communities, local officials, non-profit organizations, and transportation agencies.

One of the main purposes of the public participation process is to educate and inform stakeholders on new initiatives such as livability, sustainability, and climate change. The process was designed to fulfill federal-aid requirements and to document people's transportation and land use needs in their communities.

Information of the multiple RTP events was distributed to the public through reports and editorial board briefings, press releases, and media packages. Mailings were sent in a regular basis to a list of self-identified interest groups. Fact sheets and information of new transportation initiatives were posted on the OCPC website and were distributed during the events. Printed ads were published and electronic notices were distributed to all the communities and related agencies. Public workshops and events were held at regional malls, libraries, the BAT Intermodal Centre, Campanelli Stadium. In addition, several meetings with community based organizations were held.

2.6 Requirement to Provide Meaningful Access to LEP Persons

Engaging the diverse population within the MPO area is important. The MPO is committed to providing quality services to all citizens, including those with limited English proficiency. Indo-European Languages is the most dominant language spoken by LEP individuals in the Old Colony MPO Area. The 2011 LEP/ Language Assistance Plan is provided in Appendix F. OCPC has analyzed the US Census 2010 LEP Data for the region and the results are including in Appendix G. Additionally, OCPC is in the process of developing an LEP/ Language Assistance Plan.

In an attempt to document and quantify interactions with LEP individuals, a Title VI Survey which requests individuals to indicate the language spoken at home and level of English proficiency is distributed at these meetings as an ongoing effort to engage, inform, and monitor interaction with the public. The OCPC Title VI Survey is included in Appendix J.

In 2014, OCPC, using an adapted version of the MassDOT Language Survey, conducted an assessment of its staff on the availability of in-house language resources that can augment the organization's ability to effectively respond to LEP needs. The assessment identified staffers with foreign language capabilities (spoken and written) and gauged their willingness to provide language services in limited incidental situations. Of the nineteen staff surveyed, two are available to provide French language services, while two are available to provide Italian language services. In the absence of available staff resources, OCPC will provide interpretive services, upon request, at no cost, utilizing vendors from the Commonwealth's electronic procurement system CommBUYS (<https://www.commbuys.com/bsol/>).

Providing Notice to LEP Persons - US DOT guidance indicates that once an agency has decided, based on the four factors, to provide language services, it is important that the recipient notify LEP persons of services available free of charge in a language the LEP persons would understand. The following methods for notification will be used by the Old Colony MPO:

1. Signage that indicates when free language assistance is available with advance notice;
2. Stating in outreach documents that language services are available;
3. Working with community-based organizations and other stakeholders to inform LEP individuals of MPO services and the availability of language assistance;
4. Using automated telephone voice mail or menus to provide information about available language assistance services;
5. Including notices in local newspapers in languages other than English;
6. Providing notices on non-English-language radio and television about MPO services and the availability of language assistance; and
7. Providing presentations and/or notices at schools and community based organizations (CBO).

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The Old Colony MPO will publicize the availability of interpreter services, free of charge, at least seven (7) days prior to Old Colony MPO Board and Committee meetings, workshops, forums or events which will be noticed on the Old Colony MPO website, in meeting notices (packets), and using the following additional tools as appropriate:

- Signage
- Public outreach material
- Community-based organizations
- Local newspapers
- Old Colony Library System

The Old Colony MPO defines an interpreter as a person who translates spoken languages orally, as opposed to a translator, who translates written languages and transfers the meaning of written text from one language into another. The MPO will request language interpreter services from Old Colony MPO staff or through contracted interpreter service agencies.

Language Assistance - The Old Colony MPO will make available, in coordination with MassDOT ODCR, translations of vital documents (Title VI Notice, Title VI Complaint Procedures, and Title VI Complaint Form) in ten languages, upon request. The current versions of the vital documents are available in fewer languages. The Old Colony MPO continues a program to make the Executive Summaries for key documents available in Portuguese (Cape Verdean Creole) and Spanish. Key documents include the Regional Transportation Plan, the Transportation Improvement Program, the Public Participation Plan, and other key documents available in Portuguese (Cape Verdean Creole) and Spanish.

Old Colony MPO Staff Training - The Old Colony MPO will incorporate the LEP/ Language Assistance Plan in the Public Participation Plan during its current update. In order to establish meaningful access to information and services for LEP individuals, the Old Colony MPO will properly train its employees to assist in person, and/or by telephone, LEP individuals who request assistance. Old Colony MPO Board members will receive a copy of the LEP/ Language Assistance Plan, and have access to training, assuring that they are fully aware of and understand the plan and its implementation.

To further the LEP outreach, in the past OCPC has contracted with WXBR 1460 AM (English) WATD 95.9 FM (English), WJFD 97.3 (Portuguese), and WKKB 100.3 (Spanish) to advertise public participation and access to the transportation planning process. Examples of the outreach may be accessed at:

http://www.ocpcrpa.org/media/OCPC_Radio_English.mp3

http://www.ocpcrpa.org/media/OCPC_Radio_Espanol.mp3

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http://www.ocpcrpa.org/media/OCPC_Radio_Portugues.mp3

http://www.ocpcrpa.org/media/OCPC_PSA_1.mp3

http://www.ocpcrpa.org/media/OCPC_PSA_2.mp3

Staff participated in radio interviews to discuss access to the planning process and the transportation improvement program. Examples include:

- 2-23-2012 - 1460 WXBR Media Interview - Old Colony Bicycle and Pedestrian Task Force Meeting Outreach
- 6-12-2012 - 95.9 WATD Radio Interview Regarding MPO Meeting and TIP

OCPC has also contracted with Community Connections of Brockton to publish outreach advertisement in their magazines, newsletters, and email blast going to minority business owners. In past editions of the Brockton Parents Magazine, the OCPC was able to enclose an informative brochure in Spanish and English of the MassDOT Travel Survey. This magazine reaches 5,000 locations on a quarterly basis. OCPC will seek to include advertisements and articles in future editions. Community Connections has regional offices/ districts across the Commonwealth. This may represent an opportunity for other regions and MPOs to conduct similar outreach.

OCPC has supported MassDOT efforts to develop a Title VI Online Mapping Tool. As such, OCPC has provided its updated Transportation Advisory Network List to MassDOT for inclusion in the mapping tool which includes a feature that allows the public to download an extensive listing of community based organizations and transportation related contacts. OCPC will include a hyperlink to MassDOT's Title VI Online Mapping Tool once it is completed.

2.7 Minority Representation on Planning and Advisory Boards

The OCPC is responsible for comprehensive regional planning and is the transportation planning agency for the Old Colony MPO and Old Colony Region. The OCPC maintains qualified transportation planning staff, and is principally responsible for the maintenance of the transportation planning process and for the support and operation of the Old Colony JTC and Old Colony MPO. Delegates and Alternates to the OCPC are appointed by the chief elected official of their respective community.

**Table 1
Old Colony Planning Council**

COMMUNITY	DELEGATE	RACE	ALTERNATE	RACE
Abington	Christopher Aiello	White	David Klein	White
Avon	Frank P. Staffier	White	Charles Marinelli	White
Bridgewater	Greg Guimond	White	Anthony P. Anacki	White
Brockton	Robert G. Moran, Jr.	White	Preston Huckabee, P.E.	White
Duxbury	Thomas Broadrick, AICP	White	George D. Wadsworth	White
East Bridgewater	Richard O’Flaherty	White		
Easton	Jeanmarie Kent Joyce	White	Stephen Donahue	White
Halifax	John G. Mather	White		
Hanson	Robert Overholtzer	White	Phillip Lindquist	White
Kingston	Justin Anderson	White		
Pembroke	Gerard W. Dempsey	White	Daniel Trabucco	White
Plymouth	Lee Hartmann, AICP	White		
Plympton	John Rantuccio	White	James Mulcahy	White
Stoughton	Robert E. Kuver	White	Forrest Lindwall	White
West Bridgewater	Eldon F. Moreira	White	Nancy Bresciani	White
Whitman	Fred L. Gilmetti	White	Daniel L. Salvucci	White
Delegate-at-Large	Troy E. Garron	Black		

The Old Colony JTC includes a representative from each OCPC community appointed by the Board of Selectmen/Mayor in the community. Membership is open to any interested resident, representative from a transportation provider, or interested group. The JTC meets on the second Thursday of each month at the OCPC office. Delegates and Alternates to the Old Colony JTC are appointed by the chief elected official of their respective community.

**Table 2
Old Colony Joint Transportation Committee**

COMMUNITY	DELEGATE / ALTERNATE	RACE
Abington - <i>Delegate</i>	John Caine	White
Abington - <i>Alternate</i>	Bruce Hughes	White
Avon	Ed Sarni	White
Bridgewater	Robert Wood	White
Brockton - <i>Delegate</i>	Michael Thoreson	White
Brockton - <i>Alternate</i>	Elaine Czaja	White
Duxbury - <i>Delegate</i>	Peter Buttkus	White
East Bridgewater - <i>Delegate</i>	John Haines	White
East Bridgewater - <i>Alternate</i>	Richard O'Flaherty	White
Easton - <i>Delegate</i>	David Field, P.E.	White
Easton - <i>Alternate</i>	Maurice Goulet	White
Halifax	Robert Badore	White
Hanson	Donald Howard	White
Kingston	Paul Basler	White
Pembroke	Gene Fulmine	White
Plymouth	Sid Kashi, P.E.	Other Asian
Plympton	Jim Mulcahy	White
Stoughton - <i>Delegate</i>	Carin Klipp	White
Stoughton - <i>Alternate</i>	Noreen O'Toole	White
West Bridgewater	Leonard Graf, III	White
Whitman	Daniel Salvucci	White
Delegate-at-Large	Troy E. Garron	Black

Agency Representation

MassDOT	David Mohler, AICP	White
MassDOT	Clinton Bench	White
MassDOT	Sreelatha Allam	Other Asian
MassDOT District 5	Mary-Joe Perry	Black
MassDOT District 5	Pamela Haznar, P.E.	White
MassDOT District 5	Timothy Kochan	White
BAT	Reinald Ledoux, Jr.	White
BAT	Kathy Riddell	White
DEP	Christine Kirby	White
EPA	Donald Cook	White
FHWA	Pamela Stephenson	White
FHWA	Michael Chong	Black
FHWA	Leah Sirmin	White
FTA	Mary Beth Mello	White
Brockton Traffic Commission	Captain Robert Dibari	White

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The Old Colony MPO is the organization of officials that are charged with making and prioritizing transportation policy and funding decisions. The Old Colony MPO is the mechanism from which federal transportation funds are allocated throughout the region. The Chairman of the Old Colony MPO is Richard Davey, Secretary and CEO, of the Massachusetts Department of Transportation (MassDOT). In addition, the Old Colony MPO includes the City of Brockton and the Town of Plymouth as permanent voting members.

In addition to the permanent voting member communities, the Old Colony MPO structure includes two Signatory Member elected official seats, representing the other communities in the Old Colony Region. Beyond the single requirement that the Signatory Member be an elected member of the Board of Selectmen/ Town Council from their community, the following are the guidelines set forth for the election of MPO members:

- No more than one Signatory Member per town
- One Signatory Member from towns with populations less than 14,000 (based on 2010 U.S. Census) (Avon, East Bridgewater, Halifax, Hanson, Kingston, Plympton, and West Bridgewater)
- One Signatory Member from towns with populations over 14,000 (based on 2010 U.S. Census) (Abington, Bridgewater, Duxbury, Easton, Pembroke, Stoughton, and Whitman)

Table 3
Old Colony Metropolitan Planning Organization

Member	Title	Race
Bill Carpenter	Mayor, City of Brockton	White
Kenneth Tavares	Chairman Board of Selectmen, Plymouth	White
Eldon Moreira	Member, Board of Selectmen, West Bridgewater	White
Daniel Salvucci	Chairman, Board of Selectmen, Whitman	White
Richard Davey	Secretary, MassDOT	White
Frank DePaola	Administrator, MassDOT Highway Division	White
Reinald Ledoux, Jr	Administrator, BAT	White
Lee Hartmann	President, OCPC	White

2.8 Documentation of MPO Signatory review and approval of Title VI Program

A presentation on the 2014 Old Colony Title VI Program was provided to the Old Colony MPO on June 24, 2014. Following the presentation and related discussion, the Old Colony MPO unanimously approved the 2014 Old Colony Title VI Program. Documentation of this approval is included in the signatory approval page and the June 24, 2014 Old Colony Meeting Minutes that are included in Appendix L.

3.0 Requirements for Metropolitan Planning Organizations

3.1 Demographic Profile of Metropolitan Area

The Old Colony region consists of the following communities in Southeastern Massachusetts: Abington; Avon; Bridgewater; Brockton; Duxbury; East Bridgewater; Easton; Halifax; Hanson; Kingston; Pembroke; Plymouth; Plympton; Stoughton; West Bridgewater; and Whitman.

While the official Census is conducted every ten years, the United States Census Bureau [provides annual population estimates for incorporated places (cities and towns) in the United States to supplement the decennial Census, and these figures are used by OCPC to determine regional and community populations on an annual basis.

While most communities gained population from 2000 through 2010, Avon, Stoughton, and Brockton experienced slight decreases. Hanson, Plymouth, and Abington were the most rapidly growing communities this past decade.

Tables 4 through 6 provide a demographic profile of the region. Table 4 compares population and race changes. It is noted that the non-white population increased by 37.6 percent, while the white population decreased by 3.8%.

**Table 4
Population Change in Old Colony Region
2000 - 2010**

Demographics	2000	2010	Change	% Change
Total Population	335,763	348,527	12,764	3.8%
Non-Hispanic White	280,693	272,765	(7,928)	-2.8%
Non-Hispanic Black	20,654	35,549	14,895	72.1%
Non-Hispanic Asian	4,050	5,746	1,696	41.9%
Non-Hispanic Native American	635	701	66	10.4%
Non-Hispanic Other	18,995	19,338	343	1.8%
Latino	10,736	14,428	3,692	34.4%

Source: 2010 U.S. Census Bureau Redistricting Data (Public Law 94-171) Summary File

Table 5
Change in Poverty Population in Old Colony Region
2009 - 2009

Demographics	2000	2009	Change	% Change
All People in Poverty	20,220	25,344	5,124	25.3%

***Rates calculated by applying poverty rate of Plymouth County to Old Colony Region Population**

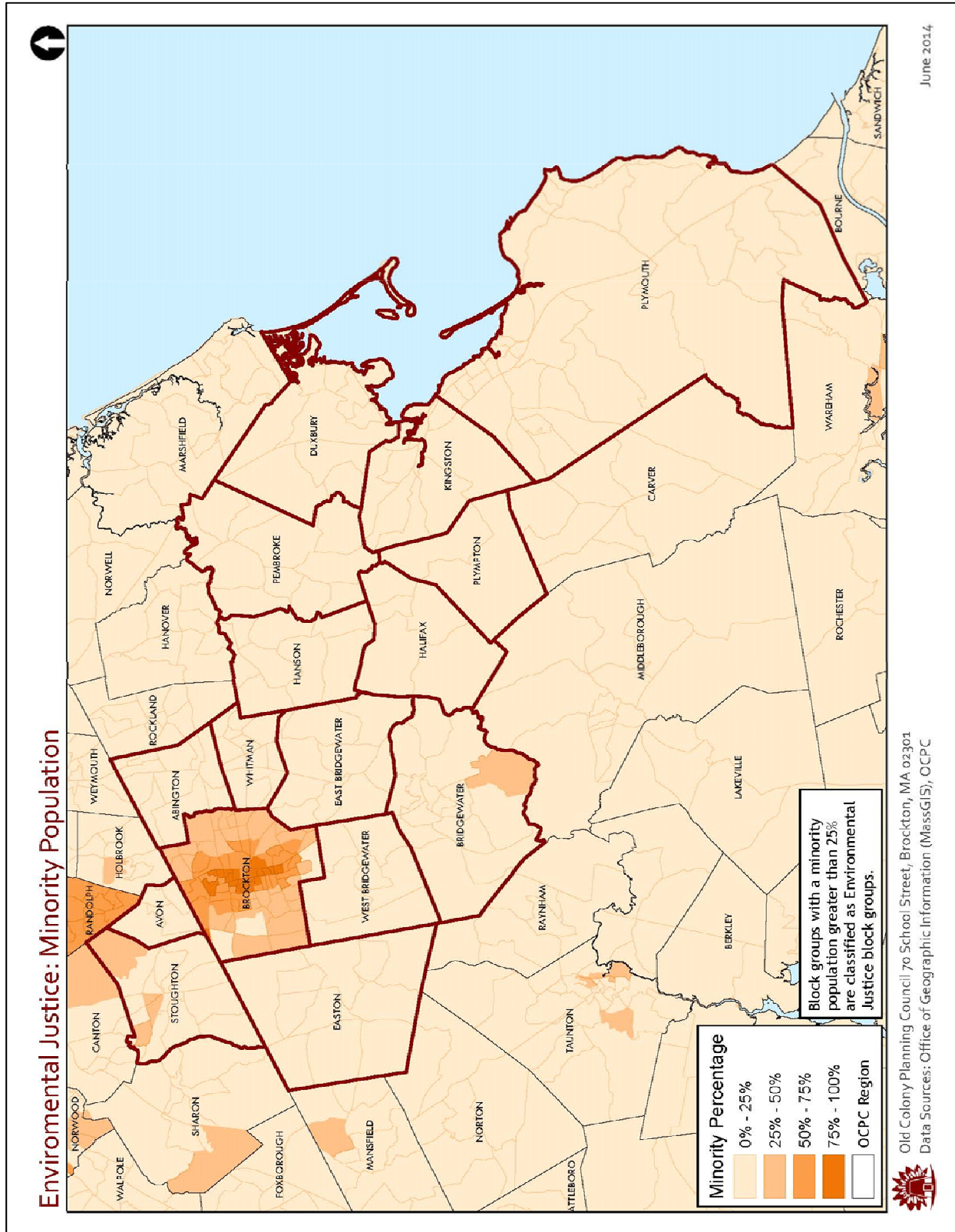
Figures 1 and 2 provide a geographic analysis of the percentages of minority and the populations by income.

Table 6 - 2010 Population and Race

Municipality	Total Population	Non Hispanic White	Non-Hispanic Black	Non-Hispanic Asian	Non-Hispanic Native American	Non-Hispanic Other	Latino
Abington	15,985	14,617	313	282	41	422	310
		91.44%	1.96%	1.76%	0.26%	2.64%	1.94%
Avon	4,356	3,615	414	120	1	85	121
		82.99%	9.50%	2.75%	0.02%	1.95%	2.78%
Bridgewater	26,563	23,622	1,231	325	55	492	838
		88.93%	4.63%	1.22%	0.21%	1.85%	3.15%
Brockton	93,810	40,268	27,939	2131	253	13862	9,357
		42.93%	29.78%	2.27%	0.27%	14.78%	9.97%
Duxbury	15,059	14,499	59	148	16	153	184
		96.28%	0.39%	0.98%	0.11%	1.02%	1.22%
East Bridgewater	13,794	13,004	209	117	25	235	204
		94.27%	1.52%	0.85%	0.18%	1.70%	1.48%
Easton	23,112	20,785	725	561	17	449	575
		89.93%	3.14%	2.43%	0.07%	1.94%	2.49%
Halifax	7,518	7,236	45	42	4	110	81
		96.25%	0.60%	0.56%	0.05%	1.46%	1.08%
Hanson	10,209	9,785	96	48	2	183	95
		95.85%	0.94%	0.47%	0.02%	1.79%	0.93%
Kingston	12,629	12,031	129	116	12	201	140
		95.26%	1.02%	0.92%	0.10%	1.59%	1.11%
Pembroke	17,837	17,138	105	167	24	210	193
		96.08%	0.59%	0.94%	0.13%	1.18%	1.08%
Plymouth	56,468	52,238	1,106	514	175	1405	1030
		92.51%	1.96%	0.91%	0.31%	2.49%	1.82%
Plympton	2,820	2,708	23	22	2	29	36
		96.03%	0.82%	0.78%	0.07%	1.03%	1.28%
Stoughton	26,962	21,140	2,878	970	35	1063	876
		78.41%	10.67%	3.60%	0.13%	3.94%	3.25%
West Bridgewater	6,916	6,476	101	75	7	136	121
		93.64%	1.46%	1.08%	0.10%	1.97%	1.75%
Whitman	14,489	13,603	176	108	32	303	267
		93.89%	1.21%	0.75%	0.22%	2.09%	1.84%
OCPC Total	348,527	272,765	35,549	5,746	701	19,338	14,428
		78.26%	10.20%	1.65%	0.20%	5.55%	4.14%
Massachusetts	6,547,629	4,984,800	391,693	347,495	10,778	185,209	627,654
OCPC % of State	5.32%	5.47%	9.08%	1.65%	6.50%	10.44%	2.30%

Source: 2010 U.S. Census Bureau Redistricting Data (Public Law 94-171) Summary File

Figure 1 - Environmental Justice: Minority Population



3.2 Description of the Procedures by Which the Mobility Needs of Minority Populations are Identified and Considered within the Planning Process

OCPC current efforts to reach out to the Region's minority communities are ongoing. OCPC recognizes the ever changing dynamics of public participation in the decision making process. It is the Council's interest to expand their outreach methods to all minority groups and populations in the region.

The Council continues reaching the goal of enhancing participation from minority groups and individuals in the public decision making process. Our Regional Transit Authorities are continuing to provide valuable service to our Region's minority census tracts. The partnership that OCPC has with the Brockton Area Transit provides BAT with technical assistance in areas from route planning to Title VI reports. Our partnership fosters sound transit planning for the future for our elderly population that is growing and in need of mobility assistance that can be provided by BAT.

The economic growth of our region has some exciting new opportunities in areas that are considered high minority census tracts. For example, the downtown Brockton Transit Orientated development has contributed to the city's center. The prospect for downtown Brockton is bright and the addition of the Intermodal Centre combined with the MBTA commuter rail service has had a positive impact within the city.

Some examples of studies undertaken include:

- 2012 Analysis of LEP Data from 2010 US Census
- 2012 Analysis of Environmental Justice Populations
- Annual Analysis of Distribution of Transportation Improvement Projects

OCPC is working with a Transportation Advisory Network where feasible to identify avenues for utilizing underserved media sources all notification processes for all public meetings or public review of agency documents. Already included in the Transportation Advisory Network are organizations such as:

- Associacao Caboverdiana de Brockton, Inc.
- Brockton Area Workforce Investment Board
- Brockton Housing Authority
- Brockton Interfaith Community
- CareerWorks
- Latin American Health Institute – Brockton
- Mashpee Wampanoag Tribe
- Ojornal
- Southshore Haitians United for Progress
- 1460 WXBR Radio Station
- 95.9 WATD Radio Station

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- 97.3 WJFD Radio Station
- 100.3 WKKB Radio Station
- Community Partnership for Adult Education

OCPC utilizes a multitude of techniques to facilitate participation by traditionally under-served populations. The following are examples of techniques utilized during the development of the 2012 RTP.

Table Events - The table events were designed to display preliminary 2012 RTP findings and products during different activities. These activities included attending one of the Rox Baseball's game, shopping malls, colleges, and local supermarkets. Similar to the open house events, table events were designed with the purpose of engaging the public in an informally manner to learn.

Regional Malls – Westgate Mall, Brockton; Independence Mall, Kingston

- Colleges – Bridgewater State University; Massasoit Community Colleges
- Brockton Area Transit Intermodal Centre
- Metro South Chamber of Commerce Annual Business Expo
- Peruvian Place Restaurant

Public Visioning Workshops - OCPC developed two regional visioning workshops during the 2012 Regional Transportation Plan Update. The events were held at libraries (Brockton and Plymouth), and they were designed to inform the public and local stakeholders on new transportation and land use initiatives. The following four topics were discussed at the workshops:

- Protecting and Enhancing Regional Mobility
- Building Sustainable Livable Communities
- Enhancing Safety and Security
- Environmental Protection and Climate Change

Open House Events - The open house events were designed for people to come in and interact with the OCPC staff and at the same time to learn about new initiatives in the region. With this method, the public feels more comfortable sharing information and opinions that will support the development of the Regional Transportation Plan. The open house events were offered during different times and locations to capture different audiences. The following list of comments summarizes some of the input received during the open houses:

- Improve pedestrian crossing at Montello
- Need of dedicated left turn lane at Oak and Pearl Streets
- Connect BAT and GATRA bus systems to create more job opportunities
- Coordinate commuter rail and bus schedules especially during peak commuting hours
- Improve safety in public parks
- Extend bus services on weekends and holidays

The following list of comments is a summary of the participants' vision of the Old Colony region for the next twenty years:

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- Vibrant communities – People live and work in vibrant communities where they can choose to walk for pleasure and to meet every day needs.
- Economic Prosperity – Current and future residents benefit from the region’s sustained economic competitiveness and prosperity.
- Safe and Reliable Transportation Choices – People have safe and reliable transportation choices that enhance their quality of life.
- Leadership on Climate Change – The region should take initiative in minimizing contributions to global warming
- Clean Air and Water – Current and future generations enjoy clean air, clean water and healthy ecosystems.
- Equity – The benefits and burdens of growth and change are distributed equitably.

Comments on Livability and Sustainability:

- Communities should be broken down into neighborhoods that have identity
- The five Plymouth village centers should be neighborhoods that offer shopping, work places, etc.
- Encourage levels of government to make livability and sustainability options affordable
- Need a substantial sidewalk network in Plymouth
- Federal funding needs to stop being spent on addressing automobile traffic issues and instead be spent on pedestrians/transit/bicycle
- Increase mix of housing opportunities by affordability
- Offer incentives to employees to live closer to work
- There should be signage for bikeways and bike racks in communities
- Need to address safety issues on roads – fix the most hazardous intersections
- Need an implementation plan for regional transit
- Improve people connectivity and multi-modalism
- Maintain and preserve the public transit system
- Maximize use of federal transit dollars

Comments on Regional Mobility:

- Long Pond Road is part of the Saltonstall Regional Bicycle Trail; however, this road is dangerous for bicyclists (as well as walkers) due to the narrowness of the road, heavy vehicle volumes, and the speed of motorists.
- Long Pond Road should have as a long term improvement a dedicated bicycle/pedestrian path separate from the road.
- The commuter rail in Plymouth should be extended to Sandwich on Cape Cod, and there should be a station at Pine Hills, Plymouth.
- Peak Hour service is not convenient at Plymouth Commuter Rail at Cordage Park, the peak frequency of trains should be extended and the commuter rail service should be extended to downtown Plymouth so that people and tourists from South Station in Boston should not be left stranded at Cordage Park.
- The 20 Year Plan should address and prioritize the traffic congested hot spots in Plymouth and Kingston. The worst and projected worst should be prioritized.

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- The congestion on Route 3 in Plymouth and Kingston should be addressed by fixing the bottleneck at the I-93/Route 3 split in Braintree, which causes the back-ups on the Route 3 corridor. Start there and work on the congestion southward.
- The RTP should include an origin study of commuters at the Kingston Station to determine the need for commuter rail extension in Plymouth and surrounding communities.
- Extend and expand transit in both the long term (commuter rail) and short term (shuttle bus) to connect Cordage Park, by shuttle bus, to Downtown Plymouth and other destinations.
- Connect Boston to Plymouth by boat and ferry.
- Upgrade transit amenities, regarding physical amenities, such as bus shelters and benches, convenience, and also marketing and access to information regarding available service.
- Plymouth needs an overall plan to create strategies for mass transit that had better serve the public for convenience, better service, and dissemination of information to the public regarding service.
- Exit 5 on Route 3 is routinely congested during the peak hour.
- Bridgewater Center is a major bottleneck for vehicular travel to and from the Brockton area, especially when Bridgewater State College is in session.

3.3 Demographic Maps that show the impacts of the distribution of State and Federal Funds in the Aggregate

Figures 1 and 2 provide geographic analysis of distributions of low income and high minority persons by block groups. OCPC staff has conducted geographic analyses and mapping of transportation conditions such as pavement condition and bridges condition, the availability of public transit services, and distribution of TIP projects.

Figure 3 - Environmental Justice: TIP Projects (2004-2018)

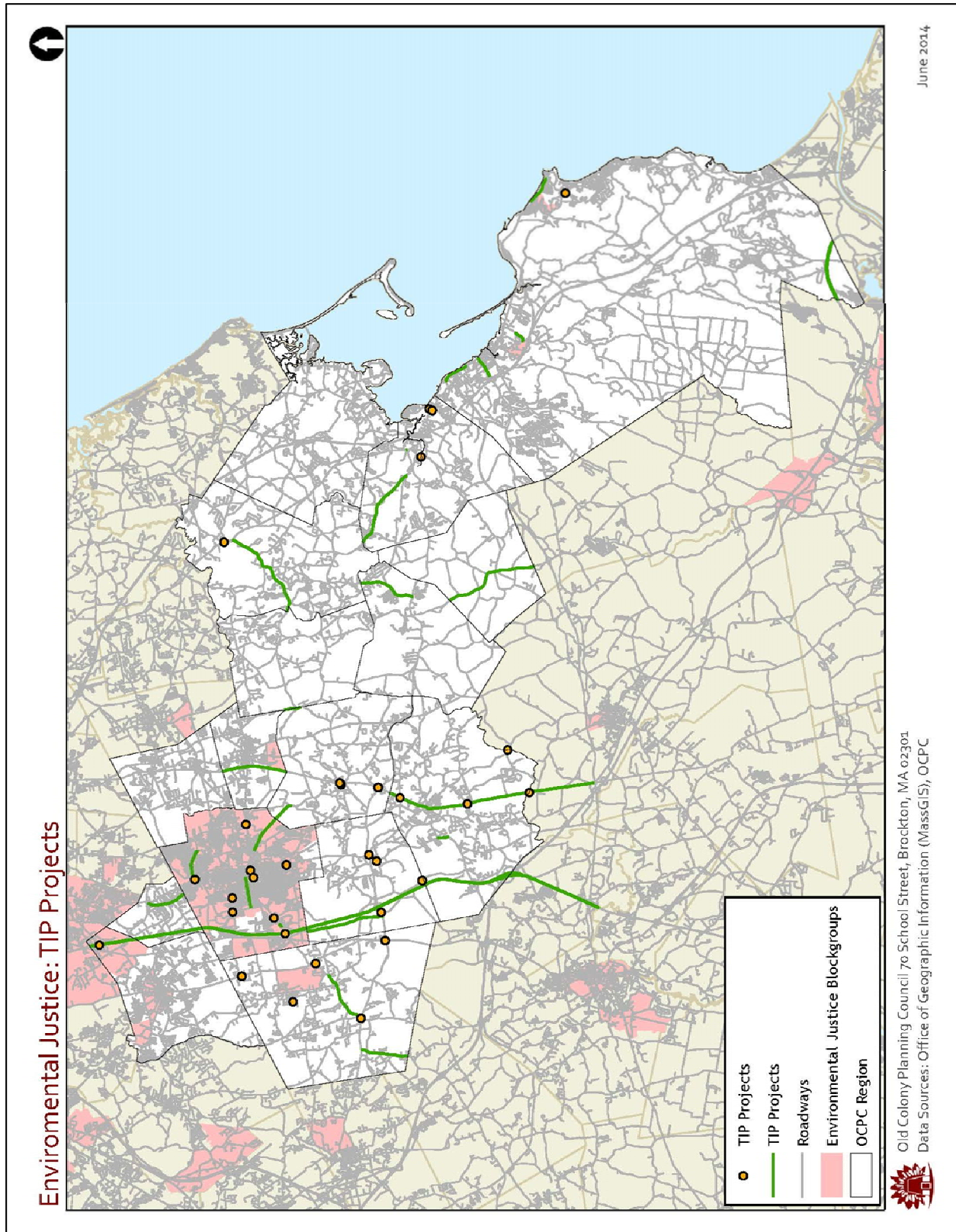


Figure 4 - Environmental Justice: Pavement Conditions from Pavement Management System

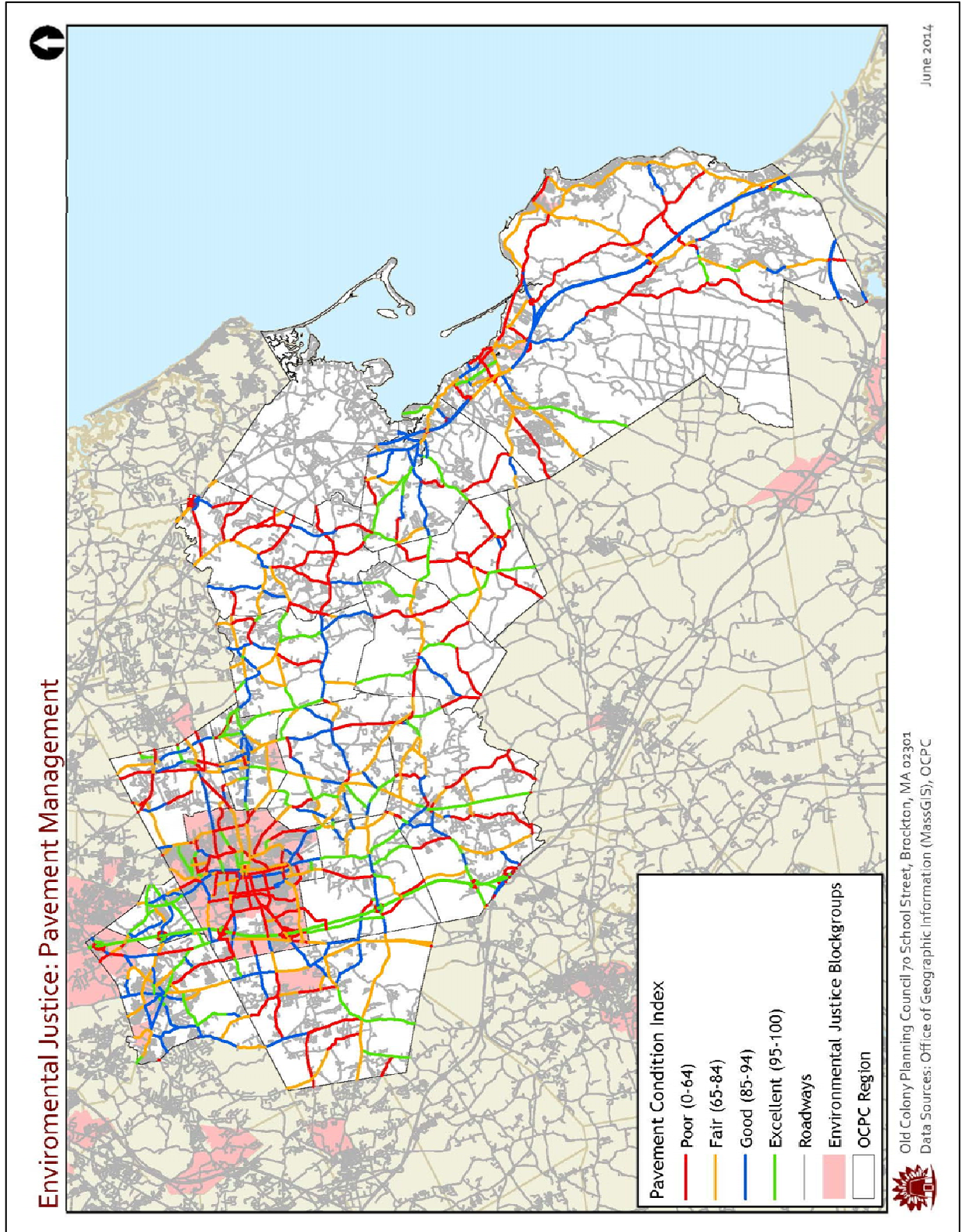


Figure 5 - Environmental Justice: Bridge Conditions

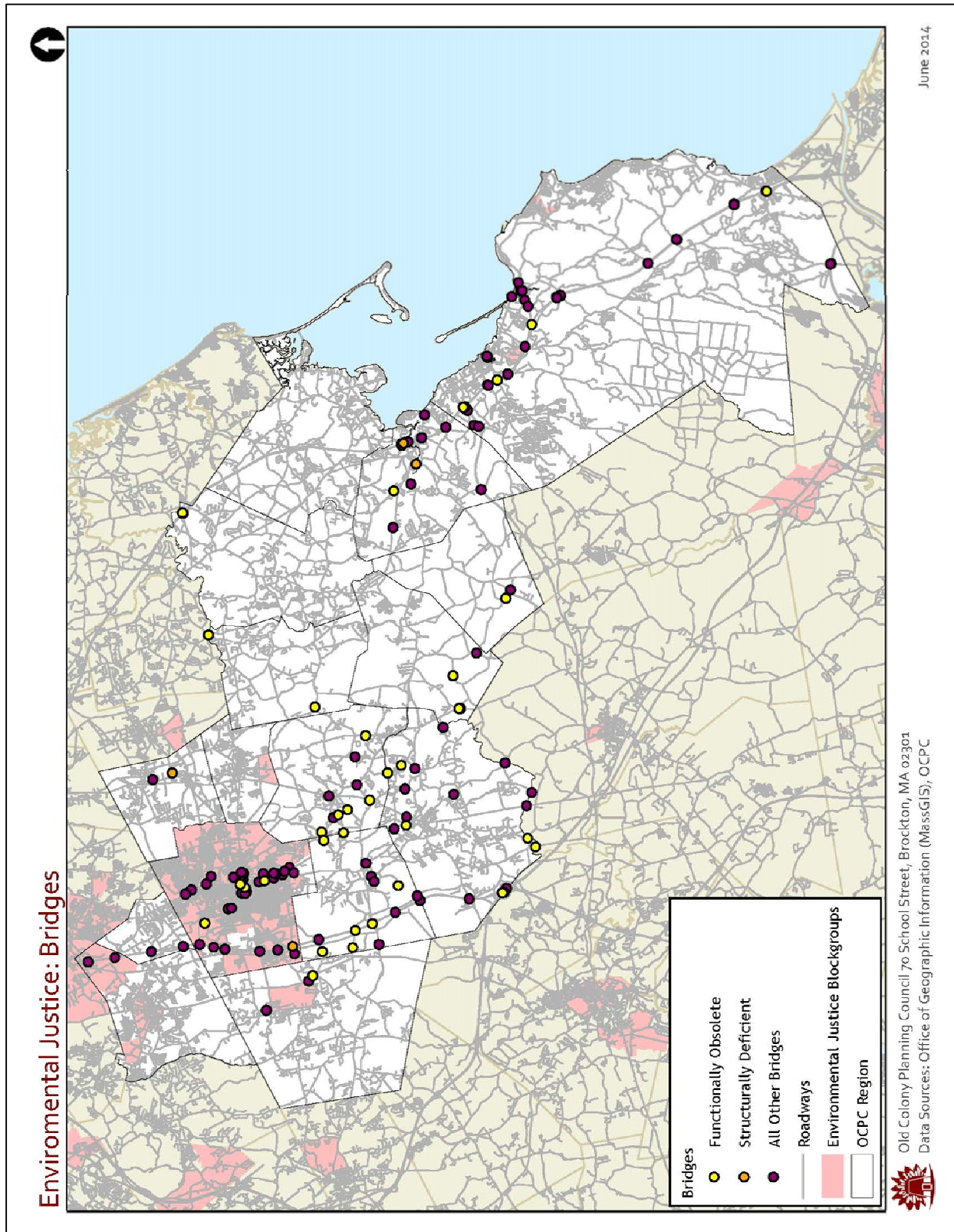
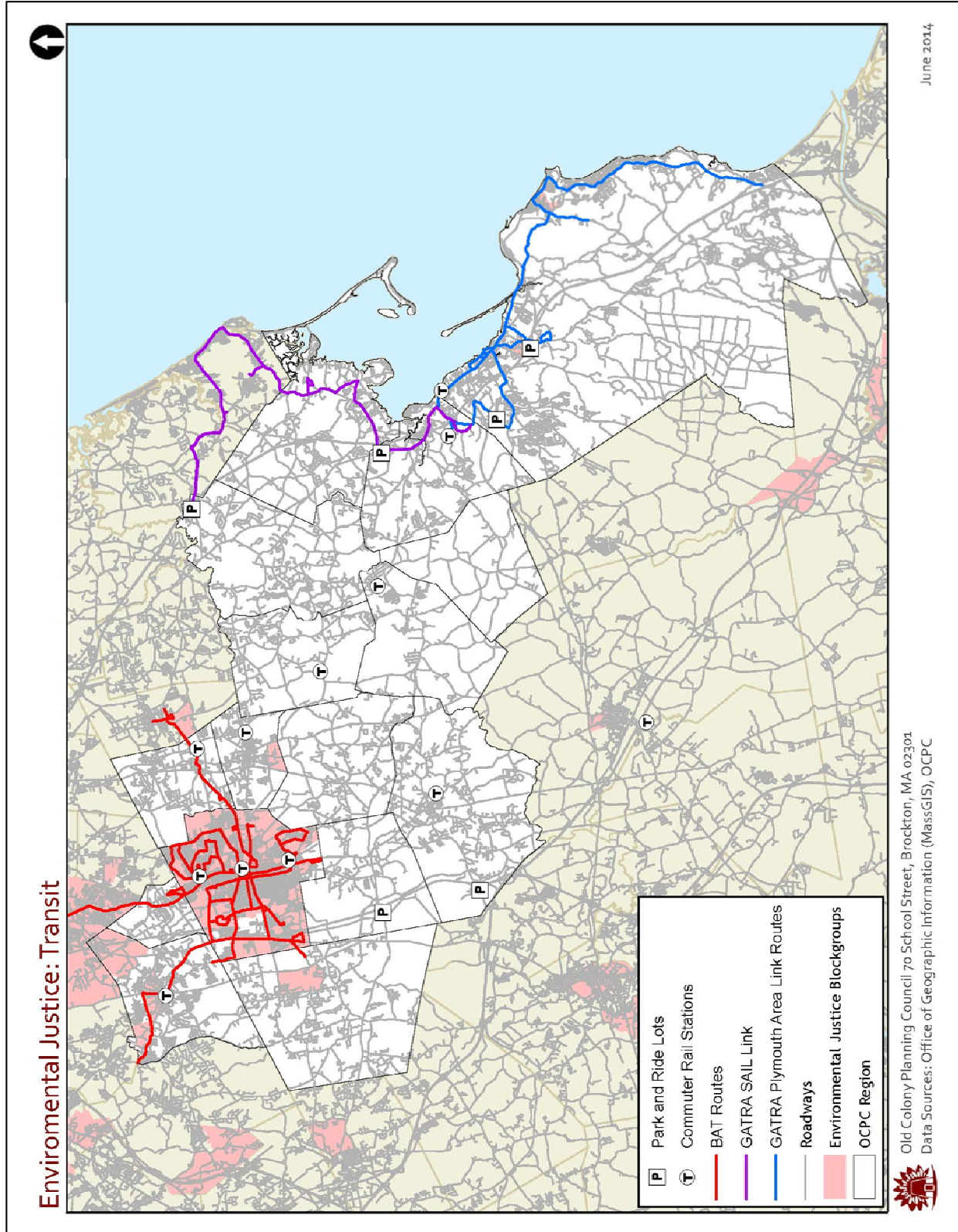


Figure 6 - Environmental Justice: Availability of Public Transit



3.4 Analysis of the MPO's Transportation System Investments that Identifies and Addresses any Disparate Impacts

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.

Benefits and Burdens

Examples of the Benefits considered during the development of this TIPs and RTPs are:

- Mobility
- Accessibility
- Infrastructure condition
- Environment
- Reliability
- Safety
- Security
- Load factors
- Efficiency

Examples of the Burdens potentially considered during the development of TIPs and RTPs are:

- 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.
- The denial of, reduction in or significant delay in the receipt of, benefits of programs, policies, or activities.

OCPC is in the process of developing an evaluation tool based upon the benefits and burdens listed above. Once finalized OCPC will then screen and evaluate project programmed in the Old Colony Transportation Improvement Program.

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The TIP is a listing of transportation projects proposed for implementation during the next four federal fiscal years. Projects listed in the TIP include those in the short-range element of the RTP. In the TIP, projects are classified 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. TIP projects are evaluated and scored using Transportation Evaluation Criteria (TEC). Included among the scoring criterion are: the projects impact/ benefit on minority low-income populations; and the projects effect on service to minority low-income populations. The Transportation Evaluation Criteria are located in Appendix K.

As part of the TIP development, current and proposed projects are evaluated using Transportation Evaluation Criteria, and recommended to the Old Colony 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/ Environmental Justice and Support, Land Use and Economic Development, and Environmental Effects. After the evaluations, the results are provided to the Old Colony MPO for its review and approval. 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, and released for a 30-Day Public Review Period. After the 30-Day Public Review Period, the Final Draft TIP is sent to the Old Colony MPO for consideration and approval.

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,

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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.

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 – 2018. Constructed projects funded through the TIP were included to provide a benchmark of investments. The constructed projects were compiled and then the staff 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.

Regionally, it was determined that about 42.9 percent of the identified improvement projects, representing approximately 39.7 percent of the identified investment dollars on the FFY 2015-2018 TIP are located in or immediately adjacent to EJ communities. This exceeds the 29.0 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.

Table 7
Investment Value of TIP Projects 2015-2018 (Programmed and Planned)

Type	Population Represented in EJ Communities (2010)	Percent Population Represented	TIP Project Investment	Percent Projects in EJ/ Non EJ Communities by Total Investment (\$)
Within EJ Communities	101,053	29.0%	\$11,100,346	42.9%
Outside EJ Communities	247,474	71.0%	\$16,847,900	57.1%
Totals	348,527	100.0%	\$27,948,246	100%

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OCPC undertook further analysis to determine the level of investments during the period of 2004-2014 through previous Transportation Improvement Programs. From that analysis, it was concluded that about 50.0 percent of the identified improvement projects, representing approximately 53.3 percent of the identified investment dollars allocated during the TIP years of 2004-2014 are located in or immediately adjacent to EJ communities. This exceeds the 29.0 percent of the region’s population identified as living in EJ communities.

**Table 8
Investment Value of TIP Projects 2004 - 2014 (Projects Implemented)**

Type	Population Represented in EJ Communities (2010)	Percent Population Represented	TIP Project Investment	Percent Projects in EJ/ Non EJ Communities by Total Investment (\$)
Within EJ Communities	101,053	29.0%	\$73,835,175	50.0%
Outside EJ Communities	247,474	71.0%	\$64,670,631	50.0%
Totals	348,527	100.0%	\$138,505,807	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 from the public investment and involvement in the regional transportation planning process and the resultant FFY 2015-2018 Transportation Improvement Program and previous TIPs (dating back to 2004) demonstrate that the benefits of the regional transportation planning process are afforded equitably to both EJ and Non-EJ communities. Given this equitable distribution and investment, it is finding of the Old Colony Planning Council that the Low-income and minority populations are not disproportionately impacted and are beneficiaries of the transportation planning process and project implementation 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.

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3.5 Description of Procedures Utilized to Ensure Nondiscriminatory pass-through of FTA Financial Assistance (if requested)

OCPC will engage resources such as the Supplier Diversity Office (SDO) to diversify the pool of available consultants and contractors for OCPC work. OCPC will relay the nature of the work to be performed by consultants and contractors.

3.6 Description of Procedures Utilized to Provide Assistance to Potential Subrecipients in a nondiscriminatory manner (if requested)

OCPC will engage resources such as the Supplier Diversity Office (SDO) to diversify the pool of available consultants and contractors for OCPC work. OCPC will relay the nature of the work to be performed by consultants and contractors.

4.0 - Appendices

Included in the Appendices is the following information:

- Appendix A - 2014 FTA Certifications and Assurances
- Appendix B - Notice to Beneficiaries of Protection Under Title VI
- Appendix C - Old Colony Title VI Procedures
- Appendix D - Old Colony Title VI Complaint Form
- Appendix E - 2011 Old Colony Public Participation Plan
- Appendix F - Old Colony LEP Plan
- Appendix G - 2010 US Census LEP Analysis
- Appendix H - Examples of Inclusion of Notice to Beneficiaries of Protection Under Title VI
- Appendix I - 2010 US Census I Speak List
- Appendix J - Old Colony Title VI Survey
- Appendix K - Old Colony MPO Approval of 2014 Old Colony MPO Title VI Report

Appendix A

2014 FTA Certifications and Assurances

FTA FISCAL YEAR 2014 CERTIFICATIONS AND ASSURANCES

FEDERAL FISCAL YEAR 2014 FTA CERTIFICATIONS AND ASSURANCES SIGNATURE PAGE
(Required of all Applicants for FTA funding and all FTA Grantees with an active Capital or Formula Project)

AFFIRMATION OF APPLICANT

Name of the Applicant: **Old Colony Planning Council**

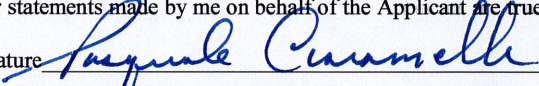
Name and Relationship of the Authorized Representative: _____

BY SIGNING BELOW, on behalf of the Applicant, I declare that it has duly authorized me to make these Certifications and Assurances and bind its compliance. Thus, it agrees to comply with all Federal statutes and regulations, and follow applicable Federal guidance, and comply with the Certifications and Assurances as indicated on the foregoing page applicable to each application its Authorized Representative makes to the Federal Transit Administration (FTA) in Federal Fiscal Year 2014, irrespective of whether the individual that acted on his or her Applicant's behalf continues to represent it.

FTA intends that the Certifications and Assurances the Applicant selects on the other side of this document should apply to each Project for which it seeks now, or may later seek FTA funding during Federal Fiscal Year 2014.

The Applicant affirms the truthfulness and accuracy of the Certifications and Assurances it has selected in the statements submitted with this document and any other submission made to FTA, and acknowledges that the Program Fraud Civil Remedies Act of 1986, 31 U.S.C. 3801 *et seq.*, and implementing U.S. DOT regulations, "Program Fraud Civil Remedies," 49 CFR part 31, apply to any certification, assurance or submission made to FTA. The criminal provisions of 18 U.S.C. 1001 apply to any certification, assurance, or submission made in connection with a Federal public transportation program authorized by 49 U.S.C. chapter 53 or any other statute

In signing this document, I declare under penalties of perjury that the foregoing Certifications and Assurances, and any other statements made by me on behalf of the Applicant are true and accurate.

Signature  Date: 4-30-14

Name **Pasquale Ciaramella, Executive Director**
Authorized Representative of Applicant

AFFIRMATION OF APPLICANT'S ATTORNEY

For (Name of Applicant): _____

As the undersigned Attorney for the above named Applicant, I hereby affirm to the Applicant that it has authority under State, local, or tribal government law, as applicable, to make and comply with the Certifications and Assurances as indicated on the foregoing pages. I further affirm that, in my opinion, the Certifications and Assurances have been legally made and constitute legal and binding obligations on it.

I further affirm that, to the best of my knowledge, there is no legislation or litigation pending or imminent that might adversely affect the validity of these Certifications and Assurances, or of the performance of its FTA Project or Projects.

Signature _____ Date: _____

Name _____
Attorney for Applicant

Each Applicant for FTA funding and each FTA Grantee with an active Capital or Formula Project must provide an Affirmation of Applicant's Attorney pertaining to the Applicant's legal capacity. The Applicant may enter its signature in lieu of the Attorney's signature, provided the Applicant has on file this Affirmation, signed by the attorney and dated this Federal fiscal year.

FTA FISCAL YEAR 2014 CERTIFICATIONS AND ASSURANCES

**FEDERAL FISCAL YEAR 2014 CERTIFICATIONS AND ASSURANCES FOR
FEDERAL TRANSIT ADMINISTRATION ASSISTANCE PROGRAMS**

(Signature page alternative to providing Certifications and Assurances in TEAM-Web)

Name of Applicant: **Old Colony Planning Council**

The Applicant agrees to comply with applicable provisions of Groups 01 – 24.

OR

The Applicant agrees to comply with applicable provisions of the Groups it has selected:

<u>Group</u>	<u>Description</u>	
01.	Required Certifications and Assurances for Each Applicant.	_____
02.	Lobbying.	_____
03.	Procurement and Procurement Systems.	_____
04.	Private Section Protections.	_____
05.	Rolling Stock Reviews and Bus Testing.	_____
06.	Demand Responsive Service.	_____
07.	Intelligent Transportation Systems.	_____
08.	Interest and Financing Costs and Acquisition of Capital Assets by Lease.	_____
09.	Transit Asset Management Plan and Public Transportation Agency Safety Plan.	_____
10.	Alcohol and Controlled Substances Testing.	_____
11.	Fixed Guideway Capital Investment Grants Program (New Starts, Small Starts, and Core Capacity) and Capital Investment Program in Effect before MAP-21.	_____
12.	State of Good Repair Program.	_____
13.	Fixed Guideway Modernization Grant Program.	_____
14.	Bus and Bus Facilities Formula Grants Program and Bus and Bus Related Equipment and Facilities Grant Program (Discretionary).	_____
15.	Urbanized Area Formula Grants Programs, Passenger Ferry Grants Program, and Job Access and Reverse Commute (JARC) Program.	_____
16.	Seniors/Elderly/Individuals with Disabilities Programs and New Freedom Program.	_____
17.	Rural/Other Than Urbanized Areas/Appalachian Development/Over-the-Road Bus Accessibility Programs.	_____
18.	Public Transportation on Indian Reservations Programs (also known as the Tribal Transit Programs).	_____
19.	Low or No Emission/Clean Fuels Grant Programs.	_____
20.	Paul S. Sarbanes Transit in Parks Program.	_____
21.	State Safety Oversight Program.	_____
22.	Public Transportation Emergency Relief Program.	_____
23.	Expedited Project Delivery Pilot Program.	_____
24.	Infrastructure Finance Programs.	_____

Appendix B

Notice to Beneficiaries of Protection under Title VI

Notice of Nondiscrimination Rights and Protections to Beneficiaries

Federal "Title VI/Nondiscrimination" Protections

The Old Colony Metropolitan Planning Organization (MPO) operates its programs, services, and activities in compliance with federal nondiscrimination laws including Title VI of the Civil Rights Act of 1964 (Title VI), the Civil Rights Restoration Act of 1987, and related statutes and regulations. Title VI prohibits discrimination in federally assisted programs and requires that no person in the United States of America shall, on the grounds of **race, color, or national origin** (including **limited English proficiency**), be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity receiving federal assistance. Related federal nondiscrimination laws administered by the Federal Highway Administration, the Federal Transit Administration, or both prohibit discrimination on the basis of **age, sex, and disability**. These protected categories are contemplated within the Old Colony MPO's Title VI Programs consistent with federal interpretation and administration. Additionally, the Old Colony MPO provides meaningful access to its programs, services, and activities to individuals with limited English proficiency, in compliance with US Department of Transportation policy and guidance on federal Executive Order 13166.

State Nondiscrimination Protections

The Old Colony MPO also complies with the Massachusetts Public Accommodation Law, M.G.L. c 272 §§ 92a, 98, 98a, prohibiting making any distinction, discrimination, or restriction in admission to or treatment in a place of public accommodation based on **race, color, religious creed, national origin, sex, sexual orientation, disability, or ancestry**. Likewise, the Old Colony MPO complies with the Governor's Executive Order 526, section 4 requiring all programs, activities, and services provided, performed, licensed, chartered, funded, regulated, or contracted for by the state shall be conducted without unlawful discrimination based on **race, color, age, gender, ethnicity, sexual orientation, gender identity or expression, religion, creed, ancestry, national origin, disability, veteran's status** (including Vietnam-era veterans), or **background**.

Additional Information

To request additional information regarding Title VI and related federal and state nondiscrimination obligations, please contact:

Old Colony Planning Council
Title VI/ Nondiscrimination Coordinator
Pat Ciaramella
70 School Street
Brockton, MA 02301
508-583-1833 Extension 202
pciaramella@ocpcrpa.org

Title VI Specialist
MassDOT, Office of Diversity and Civil Rights
10 Park Plaza
Boston, MA 02116
857-368-8580
TTY: 857-368-0603
MASSDOT.CivilRights@state.ma.us

Complaint Filing

To file a complaint alleging a violation of Title VI or related federal nondiscrimination law, contact the Title VI Specialist (above) within 180 days of the alleged discriminatory conduct.

To file a complaint alleging a violation of the state's Public Accommodation Law, contact the Massachusetts Commission Against Discrimination within 300 days of the alleged discriminatory conduct at:

Massachusetts Commission Against Discrimination (MCAD)
One Ashburton Place, 6th Floor
Boston, MA 02109
617-994-6000
TTY: 617-994-6196

Translation

English: If this information is needed in another language, please contact Pat Ciaramella at 508-583-1833 Extension 202.

Portuguese: Se esta informação é necessária em outro idioma, entre em contato com Pat Ciaramella em 508-583-1833 Ramal 202.

Spanish: Si se necesita esta información en otro idioma, por favor póngase en contacto con Pat Ciaramella al 508-583-1833 extensión 202.

Chinese Simplified: (mainland & Singapore): 如果这个信息是需要用另一种语言，请联系帕特Ciaramella在508-583-1833分机202。

Chinese Traditional: (Hong Kong & Taiwan): 如果這個信息是需要用另一種語言，請聯繫帕特Ciaramella在508-583-1833分機202。

Russian: Если эта информация необходима на другом языке, пожалуйста, свяжитесь с Пэт Сиарамелла на 508-583-1833 Extension 202.

Haitian Creole: Si ou bezwen enfòmasyon sa a nan yon lòt lang, tanpri kontakte breve Ciaramella nan 508-583-1833 Ekstansyon 202.

Vietnamese: Nếu thông tin này là cần thiết trong một ngôn ngữ khác, xin vui lòng liên hệ với Pat Ciaramella tại 508-583-1833 mở rộng 202.

French: Si cette information est nécessaire dans une autre langue, s'il vous plaît communiquer avec Pat Ciaramella au 508-583-1833 extension 202.

Italian: Se questa informazione è necessaria in un'altra lingua, si prega di contattare Pat Ciaramella al 508-583-1833 Extension 202.

Khmer: ប្រសិនបើព័ត៌មាននេះត្រូវបានត្រូវការនៅក្នុងភាសាមួយផ្សេងទៀតសូមទាក់ទងជាមួយ Ciaramella នៅផ្នែកបន្ថែម 508-583-1833 202 ។

Arabic: في 508-583-508 امتداد Ciaramella.202 إذا كانت هناك حاجة هذه المعلومات في لغة أخرى، يرجى الاتصال بات

Updated March 2014

Old Colony Planning Council

Appendix C

Old Colony Title VI Procedures

Old Colony MPO Title VI Complaint Procedure

Title VI of the Civil Rights Act prohibits discrimination on the basis of race, color, or national origin in programs and activities receiving federal financial assistance. Two Executive Orders and related statutes further define populations that are protected under the umbrella of Title VI. Executive Order 12898 concerns environmental justice for minority and low-income populations. Executive Order 13166 concerns providing equal access to services and benefits for individuals with limited English proficiency (LEP). The rights of women, the elderly, and people with disabilities are protected under similar statutes. Massachusetts General Law extends these protections to prevent discrimination on the basis of religion, military service, ancestry, sexual orientation, and gender identity or expression.

To comply with 49 CFR Section 21.9(b), the Old Colony MPO maintains the following procedure for receiving, investigating, addressing, and tracking Title VI complaints.

1.0 Submittal of Complaints

Any person who believes that the Old Colony MPO in its role of planning has subjected him or her or any specific class of persons to discrimination that is prohibited by Title VI of the Civil Rights Act of 1964, its amendments and related statutes, and programming federal funds may submit a written complaint. Complaints may be submitted for discrimination on the basis of race, color, national origin (including limited English proficiency), ethnicity, religion, creed, age, gender, gender identity or expression sex, sexual orientation, disability, ancestry, veteran's status, or background. Any such complaint shall be submitted no later than 180 days after the date the person believes the discrimination occurred. For information or to file a complaint under Title VI or the state Public Accommodations law, the contacts are as follows:

**Old Colony Planning Council
Title VI/ Nondiscrimination
Coordinator
70 School Street
Brockton, MA 02301
(508) 583-1833
pciaramella@ocpcrpa.org**

**MCAD
One Ashburton Place, 6th Floor
Boston, MA 02109
(617) 994-6000
TTY: (617) 994-6196**

**Title VI Specialist
MassDOT, Office of Diversity and Civil Rights
10 Park Plaza
Boston, MA 02116
857-368-8580
TTY: 857-368-0603
MASSDOT.CivilRights@state.ma.us**

Complaints shall be in writing and shall set forth as completely as possible the relevant facts and circumstances surrounding the alleged discrimination. The following information shall be included:

- Name, address, and phone number of the complainant.
- A statement of the complainant, including:
 - The basis of the alleged discrimination (race, color, national origin, or language).
 - A detailed description of the alleged discriminatory act(s).
 - What in the nature of the alleged act(s) led the complainant to feel that discrimination was involved.
 - The date(s) on which the alleged discriminatory act(s) occurred.
 - The name(s) of individual(s) alleged to have participated in the act(s).
 - The name(s) of all other agencies or organizations where the complaint is also being filed (if applicable).
- The signature of the complainant and date submitted.

If a complainant is unable or incapable of providing a written statement and has no designee to do so, a verbal complaint of discrimination may be made to the OCPC Title VI Coordinator. Verbal complaints may be submitted (either in person, by telephone at (508) 583-1833, or via a recording) to the Title VI Coordinator. The Title VI Coordinator will convert the verbal allegations to writing and provide the written document for confirmation, revision, and a signature before processing. Where the Complainant will be assisted in converting an oral complaint into a written complaint, the Complainant is required to sign the written complaint.

2.0 Review of Complaint

Within fifteen (15) days, the Old Colony MPO shall confirm receipt of the complaint and inform the Complainant of the investigation process.

Upon receipt of the complaint, the Old Colony MPO shall notify and coordinate with the Title VI Specialist at MassDOT, Office of Diversity, and Civil Rights. In addition, the OCPC Title VI Coordinator, and other Old Colony MPO staff shall review it. Within sixty (60) days, should the complaint have merit, the Old Colony Planning Council shall commence an investigation of the allegation(s). The investigation may include the gathering of additional information from the complainant and/or the alleged discriminating party (ies). The purpose of an investigation is to determine whether there is a reason to believe that a failure to comply with Title VI of the Civil Rights Act of 1964 has occurred. Upon completion of the investigation, the Title VI Coordinator shall report to the Old Colony MPO Chair. The report may include recommendations for possible action to address the complaint. Subsequently, the Old Colony MPO will render a recommendation for action in a report of findings or resolution.

Recommendations may include:

- Forwarding the complaint to a responsible implementing agency.

- Identifying remedial actions that are available to offer redress.
- Identifying possible improvements to the Old Colony MPO's processes related to Title VI and environmental justice.

The Old Colony MPO Chair shall refer the matter to the Old Colony MPO, which shall meet and discuss the complaint and the staff report. This report may include recommendations for possible action to address the complaint.

3.0 Appeals

The complainant may appeal the Chair's response to the complaint. Appeals must be in writing to either of the following no later than 30 days after the date of the written response:

MassDOT

**Director of Civil Rights
10 Park Plaza, Suite 4160
Boston, MA 02116**

**Department Office of Civil Rights
U.S. Department of Transportation
1200 New Jersey Avenue
Washington D.C. 20590**

In the case where a complainant is unable or incapable of providing a written appeal and has no designee to do so, a verbal appeal to a complaint of discrimination decision may be made through the Title VI Coordinator. Verbal appeals may be submitted (either in person, by telephone at (508) 583-1833, or via a recording) to the Title VI Coordinator. The Title VI Coordinator will convert the verbal appeal to writing and provide the complainant with the written document for confirmation, revision, and a signature before processing. In cases where the Complainant will be assisted in converting an oral appeal into a written appeal, the Complainant is required to sign the written appeal.

These procedures do not deny the right of the complainant to file formal complaints with other state or federal agencies or to seek private counsel. These procedures are part of an administrative process that does not include punitive damages or compensatory remuneration for the complainant.

Old Colony Planning Council staff will forward complaints and responses to the complaints to the Massachusetts Department of Transportation's Office of Civil Rights.

4.0 Resolution

If a probable cause of a discriminatory practice based on race, color, or national origin is found to exist, the Old Colony MPO shall endeavor to eliminate said practice by means of a Remedial Action Plan. The Remedial Plan shall include a list of all corrective actions accepted by the agency; a description of how the corrective action will be implemented; and a written assurance that the agency will implement the accepted corrective action in the manner discussed in the plan.

Where attempts to resolve the complaint fail, the complainant shall be notified in writing of his or her right to submit the complaint to the Federal Transit Administration as cited in FTA C4702.1A.

5.0 Complaint Tracking

The Old Colony MPO will maintain a log of Title VI complaints, lawsuits, and investigations alleging discrimination on the basis of race, color, or national origin. The log shall include filing date(s), allegation summaries, status of the investigation, lawsuit, or complaint, and actions taken by the Old Colony MPO.

*Updated March 2014
Old Colony Planning Council*

Appendix D

Old Colony Title VI Complaint Form



Old Colony Metropolitan Planning Organization

70 School Street Brockton, MA 02301-4097

Telephone: 508-583-1833 | Fax 508-559-8768

www.ocpcrpa.org

Old Colony Title VI Complaint Form

Federal "Title VI/Nondiscrimination" Protections

The Old Colony Metropolitan Planning Organization (MPO) operates its programs, services, and activities in compliance with federal nondiscrimination laws including Title VI of the Civil Rights Act of 1964 (Title VI), the Civil Rights Restoration Act of 1987, and related statutes and regulations. Title VI prohibits discrimination in federally assisted programs and requires that no person in the United States of America shall, on the grounds of **race, color, or national origin** (including **limited English proficiency**), be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity receiving federal assistance. Related federal nondiscrimination laws administered by the Federal Highway Administration, the Federal Transit Administration, or both prohibit discrimination on the basis of **age, sex, and disability**. These protected categories are contemplated within the Old Colony MPO's Title VI Programs consistent with federal interpretation and administration. Additionally, the Old Colony MPO provides meaningful access to its programs, services, and activities to individuals with limited English proficiency, in compliance with US Department of Transportation policy and guidance on federal Executive Order 13166.

State Nondiscrimination Protections

The Old Colony MPO also complies with the Massachusetts Public Accommodation Law, M.G.L. c 272 §§ 92a, 98, 98a, prohibiting making any distinction, discrimination, or restriction in admission to or treatment in a place of public accommodation based on **race, color, religious creed, national origin, sex, sexual orientation, disability, or ancestry**. Likewise, the Old Colony MPO complies with the Governor's Executive Order 526, section 4 requiring all programs, activities, and services provided, performed, licensed, chartered, funded, regulated, or contracted for by the state shall be conducted without unlawful discrimination based on **race, color, age, gender, ethnicity, sexual orientation, gender identity or expression, religion, creed, ancestry, national origin, disability, veteran's status** (including Vietnam-era veterans), or **background**.

The following information is necessary to assist us in processing your complaint. Should you require any assistance in completing this form, please let us know.

Complete and return this form to: Pat Ciaramella, Old Colony Planning Council, 70 School Street Brockton, MA 02301-4097, 508-583-1833, Title VI Specialist, MassDOT, Office of Diversity and Civil Rights, 10 Park Plaza, Boston, MA, 02116, 857-368-8580, TTY: 857-368-0603 and MCAD, One Ashburton Place, 6th Floor, Boston, MA 02109, 617-994-6000, TTY: 617-994-6196.



Old Colony Metropolitan Planning Organization

70 School Street Brockton, MA 02301-4097

Telephone: 508-583-1833 | Fax 508-559-8768

www.ocpcrpa.org

1. Complainant's Name _____
2. Address _____
3. City _____ State _____ Zip Code _____
4. Telephone Number (home) _____ (business) _____
5. Person discriminated against (if someone other than the complainant)
Name _____
Address _____
City _____ State _____ Zip Code _____
6. Which of the following best describes the reason you believe the discrimination took place? Was it because of your:
a. Race/Color c. Sex e. Disability
b. National Origin d. Age
7. What date did the alleged discrimination take place?
8. In your own words, describe the alleged discrimination. Explain what happened and whom you believe was responsible. Please use the back of this form if additional space is required.



Old Colony Metropolitan Planning Organization

70 School Street Brockton, MA 02301-4097

Telephone: 508-583-1833 | Fax 508-559-8768

www.ocpcrpa.org

9. Have you filed this complaint with any other federal, state, or local agency; or with any federal or state court? Yes No

If yes, check each box that applies:

Federal agency Federal court State agency

State court Local agency

10. Please provide information about a contact person at the agency / court where the complaint was filed.

Name _____

Address _____

City _____ State _____ Zip Code _____

Telephone Number _____

11. Please sign below. You may attach any written materials or other information that you think is relevant to your complaint.

Complainant's Signature

Date

Appendix E

2011 Old Colony Public Participation Plan



- Endorsed on June 28, 2007 by the Old Colony MPO
- As Amended on October 5, 2009 by the Old Colony MPO
- Updated to Include March 2011 Old Colony MPO MOU



Prepared By:
OLD COLONY PLANNING COUNCIL
70 School Street
Brockton, Massachusetts
www.ocpcrpa.org

Old Colony Metropolitan Planning Organization

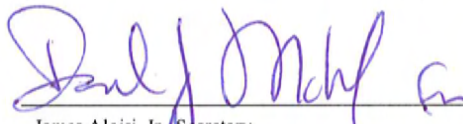
2007 Old Colony Public Participation Plan Amendment

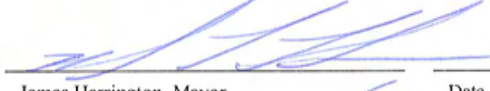
The *2007 Old Colony Public Participation Plan*, which provides a process for public involvement in the transportation planning for the region, was endorsed by the Old Colony Metropolitan Planning Organization (Old Colony MPO) on June 28, 2007. The Old Colony MPO, through its regular and advisory group meetings, encourages public participation on amendments to certification documents.

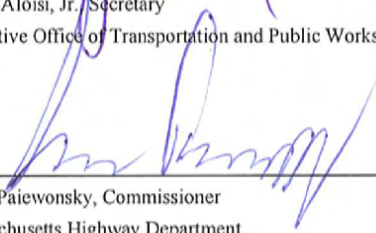
This **AMENDMENT** to the *2007 Old Colony Public Participation Plan* provides for the addition of the following provisions:

- A minimum public comment period of 30 days has been established for the RTP, TIP, UPWP, and Amendments, 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.
- 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 Signatories herby approve the above-mentioned **AMENDMENT** and herby reaffirm that the *2007 Old Colony Public Participation Plan* will continue to provide for the public participation process for transportation planning in the region, along with the Amendment herein as deemed necessary. Said Amendment shall be included in the Appendix of the existing Public Participation Plan until the endorsement of a new Public Participation Plan.


James Aloisi, Jr., Secretary
Executive Office of Transportation and Public Works

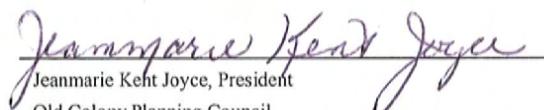
10/06/09  10/29/09
Date for Date
James Harrington, Mayor
City of Brockton


Luisa Paiewonsky, Commissioner
Massachusetts Highway Department

10/13/09  10/6/09
Date for Date
Richard Quintal, Chairman
Town of Plymouth Board of Selectmen


Reinald Ledoux, Jr., Administrator
Brockton Area Transit

10/22/09 _____ Date
Joseph Freitas, Chairman
Town of Plympton Board of Selectmen


Jeanmarie Kent Joyce, President
Old Colony Planning Council

11/5/09  11/5/09
Date Date
Colleen Corona, Chairman
Town of Easton Board of Selectmen

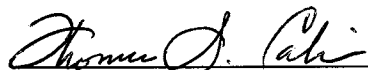
Old Colony Metropolitan Planning Organization

2007 Public Participation Plan

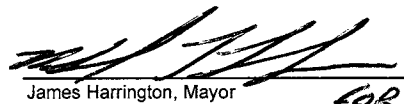
Endorsement of 2007 Public Participation Plan

This is to certify that the Signatories of the Old Colony Metropolitan Planning Organization, at their MPO meeting on June 28, 2007, hereby approved and endorsed the 2007 Public Participation Plan (PPP) in its entirety for the Old Colony Region, in accordance with the certified 3C Transportation Planning Process.

Signatory Certification:

for 
Bernard Cohen, Secretary
Executive Office of Transportation and Public Works

6/28/07
Date


James Harrington, Mayor
City of Brockton

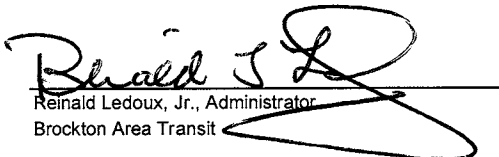
6/28/07
Date


Michael J. Delaney
Lisa Paiewonsky, Commissioner
Massachusetts Highway Department

6/28/07
Date

for 
Richard Quintal, Chairman
Town of Plymouth Board of Selectmen

6/28/07
Date


Reinald Ledoux, Jr., Administrator
Brockton Area Transit

6/28/07
Date

Matthew Albanese
Town of West Bridgewater Board of Selectmen

Date

for 
Jeanmarie Kent Joyce, President
Old Colony Planning Council

6-28-07
Date


Robert Wing, Chairman
Town of Abington Board of Selectmen

6/28/07
Date

ACKNOWLEDGMENTS

The preparation of this report has been financed in part through grants from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under Metropolitan Planning Program, Section 104(f) of Title 23, U.S. Code, under Contract 0052455.

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.

This Plan was prepared by the Old Colony Planning Council staff under the direction of Pat Ciaramella, Executive Director, and the supervision of Charles Kilmer, Transportation Program Manager.

PUBLIC PARTICIPATION PLAN

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Appendix B	Coordination Memorandum of Understanding
Appendix C	Glossary of Terms
Appendix D	Public Participation Plan Amendment – October 5, 2009

1.0 Introduction and Purpose

The Old Colony Public Participation Plan (PPP) provides for a proactive public participation and involvement process with regard to transportation planning, system improvements, and programs. The main goal of the plan is to educate, to inform, and to encourage participation from stakeholder groups and the public at large, and to include public responses in the decision making process. The plan is designed to fulfill federal-aid requirements and to document the history, effectiveness, and future plans for public outreach and public participation in the transportation planning process.

The Old Colony MPO is charged with developing and implementing the transportation planning process for the region and providing the forum for cooperative decision making concerning transportation plans and programs, and considers advice from all interested parties and the Joint Transportation Committee (JTC), which serves as the MPO's policy advisory group. The JTC provides a broad base for the transportation planning and programming process and assists in carrying out the 3C planning process (Cooperative, Continuous, and Comprehensive).

The transportation planning area includes the City of Brockton and fourteen towns: Abington, Avon, Bridgewater, East Bridgewater, Easton, Halifax, Hanson, Kingston, Pembroke, Plymouth, Plympton, Stoughton, West Bridgewater, and Whitman. The planning area also includes the community service areas of Brockton Area Transit and portions of the MBTA and GATRA service areas. Please note the Brockton Area Transit utilizes the Old Colony Public Participation Process (PPP) as their public participation process.

2.0 Public Participation Process

It is the policy of the Old Colony Metropolitan Planning Organization, in its role as the designated Metropolitan Planning Organization for the region, to support and encourage early and continuous public participation and input to the planning process and to adhere to the principles of Environmental Justice and Title VI of the Civil Rights Act as part of the metropolitan "3-C" planning process relating to transportation systems and facilities. The MPO's public participation plan is designed to ensure opportunities for the public to express its views on transportation issues and to become active participants in the regional planning and transportation "3-C" metropolitan decision-making process.

A 1994 Presidential Executive Order directed Federal agencies to make Environmental Justice part of its mission by identifying and addressing the effects of programs, policies, and activities on "minority populations and low-income populations." The MPO's Environmental Justice initiatives will strive to accomplish this by involving the potentially affected public through outreach programs. These programs consist of MPO staff activities designed to develop partnerships with, and enhance the participation in the transportation planning process, by groups and individuals of "traditionally underserved" communities. These communities include minorities, transit dependent citizens, low income, the elderly, and persons with disabilities. Staff activities include, but are not limited to; MPO staff participation in groups and coalitions serving

within these communities, targeted communications with local media outlets, conducting meetings at times and locations that are accessible to transit dependant or non-driving individuals when possible, and publication of MPO documents in non-technical, web-based or other easily accessible formats as necessary and appropriate for purposes of obtaining input and comment into the long-range transportation planning process and for Transportation Improvement Program updates.

In carrying out the participation plan, the MPO shall to the maximum extent practical – (1) hold any public meetings at convenient and accessible locations and times; (2) employ visualization techniques, such as charts and maps, to describe long-range transportation plans; and (3) make public information available in electronically accessible format and means, such as the OCPC website, as appropriate to afford reasonable opportunities for consideration of public comment and opinion. The goal of the MPO’s outreach program is to ensure that all citizens regardless of race, color, religion, income status, national origin, age, gender, disability, marital status, or political affiliation, have an equal opportunity to participate in the MPO’s decision-making process.

The principal responsibilities of MPO include the development of a 20-year long range Transportation Plan for the region that is fiscally constrained within the projected federal funds available. Planning activities also include a Congestion Management Process/ System, a four-year Transportation Improvement Program, and related planning studies and projects deemed necessary to address transportation issues in the area. Local transportation needs are re-evaluated annually. Based on this evaluation, project priorities are established and made part of MPO’s Transportation Improvement Program. In addition, the Transportation Improvement Program is forwarded to the Massachusetts Executive Office of Transportation (EOT) for inclusion into its State-TIP (STIP). By Federal and State law, all regionally significant multi-modal transportation improvement projects (regardless of funding source) must be included in and be consistent (to the maximum extent feasible) with MPO’s Transportation Improvement Program and long range Transportation Plan in order to be eligible for Federal-aid and State funding. Therefore, the MPO’s Transportation Improvement Program is the primary plan that guides all state and federally funded transportation improvements in the urbanized area.

3.0 SAFETEA-LU

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) authorizes the Federal surface transportation programs for highways, highway safety, and transit for the 5-year period 2005-2009. The SAFETEA-LU Act requires the Metropolitan Planning Organizations (MPO) to provide for consideration of projects and strategies that will serve to advance eight (8) transportation planning factors identified under SAFETEA-LU as follows:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency
- Increase the safety of the transportation system for motorized and non-motorized users
- Increase the security of the transportation system for motorized and non-motorized users
- Increase the accessibility and mobility of people and for freight

- Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
- Promote efficient system management and operation
- Emphasize the preservation of the existing transportation system

Under SAFETEA-LU, the MPO is encouraged to consult with planning officials responsible for other types of planning activities that are affected by transportation in the area (including State and local planned growth, economic development, environmental protection, airport operations, and freight movements). The metropolitan planning process serves to promote consistency between transportation improvements and State and local planned growth and economic development patterns.

The participation plan should be developed in consultation with all interested parties; and should provide that all interested parties have reasonable opportunities to comment on the contents of the transportation plan.

In carrying out the participation plan, the MPO should, to the maximum extent practicable- (i) hold public meetings at convenient and assessable locations and times; (ii) employ visualization techniques to describe plans; and (iii) make public information available in electronically accessible format and means, such as the World Wide Web, as appropriate to afford reasonable opportunities for consideration of public information.

The development of the regional transportation plan should include a discussion of types of potential environmental mitigation activities along with potential sites to carry out the activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the plan. The discussion should be developed in consultation with Federal, State, and tribal, wildlife, land management, and regulatory agencies. Furthermore, the MPO should consult, as appropriate, with State and local agencies responsible for land use management, natural resources, environmental protection, conservation and historic preservation concerning the development of a regional transportation plan.

The MPO should provide citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with a reasonable opportunity to comment on the transportation plan.

A regional transportation plan involving Federal participation should be published or otherwise made readily available by the MPO for public review, including (to the maximum extent practicable) in electronically accessible formats and means, such as the World Wide Web.

In developing the TIP, the MPO, in cooperation with the State and affected public transportation operator, the public should be provided reasonable opportunities to provide comment.

Before approving a TIP, the MPO, in cooperation with the State and affected public transportation operator, should provide an opportunity for comment and participation by interested parties.

An annual listing of projects, including investments in pedestrian walkways and bicycle transportation facilities, for which Federal funds have been obligated in the preceding year should be published or otherwise made available by the cooperative effort of the State, transit operator, and MPO for public review.

4.0 General Guidelines

The Public Participation Plan is intended to provide direction for public involvement activities to be conducted by the MPO and contains the policies, goals, objectives, and techniques used by the MPO for public involvement. In its public participation process, the MPO should:

- Provide timely information about transportation issues and processes to citizens, affected public agencies, representatives of transportation agencies, private providers of transportation, other interested parties and segments of the community affected by transportation plans, programs and projects.
- Provide reasonable public access to technical and policy information used in the development of the regional transportation plan, the transportation improvement program, and other appropriate transportation plans and projects, and conduct open public meetings where matters related to transportation programs are being considered.
- Give adequate public notice of public participation activities and allow time for public review and comment at key decision points, including, but not limited to, approval of the regional transportation plan, the transportation improvement program, and other appropriate transportation plans and projects. If the final draft of any transportation plan differs significantly from the one available for public comment and raises substantially new material issues, which interested parties could not have reasonably foreseen, an additional opportunity for public comment on the revised plan should be made available at the discretion of the MPO.
- Solicit the needs of those underserved by existing transportation systems, including but not limited to the transportation disadvantage, minorities, elderly, persons with disabilities, and low-income households. SAFETEA-LU requires that the MPO should provide reasonable opportunities for affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with a reasonable opportunity to comment on the transportation planning process.

- Provide a public comment period of 45 days prior to the adoption of the Public Participation Plan and/ or any amendments. Notice of the public comment period will be advertised in a newspaper of general circulation.
- Provide a public comment period of 30 days prior to the adoption of the Regional Transportation Plan, the Transportation Improvement Program, the Unified Planning Work Program, any formal amendments, and other appropriate transportation plans and projects. However, while a minimum public comment period of 30 days has been established for the RTP, TIP, UPWP, and Amendments, 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.
- Coordinate the Public Participation Process with statewide Public Participation Processes wherever possible to enhance public consideration of the issues, plans and programs, and reduces redundancies and costs.

5.0 Goals, Objectives, and Policies

Several goals and objectives guide the design, structure, and operation of the Old Colony Public Participation Plan. The MPO should actively engage the public in the transportation planning process according to policies contained in the Public Participation Plan.

Be proactive in seeking input from a broad spectrum of stakeholders and public groups

- This requires a thorough identification of stakeholders and public groups and maintenance of a Transportation Advisory network.
- This requires the use of a variety of communication techniques and various media outlets, such as newspapers, World Wide Web, newsletters, and press releases. In addition to public meetings, input is sought at places of public convenience.
- This requires staff contact and liaisons with a variety of community groups.

Utilize communication techniques that provide early, often, and continuous public input

- This requires open, continuous communication with no lapse in the opportunity for the public to contribute input.

Provide the public with information regarding transportation plans and programs

- Information will be provided in terms that are user friendly and relevant to the public. When possible, information will be provided in languages other than English that are relevant to stakeholders.
- Information will be made readily accessible to the public.
- Information will be available electronically via the World Wide Web.
- Information will be conveyed utilizing visualization techniques.

Provide timely notice regarding plans and programs to allow for public review and comment.

- This requires giving the public ample time for review and comment.

- 30 days for the Unified Planning Work Program, Transportation Improvement Plan, Regional Transportation Plan, and any amendments to the aforementioned plans. However, while a minimum public comment period of 30 days has been established for the RTP, TIP, UPWP, and Amendments, 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.
- 45 days for the Public Participation Plan

Include broad outreach that includes diverse groups and individuals. This requires proactively seeking out the traditionally underserved.

Provide relevant and timely responses to public input. This requires decisions made regarding plans and programs will consider and reflect public input.

Be available to provide general and project specific informing to at a central location during normal business hours and after hours at the request of community interest groups with reasonable notice.

There shall be opportunity for public input during each Old Colony MPO and JTC meeting to gather timely information about transportation issues and processes from interested area citizens, groups, and organizations. The Old Colony MPO shall consider and respond in a timely fashion to all significant public input offered during the planning and development program process including that offered by the JTC.

6.0 Planning Process Description

The transportation planning process analyzes and presents the benefits and impacts of various transportation alternatives such as new highways, changes in the transit system, and movements of goods/freight, airports, waterways, bikeways, or auto free zones. This information is used by decision makers in the selection of preferred solutions to current and anticipated problems.

The Old Colony Metropolitan Planning Organization (MPO) is the transportation planning agency and was created under state and federal laws that require the formation of MPOs in urbanized areas with populations of more than 50,000 in order for surface transportation projects to be eligible for federal Highway Trust Fund dollars.

The Old Colony MPO is responsible for conducting a continuous, cooperative, and comprehensive transportation planning process (3C) for all of the Old Colony Region. It must plan for the movement of both people and goods within the Region by all modes of travel, including highways, public transportation, bicycles, and foot. It also plans for the connections (such as airports, seaports, or bus, railroad, and pipeline terminals) linking these modes or tying the region to the rest of the world.

The Old Colony MPO sets priorities among surface transportation improvement projects within the Region for state or federal funding. In order for them to be eligible for federal funds, federal

law requires that the MPO endorse a transportation improvement program identifying the projects to be implemented.

The State and the Old Colony MPO certify to the FHWA and the FTA that the “3C” Transportation Planning Process is addressing the major issues facing the area and is being developed in accordance with FTA/FHWA regulations governing the implementation of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), EPA regulations governing the implementation of the Clean Air Act of 1990 (CAAA), and fully incorporate the applicable requirements of the 1964 Civil Rights Act and the Americans with Disabilities Act of 1990 (ADA). Approval of federally aided transportation projects is contingent on there being a State/Old Colony MPO certified “3C” Transportation Planning Process in place that refers to a planning process that is “Cooperative, Continuous, and Comprehensive.”

Every four years, the FTA and the FHWA make a “Certification Determination” for the transportation planning process in each urbanized area. In general, Certification means that the planning process “is being conducted in a cooperative, continuous, and comprehensive manner, and has resulted in plans and programs consistent with the comprehensively planned development of the area.”

The Old Colony MPO is responsible for carrying out the urban transportation planning process and for developing and endorsing the Unified Planning Work Program (UPWP), Regional Transportation Plan (RTP), Transportation Improvement Program (TIP), and Public Participation Plan (PPP) for the region. Membership of the Old Colony MPO is as follows:

- The Secretary of the Executive Office of Transportation
- The Commissioner of the Massachusetts Highway Department
- The President of the Old Colony Planning Council
- The Administrator of the Brockton Area Transit Authority
- The Mayor of the City of Brockton
- The Chief Elected Official of Plymouth
- The Chief Elected Official from two (2) communities, other than Brockton or Plymouth, duly elected by the Old Colony Planning Council, to represent locally elected communities. No more, or less, than one representative from towns with populations of 12,000 or below (Avon, Halifax, Hanson, Kingston, Plympton, and West Bridgewater), and, no more, or less, than one representative from towns with populations over 12,000 (Abington, Bridgewater, East Bridgewater, Easton, Pembroke, Stoughton, and Whitman)

The Old Colony Planning Council at a full Council meeting elects the above cited locally elected community officials to the Old Colony MPO. The electoral process is the sole responsibility of the OCPC with full consideration to nominations recommended by the Old Colony Joint Transportation Committee (JTC). This process was approved by the Old Colony MPO in 2003 and is periodically reviewed. The term of office shall be two years. The OCPC and the JTC make every effort to provide for region-wide geographic balance of the communities represented on the Old Colony MPO.

The JTC Chairperson, and one representative each from both the FHWA and the FTA shall be considered ex-officio, non-voting members of the Old Colony MPO. Designees or alternates are typically limited to the persons who are directly responsible and accountable to the official Old Colony MPO member that they are representing.

The members of the Old Colony MPO recognize that transportation planning and programming must be conducted as an integral part of, and consistent with, the comprehensive planning and development process, and that the process must involve the fullest possible participation by state agencies, local governments, private institutions and other appropriate groups.

6.1 Functional Responsibilities of Participating Agencies and Groups

Local Representatives

The local representatives (Brockton, Plymouth, and the locally elected communities) to the Old Colony MPO are responsible for articulating a local government perspective of regional transportation problems and issues, and the needs for the community or agency that they represent, and for the Region as a whole.

Executive Office of Transportation (EOT)

The Executive Office of Transportation (EOT), has the statutory responsibility, under Chapter 6A of the General Laws, to conduct comprehensive planning for and to coordinate the activities and programs of the state transportation agencies.

The EOT assists in organizing and conducting Old Colony MPO meetings, keeping records, and reporting major statewide and inter-regional policies and issues as they develop. The EOT is responsible for making appropriate planning funds available to the OCPC by contract to assist in the implementation of the required planning work program as defined in the approved UPWP. The EOT also provides the necessary data, technical support and staff support required to assist in fulfilling the transportation planning needs of the Old Colony Region and Commonwealth of Massachusetts. The EOT is responsible for making appropriate FTA transit planning funds available to the OCPC by contract to assist in the implementation of the required planning work program as defined in the approved UPWP.

Massachusetts Highway Department (MassHighway)

The Massachusetts Highway Department has the statutory responsibility under Chapter 16 of the General Laws for the construction, maintenance, and operation of state roads and bridges, and serves as the principal source of transportation planning in the Commonwealth. MassHighway is responsible for the continual preparation of comprehensive and coordinated transportation plans and programs.

Old Colony Planning Council (OCPC)

Established by Chapter 332 of the Acts of 1967, OCPC is the regional planning agency for the metropolitan Brockton area. The Council's planning jurisdiction includes the City of Brockton and the towns of Abington, Avon, Bridgewater, East Bridgewater, Easton, Hanson, Halifax, Kingston, Pembroke, Plymouth, Plympton, Stoughton, West Bridgewater and Whitman. The policy board is composed of one delegate and one alternate appointed by a vote of the Board of

Selectmen and Planning Board of each member community. In the case of the City of Brockton, the Mayor appoints the delegate and alternate. The Council is authorized to prepare and revise comprehensive plans. OCPC is recognized by the MPO as the officially designated regional planning agency for the Old Colony MPO Region, having the statutory responsibility for comprehensive planning, including transportation planning. Currently, the Council's areas of major emphasis are economic development, transportation, safety and security, water quality, land use and housing, and elder service planning and ombudsman programs.

The OCPC is responsible for comprehensive regional planning and is the transportation-planning agency for the Old Colony MPO and Old Colony Region. The OCPC maintains qualified transportation planning staff, and is principally responsible for the maintenance of the transportation planning process and for the support and operation of the Joint Transportation Committee and Old Colony MPO.

Brockton Area Transit Authority (BAT)

The Brockton Area Transit Authority, under the provisions of Chapter 161B of the General Laws, has the statutory responsibility to provide mass transportation in the area constituting the authority, and to provide mass transportation service under contract in areas outside the authority.

BAT, in addition to its statutory responsibility for providing mass transportation, assists in obtaining and ensuring input and participation in multimodal transportation planning from local elected officials and the public. BAT actively and consistently participates in the 3C transportation planning and programming process and represents the region's concern for public transportation deficiencies and for solutions to transportation demands and needs.

6.2 Functions of the MPO

The Old Colony MPO develops, reviews, and endorses annually the Unified Planning Work Program, the Transportation Improvement Program, and, the Public Participation Plan. Additionally, the Old Colony MPO develops, reviews, and endorses, at least every four years, a Regional Transportation Plan, with a 20-year horizon; as well as such transportation plans and other products that federal and state laws and regulations may from time to time require.

The Old Colony MPO is the forum for cooperative decision-making involving allocation of federal transportation funding by chief elected officials of general-purpose local governments, regional authorities and agencies, and state agencies in the Old Colony Region.

In the resolution of basic regional transportation policy, the Old Colony MPO seeks and considers the advice of all interested parties and the JTC. The Old Colony Planning Council Transportation Staff provides the JTC with information and analysis in the form of reports, briefings, and discussions concerning their plans, programs, and priorities so that they can carry out their functions in a timely fashion.

The Old Colony MPO appoints the committees it determines necessary to accomplish its business. Committees may consist of Old Colony MPO members, their designees, the JTC, and

transportation providers as appropriate. The Old Colony MPO assigns duties to the committees, as warranted.

6.3 Operation of the Old Colony MPO

The Old Colony MPO meets in the Region at least twice per year and usually more often as may be requested by any one of the Signatories.

The Secretary of EOT or Designee chairs the Old Colony MPO. In the absence of the Chairman, the Vice-Chairman shall chair the meeting. A Vice-Chairman of the Old Colony MPO is elected for a term of two years and shall be elected from among the non-state permanent members of the Old Colony MPO (City of Brockton, Town of Plymouth, Brockton Area Transit Authority, Old Colony Planning Council, and the two locally elected communities). The Old Colony MPO elects other officers as deemed necessary.

Votes of the Old Colony MPO, including those on all certification documents (i.e. TIP, UPWP, RTP, and PPP), Air Quality Conformity Determinations, and compliance with the Americans with Disabilities Act) are by a simple majority vote of those members present and voting, provided that one of the state agencies shall be included in the majority vote.

6.4 Transportation Advisory Group

In order to accomplish the objectives of the 3C process, the Old Colony MPO established a committee known as the Joint Transportation Committee (JTC) to serve as the Transportation Policy Advisory Group for the Old Colony Region, in accordance with earlier agreements. The Old Colony MPO periodically reviews the membership on the Joint Transportation Committee, to provide for a widely representative viewpoint, and to ensure a balanced consideration of transportation issues. Consistent with the provisions of the Memorandum of Understanding, the Joint Transportation Committee adopts by-laws and other procedures as may be necessary to govern its operation. The functions of the JTC are:

- To advise the Old Colony MPO and OCPC on matters of policy affecting the conduct of the 3C transportation planning and programming process for the Region.
- To advise the Old Colony MPO and OCPC on such regional transportation documents as may from time to time be required by state or federal laws and regulations (RTP, TIP, UPWP, and PPP their related adjustments and amendments).
- To provide maximum public participation in the transportation planning and programming process by providing a forum to bring the Old Colony MPO together with other public agencies, elected and appointed officials of cities and towns, and citizens concerned with the transportation planning and programming process; thereby facilitating, wherever possible, the consistency of transportation plans and programs for the Old Colony Region with the policies, priorities, and plans of affected state and regional agencies, local communities, private groups, and individuals within the Old Colony Region.

The JTC includes representatives from each OCPC community, whom are appointed by the Board of Selectmen/Mayor in the community. Membership is open to any interested resident, representative from a transportation provider, or interested group. The JTC meets on the second Thursday of each month at the OCPC office.

The Old Colony MPO provides complete information, timely public notice, and full public access to decisions and documents. It supports early and continuing public involvement in the development and review of its plans and programs. It especially tries to seek out and consider the interests of people whose needs may be not be well served by the existing transportation system, such as low income and minority households and persons with limited personal mobility. To assist with this, OCPC maintains a Transportation Advisory Network (TAN). The TAN is a mailing list of individuals and organizations that have an interest in local transportation issues. The TAN provides a broad community resource for the formation and review of transportation plans, policies and strategies. This network provides key contact persons for outreach efforts, dissemination of information, and informal review and comment to ensure sensitivity to varied community needs, concerns, and interests.

6.5 Planning Products

Public Participation Plan (PPP)

The Public Participation Plan (PPP) identifies strategies employed by the MPO to provide complete information, timely public notice, and full access to key decisions to the public prior to the adoption or amendment of the plans and programs for which the MPO is responsible. This document supports the early and continuing involvement of the public in the MPO process, as required by federal law.

Unified Planning Work Program (UPWP)

The Unified Planning Work Program (UPWP) describes and provides budgetary information for the transportation planning tasks and activities, which are to be conducted in the region during the coming year. The planning activities are organized first by work element in a format that will allow efficient administration, management, and reporting.

Regional Transportation Plan (RTP)

The Regional Transportation Plan (RTP) is based on the principles of Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). The RTP provides a document and a process that will meet the challenges of preserving and expanding the transportation system. The Plan addresses a twenty-year planning horizon and includes both short and long range strategies/actions that lead to the development of an integrated intermodal transportation system that facilitates the efficient movement of people and goods.

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.

Transportation Improvement Program (TIP)

The Transportation Improvement Program (TIP) is a listing of transportation projects proposed for implementation during the next five federal fiscal years. Projects listed in the TIP include those in the short range element of the RTP. In the TIP, projects are classified under federal and non-federal funding categories and assigned a local priority. The TIP describes the project as well as its projected costs and funding sources.

An Adjustment is a minor Amendment. The Adjustment procedure requires an administrative action (the change), JTC advice, and MPO signatory notification of the change.

7.0 Public Participation Techniques

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. Legal advertisements are not a panacea for public participation. With that in mind, the staff engages the public to the maximum extent possible. Various strategies were deployed, documented and evaluated.

7.1 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 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.

Benefits and Burdens

Examples of the Benefits considered during the development of this TIPs and RTPs are:

- Mobility
- Accessibility
- Infrastructure condition
- Environment
- Reliability
- Safety
- Security
- Load factors
- Efficiency

Examples of the Burdens potentially considered during the development of TIPs and RTPs are:

- 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.
- The denial of, reduction in, or significant delay in the receipt of, benefits of programs, policies, or activities.

7.2 Public Outreach Activities

Whenever possible, the public involvement process coordinates with statewide public involvement processes in order to enhance public consideration of issues, plans and programs, and to maximize citizen involvement.

The MPO keeps the public informed of on-going transportation related activities on a continuous basis by making all publications and work products available electronically via its web site. The staff is available to provide general and project specific information during normal business hours and after hours at the request of community interest groups with reasonable notice.

Public participation is an ongoing activity and an integral part of one-time activities, such as corridor studies, and regularly repeated activities, such as the annual Transportation Improvement Program process and long range Transportation Plan updates. The following public participation techniques may be used concurrently or individually as the situation dictates.

Public Comments

- Public comments will be incorporated into documents and presented to the MPO for acceptance.
- Comments may be received by fax, mail, email, or verbally at public meetings.
- Substantive changes to the RTP or TIP, because of comments received, should cause a revised document and additional comment period that follows the same procedure as the initial comment period.

Public Meetings

- All public meetings shall be held in accessible locations.
- Public meetings may be combined with other regularly scheduled meetings, as long as it is listed in a mailed meeting agenda.

Website

- A website will be maintained and provide for access to information and opportunities for public comment.

Visualization Techniques

- Charts
- Graphs
- Aerial Photography
- Maps
- Use of GIS systems
- Artist renderings

- Physical models
- Computer simulation

Other Media

- Direct Mailings
- Press Releases
- Legal Advertisements
- Public Hearings
- Surveys
- Cable Access Television
- Radio
- Newspapers

Public Information Forums

- Regional Malls
- Intermodal Transportation Centers

8.0 Evaluation

The MPO shall perform periodic reviews of the PPP to evaluate the public's involvement, education and feedback regarding transportation issues in the region with an emphasis on the success obtained in engaging minority and low-income populations.

APPENDIX A
OLD COLONY METROPOLITAN PLANNING ORGANIZATION
MEMORANDUM OF UNDERSTANDING

*MEMORANDUM OF UNDERSTANDING
RELATING TO THE
COMPREHENSIVE, CONTINUING, AND COOPERATIVE
TRANSPORTATION PLANNING AND PROGRAMMING PROCESS FOR
THE OLD COLONY METROPOLITAN PLANNING ORGANIZATION*

By and Between the

*MASSACHUSETTS DEPARTMENT OF TRANSPORTATION,
OLD COLONY PLANNING COUNCIL,
BROCKTON AREA TRANSIT AUTHORITY,
THE MAYOR OF BROCKTON,
THE CHIEF ELECTED OFFICIAL OF PLYMOUTH, AND
THE CHIEF ELECTED OFFICIAL FROM TWO (2) COMMUNITIES, OTHER THAN
BROCKTON OR PLYMOUTH, DULY ELECTED BY THE OLD COLONY PLANNING
COUNCIL, TO REPRESENT LOCALLY ELECTED COMMUNITIES, AS PRESCRIBED
UNDER THE PROVISIONS OF THIS MOU DOCUMENT*

MARCH 2011

1. INTRODUCTION

WHEREAS, the Massachusetts Department of Transportation (MassDOT) formerly the Executive Office of Transportation and Construction (EOT), has the statutory responsibility, under Chapter 25 of the Acts of 2009, An Act Modernizing the Transportation Systems of the Commonwealth, to conduct comprehensive planning for and to coordinate the activities and programs of the state transportation agencies; and,

WHEREAS, the Massachusetts Department of Transportation-Highway Division (MassDOT-Highway Division) formerly the Massachusetts Highway Department, has the statutory responsibility under Chapter 25 of the Acts of 2009, An Act Modernizing the Transportation Systems of the Commonwealth for the construction, maintenance and operation of state roads and bridges and serves as the principal source of transportation planning in the Commonwealth and is responsible for the continual preparation of comprehensive and coordinated transportation plans and programs; and,

BE IT RESOLVED that existing references in the Memorandum of Understanding authorizing activities of the Old Colony Metropolitan Planning Organization to the Executive Office of Transportation be assumed to refer instead to the Office of Planning and Programming of the Massachusetts Department of Transportation; and

BE IT FURTHER RESOLVED existing references in the Memorandum of Understanding authorizing activities of the Old Colony Metropolitan Planning Organization to the Massachusetts Highway Department be assumed to refer instead to the Highway Division of the Massachusetts Department of Transportation.

WHEREAS, the Old Colony Planning Council, hereinafter called OCPC is recognized by the MPO as the officially designated regional planning agency for the Old Colony Region and has

the statutory responsibility for comprehensive planning, including transportation planning, as provided under the provisions of Chapter 40B of the Massachusetts General Laws and, in addition, is comprised of the chief executive or designee of each of its 15 member local governments; and,

WHEREAS, the Brockton Area Transit Authority, hereinafter called BAT, under the provisions of Chapter 161B of the General Laws, has the statutory responsibility for providing mass transportation by other operators in the area of constituting the authority, to provide mass transportation service under contract in areas outside the authority, and to prepare a program for public mass transportation which includes long and short range planning elements together with implementation schedules for mass transportation improvements; and,

WHEREAS, an organization named the Joint Transportation Committee (JTC) was created by OCPC, under the direction of the Old Colony MPO, to advise the MPO members on policy matters concerning transportation plans and programs, and to provide maximum public participation in the transportation planning and programming process; and,

WHEREAS, the EOTC, the Massachusetts Department of Public Works (now the Massachusetts Highway Department) and the OCPC on June 1, 1972 signed a Memorandum of Understanding agreeing to work together in undertaking the comprehensive, continuing, and cooperative transportation planning process (3C process), required by the United States Department of Transportation under the provisions of Section 134 of Title XXIII of the United States Code, as amended, and those of Section 4 (a) of the Urban Mass Transportation Act of 1964, as amended, and creating the Joint Transportation Committee; and,

WHEREAS, the Governor of the Commonwealth, in response to the provisions of the Intermodal Surface Transportation Efficiency Act of 1991 (CFR 23 Part 450 and 49 CFR Part 613) as amended, as well as the successor Transportation Equity Act for the 21st Century (TEA-21) signed into law as PL 105-178 on June 8, 1998, and the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) signed into law as PL 109-59 on August 10, 2005, and rules and regulations related thereto, and in view of the responsibility for the transportation planning and programming process of the four parties to this agreement, hereinafter referred to as the MPO, previously designated representative from these parties to be the Metropolitan Planning Organization (MPO) for the Old Colony Region; and,

WHEREAS, Section 450.108 of Title 23 of the Code of Federal Regulations provides that, to the extent possible, there be one agreement containing the understandings required by this section with respect to cooperatively carrying out transportation planning and programming among the MPO, State, publicly owned operators of mass transportation services; and,

WHEREAS, the members of the Old Colony MPO recognize that transportation planning and programming must be conducted as an integral part of, and consistent with, the comprehensive planning and development process, and that the process must involve the fullest possible participation by state agencies, local governments, private institutions and other appropriate groups; and,

WHEREAS, in 2002 there was a shared interest and desire on the part of the four signatories to this MOU to expand the membership of the Old Colony MPO to eight (8) signatories in order to

enhance the participation and perspective of the variety of local governments comprising the Old Colony Region

NOW, THEREFORE, the Signatories hereto jointly agree as follows:

2. COMPOSITION OF THE OLD COLONY MPO

The voting members of the Old Colony Metropolitan Planning Organization shall, upon execution of this MOU document, consist of the following officials or their designees:

- The Secretary of the Massachusetts Department of Transportation
- The Administrator of the Massachusetts Department of Transportation Highway Division
- The President of the Old Colony Planning Council
- The Administrator of the Brockton Area Transit Authority
- The Mayor of the City of Brockton
- The Chief Elected Official of Plymouth
- The Chief Elected Official from two (2) communities, other than Brockton or Plymouth, duly elected by the Old Colony Planning Council, to represent locally elected communities, as prescribed under the provisions of this MOU document.

The Old Colony Planning Council at a full Council meeting shall elect via a simple majority vote, the above-cited locally elected community officials to the Old Colony MPO. The electoral process shall be the sole responsibility of the OCPC with full consideration to nominations recommended by the Old Colony Joint Transportation Committee (JTC). This process shall be approved by the Old Colony MPO and periodically reviewed. The term of office shall be two years. The OCPC and the JTC shall make every effort to provide for region-wide geographic balance of the communities represented on the Old Colony MPO.

In addition, the Joint Transportation Committee (JTC) Chairperson, and one representative each from both the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) shall be considered *ex-officio*, non-voting members of the Old Colony MPO. Designees or alternates are limited to the persons who are directly responsible and accountable to the official Old Colony MPO member that they are representing.

3. FUNCTIONS OF THE OLD COLONY MPO

- A. The Old Colony MPO shall develop, review, and endorse annually a Unified Planning Work Program (UPWP); and a Transportation Improvement Program (TIP). Additionally, the Old Colony MPO shall develop, review, and endorse at least every four years a Regional Transportation Plan, with a 20-year horizon; as well as such transportation plans and programs as may from time to time be required by federal and state laws and regulations.

- B. The Old Colony MPO shall be the forum for cooperative decision-making by principal elected officials of general-purpose local governments in the Old Colony Region.
- C. In the resolution of basic regional transportation policy, the Old Colony MPO shall seek and consider the advice of all interested parties and the JTC. The Old Colony Planning Council Transportation Staff shall provide the JTC with information and analysis in the form of reports, briefings, and discussions concerning their plans, programs, and priorities so that the JTC can carry out its functions in a timely fashion.
- D. The Old Colony MPO may appoint the committees it determines necessary to accomplish its business. Committees shall consist of Old Colony MPO members, their designees, the JTC, and transportation providers as appropriate. The Old Colony MPO shall assign duties to the committees.

4. OPERATION OF THE OLD COLONY MPO

- A. The Old Colony MPO shall meet in the Region at least once per year or more often as deemed necessary.
- B. The Secretary of MassDOT or Designee shall chair the Old Colony MPO. In the absence of the Chairman, the Vice-Chairman shall chair the meeting. A Vice-Chairman of the Old Colony MPO shall be elected for a term of two years and shall be elected from among the non-state permanent members of the Old Colony MPO (City of Brockton, Town of Plymouth, Brockton Area Transit Authority, and Old Colony Planning Council). The Old Colony MPO may elect other officers as deemed necessary.
- C. A quorum of the Old Colony MPO shall consist of five (5) voting members. Lack of a quorum shall not prevent an officially called meeting from coming to order, discussing agenda items, and, if agreed to by a majority of voting members in attendance, continuing later. Votes of the Old Colony MPO, including those on all regional certification documents (i.e. the Transportation Improvement Program (TIP), the Regional Transportation Plan (RTP), the Unified Planning Work Program (UPWP), Air Quality Conformity Determinations, compliance with the Americans with Disabilities Act (ADA), shall be by simple majority vote, provided that a quorum is present, and that the affected implementation agency (MassDOT – Highway Division for highway and bridge projects, BAT for regional transit projects, and MassDOT for commuter rail projects) is included in the affirmative vote.

5. RESPONSIBILITIES OF EACH SIGNATORY

- A. The MassDOT will be responsible for the organizing and conducting Old Colony MPO meetings, including keeping records, reporting major statewide and inter-

regional policies, and issues as they develop and generally provide leadership for Old Colony MPO. The MassDOT will be responsible for making appropriate FTA transit planning funds available to the OCPC by contract to assist in the implementation of the required planning work program as defined in the approved UPWP.

- B. The MassDOT, through the Office of Transportation Planning, , will be responsible for making appropriate planning funds available to the OCPC by contract to assist in the implementation of the required planning work program as defined in the approved UPWP. The Office of Transportation Planning will also provide the necessary data, technical support, and staff support required to assist in fulfilling the transportation planning needs of the Old Colony Region and Commonwealth of Massachusetts.
- C. The OCPC shall be responsible for comprehensive regional planning and shall be the transportation planning agency for the Old Colony MPO and Old Colony Region. The OCPC shall maintain qualified transportation planning staff, subject to the availability of federal and state funds, and be responsible for the operation and maintenance of the 3C transportation planning process, and shall conduct transportation planning on behalf of the Old Colony MPO, and shall be principally responsible for the support and operation of the Joint Transportation Committee and Old Colony MPO.
- D. The BAT, in addition to its statutory responsibility of providing mass transportation will assist in obtaining and ensuring input and participation in multimodal transportation planning from local elected officials and the public. The BAT will actively participate in the 3C transportation planning and programming process and will represent the region's concern for public transportation needs and solutions to transportation problems and needs.
- E. The local representatives (Brockton, Plymouth, and the locally elected communities) to the Old Colony MPO shall be responsible for articulating a local government perspective of regional transportation problems and the needs for the community or agency for which they represent on the Old Colony MPO.

6. THE OBJECTIVES OF THE 3C PROCESS

- A. The 3C process is a comprehensive continuing, cooperative transportation planning, and programming process resulting in plans and programs consistent with the comprehensive planning objectives of the Old Colony Region.
- B. The 3C process is comprehensive, including the effective integration of the various stages and levels of transportation planning and programming for the entire Old Colony Region and examining all modes to assure a balanced planning and programming effort. There is a simultaneous analysis of various related non-transportation elements, such as land use, economics, environmental resources, and

population, to assure consistency within a total comprehensive planning and programming process.

- C. The 3C process is continuing, affirming the necessity to plan for the short and long range, emphasizing the iterative character of the progression from systems planning to project planning and programming and implementation and the necessity for re-evaluating data and plans.
- D. The 3C process is cooperative, requiring effective coordination among public officials at all levels of government, and inviting the wide participation of all parties, public or private, at all stages of the transportation planning process. A key objective of the process is to resolve transportation issues by providing a forum for the resolution of issues. At the same time, the process is not intended to operate, and cannot operate, to dilute the ultimate authority or responsibility of those state, regional or local public officials or agencies who, pursuant to statute or under contract, develop, review and/or implement transportation plans, programs and projects.
- E. The 3C process is intermodal and is intended to help provide the Region with the ability to maintain, manage, and operate a multimodal transportation system that provides a high level of mobility and safety for people and freight consistent with fiscal and environmental resources.

7. FUNCTIONS OF THE JOINT TRANSPORTATION COMMITTEE

In order to accomplish the objectives of the 3C process; the MPO has established a special committee known as the Joint Transportation Committee to serve as the Transportation Policy Advisory Group for the Old Colony Region, in accordance with earlier agreements. The functions of the Joint Transportation Committee are:

- A. To advise the Old Colony MPO on matters of policy affecting the conduct of the 3C transportation planning and programming process for the Region.
- B. To advise the Old Colony MPO on such regional transportation documents as may from time to time be required by state or federal laws and regulations.
- C. To provide maximum participation in the transportation planning and programming process by providing a forum to bring the Old Colony MPO together with other public agencies, elected and appointed officials of cities and towns, and citizens concerned with the transportation planning and programming process; thereby facilitating, wherever possible, the consistency of transportation plans and programs for the Old Colony Region with the policies, priorities, and plans of affected state and regional agencies, local communities, private groups and individuals within the Old Colony Region. The Old Colony MPO shall annually determine the membership on the Joint Transportation Committee in a manner that will provide for a widely representative viewpoint and ensure a balanced consideration of transportation issues. Consistent with the provisions of this Memorandum of Understanding the Joint

Transportation Committee shall adopt by-laws and other procedures as may be necessary to govern its operation.

8. STAFF AND FINANCIAL RESOURCES FOR PLANNING

Old Colony Planning Council shall be the principal provider of transportation planning services to the Old Colony MPO. From time to time, other parties may provide additional resources through the state planning program and other resources. All transportation planning work undertaken by the OCPC staff shall be in an approved UPWP.

9. EFFECT AND REVIEW OF THE MEMORANDUM

This Memorandum grows out of and supersedes the Memorandum of December 19, 2002, and shall become effective upon the date of the signatures of the Secretary of MassDOT, the President of OCPC, the Administrator of BAT, the Mayor of Brockton, the Chief Elected Official of Plymouth, and the Chief Elected Officials from Two (2) Communities, other than Brockton or Plymouth, duly elected by the Old Colony Planning Council. The Signatories shall review the contents of this Memorandum at least every three years at a minimum, and make appropriate changes as may be mutually agreeable, and record the results of the review in the minutes of the meeting at which the review is conducted.

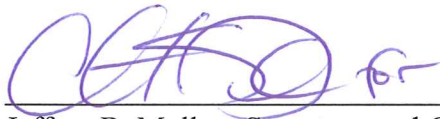
10. CONCERNING MUNICIPAL RECOGNITION OF THIS AGREEMENT

The undersigned acknowledge that the OCPC and the Old Colony MPO must maintain continuing recognition from the Old Colony region's communities for the purposes, objectives, and functions of the transportation and programming process, and the mechanisms required implementing this agreement. To help achieve these continuing recognitions, the MOU shall be reviewed and reaffirmed at least every three years by the members of the Old Colony MPO, with the advice of the JTC. During each review, the document shall be circulated between the mayor(s), and boards of selectmen of the Old Colony region for their review and comment.

11. EXECUTION

The undersigned recognize the complexity of the transportation planning and programming process and will endeavor to ensure that all personnel involved in their jurisdiction will cooperate fully in carrying out the intent and provisions of this Memorandum of Understanding, and any amendments or additions agreed to by the signatories, such to be in the form of Old Colony MPO approved attachments.

Signatory Certification:

 for

Jeffery B. Mullan, Secretary and CEO
Massachusetts Department of Transportation

Jeffrey

15 Mar 2011

Date



Reinald Ledoux, Jr., Administrator
Brockton Area Transit

March 15, 2011

Date

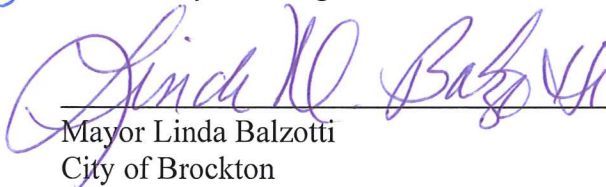


Robert B. Moran, President
Old Colony Planning Council

for

3/15/2011

Date



Mayor Linda Balzotti
City of Brockton

3/15/2011

Date



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

for

3/15/2011

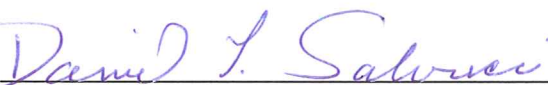
Date



Eldon Moreira
Chairman, Board of Selectmen, West Bridgewater

3/15/11

Date



Daniel Salvucci
Vice Chairman, Board of Selectmen, Whitman

3/15/11

Date

APPENDIX B
COORDINATION MEMORANDUM OF UNDERSTANDING

THE COMMONWEALTH of MASSACHUSETTS

**METROPOLITAN PLANNING ORGANIZATION
MEMORANDUM of UNDERSTANDING**

by and between

BOSTON METROPOLITAN PLANNING ORGANIZATION,

MERRIMACK VALLEY METROPOLITAN PLANNING ORGANIZATION,

NORTHERN MIDDLESEX METROPOLITAN PLANNING ORGANIZATION,

OLD COLONY METROPOLITAN PLANNING ORGANIZATION,

SOUTHEASTERN MASSACHUSETTS METROPOLITAN PLANNING ORGANIZATION,

concerning

**THE EFFECT of the URBANIZED AREA DESIGNATIONS of the 2000 CENSUS
on CERTIFICATION REQUIREMENTS
in METROPOLITAN PLANNING ORGANIZATIONS**

WHEREAS, the United States Bureau of the Census has designated urbanized areas in accordance with the 2000 Census; and

WHEREAS, the Boston Urbanized Area has been expanded as a result of the 2000 Census, and now incorporates portions of contiguous existing Metropolitan Planning Organizations; and

WHEREAS, the Metropolitan Planning Organizations conduct a continuing, comprehensive and cooperative transportation planning process as provided for by the Transportation Equity Act for the 21st Century, Section 3004 and Section 1203; and

WHEREAS, the Governor of the Commonwealth, in response to the provisions of Title 23 CFR and Title 49 CFR federal planning regulations, has designated the parties to this agreement to be the Metropolitan Planning Organizations for the regions within the Boston Urbanized Area; and

WHEREAS, the Regional Planning Agencies are recognized by the Metropolitan Planning Organizations (MPO) as having statutory responsibility for comprehensive planning including transportation planning, as provided for under Massachusetts General Laws and, in the Boston region, the Central Transportation Planning Staff provides primary staff support to the Boston Metropolitan Planning Organization; and

WHEREAS, the current regional planning area boundaries will be maintained, and the Metropolitan Planning Organizations will continue transportation planning activities within these boundaries; and

WHEREAS, the five Metropolitan Planning Organizations in the Boston Urbanized Area will undertake continuing transportation planning activities to promote coordinated and comprehensive transportation plans and programs and will strive for consistency in plans and policies for the transportation system in the Boston Urbanized Area; and

NOW THEREFORE, this Memorandum of Understanding reflects the intent of the affected Massachusetts Metropolitan Planning Organizations within the Boston urbanized area to coordinate transportation planning by and between each of the signatory MPOs and the Boston MPO as follows:

- 1. Membership by each signatory MPO to a contiguous signatory MPO regional transportation advisory committee**
- 2. Provision of draft certification documents and other relevant planning documents**
- 3. Notification of meetings and other relevant activities identified in their respective Public Participation Programs**
- 4. Invitation to attend Metropolitan Planning Organization meetings**
- 5. Modification of respective MPO Memoranda of Understanding to include a representative of the adjoining Metropolitan Planning Organization to participate as an ex-officio, non-voting member**

Signed:



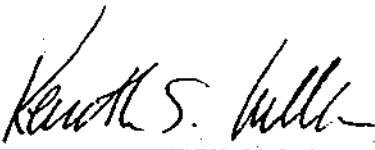

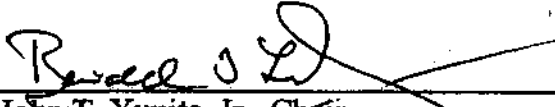
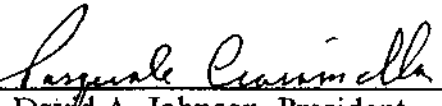
**Dennis DiZoglio, Chairman
Boston Metropolitan Planning Organization
Transportation Planning & Programming Committee**

**Old Colony
Metropolitan Planning Organization**

**CERTIFICATION OF THE
MEMORANDUM OF UNDERSTANDING**

This is to certify that the signatories of the Old Colony Metropolitan Planning Organization (OCMPO), at its MPO meeting on September 9, 2003, hereby approves and endorses the Memorandum of Understanding concerning the effect of the Urbanized Area Designations of the 2000 Census on Certification Requirements in MPOs.

Signatory Certification:

for	 _____ Daniel A. Grabauskas, Secretary Executive Office of Transportation & Construction	9/9/03 _____ Date
for	 _____ John Cogliano, Commissioner Massachusetts Highway Department	9/9/03 _____ Date
w	 _____ John T. Yunits, Jr., Chair Brockton Area Transit Authority	9.9.03 _____ Date
for	 _____ David A. Johnson, President Old Colony Planning Council	9-9-03 _____ Date



**MERRIMACK VALLEY METROPOLITAN
PLANNING ORGANIZATION
ENDORSEMENT**

**METROPOLITAN PLANNING
ORGANIZATION MEMORANDUM OF
UNDERSTANDING**

Stephen L. Colyer
Chairman

Robert Lavole
Vice Chairman

Alex Evangelista
Secretary

Kevin Hagerty
Treasurer

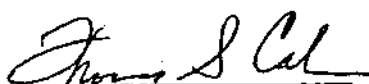
Richard Borden
Asst. Treasurer


Gaylord Burke
Executive Director

Serving the
communities of:

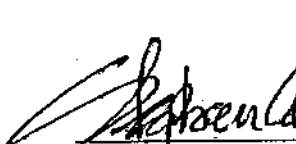
- Amesbury
- Andover
- Boxford
- Georgetown
- Groveland
- Haverhill
- Lawrence
- Merrimac
- Methuen
- Newbury
- Newburyport
- North Andover
- Rowley
- Salisbury
- West Newbury

We, the undersigned Council of Signatories for the Merrimack Valley Metropolitan Planning Organization hereby endorse the attached **Metropolitan Planning Organization Memorandum of Understanding** by and between the Boston, Merrimack Valley, N Middlesex, Old Colony and Southeastern Massachusetts Metropolitan Planning Organizations concerning the effect of the urbanized area designation of the 2000 Census Certification requirements in Metropolitan Planning Organizations.



Thomas Cahir
Assistant Secretary - EOTC


Ted Van Nahl
Chairman - MVRTA Advisory Board


John J. Guerin
Mayor of Haverhill


Stephen Colyer
Chairman - MVPC

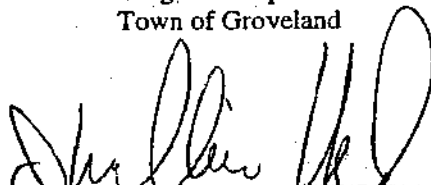

John Cogliano
Commissioner - MHD


Michael J. Sullivan
Mayor of Lawrence

Greg Labrecque
Town of Groveland

Bruce Saunders
Newbury Selectmen

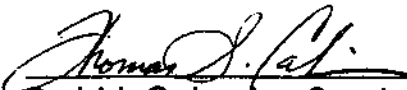
Alan Lavender
City of Newburyport


William Hmurciak
Town of North Andover

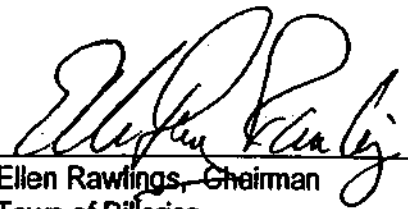
NORTHERN MIDDLESEX METROPOLITAN PLANNING ORGANIZATION

**ENDORSEMENT OF THE METROPOLITAN PLANNING ORGANIZATION
MEMORANDUM OF UNDERSTANDING CONCERNING THE EFFECT OF THE URBANIZED AREA
DESIGNATIONS OF THE 2000 CENSUS ON CERTIFICATION REQUIREMENTS**


This document will certify that the Northern Middlesex Metropolitan Planning Organization, at its meeting of September 4, 2003, hereby approves the endorsement of the Metropolitan Planning Organization Memorandum of Understanding Concerning the Effect of the Urbanized Area Designations of the 2000 Census on Certification Requirements. The MOU is being endorsed in accordance with the 3C Transportation Planning Process.


for Daniel A. Grabauskas, Secretary
Executive Office of Transportation
and Construction

9/04/03
Date


Ellen Rawlings, Chairman
Town of Billerica

9/04
Date


not John Cogliano, Commissioner
Massachusetts Highway Department

9/4/03
Date


Daniel Tenczar, City Councillor
City of Lowell

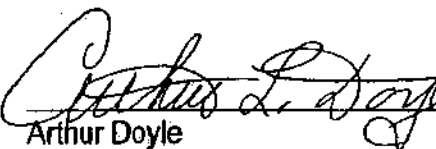
9/4
Date


Jimmy B. Good, Chairman
Lowell Regional Transit Authority

9/4/03
Date

Thomas Moran, Selectman
Town of Chelmsford

Date



Arthur Doyle
Billerica Representative
Lowell Regional Transit Authority

9/4/03
Date

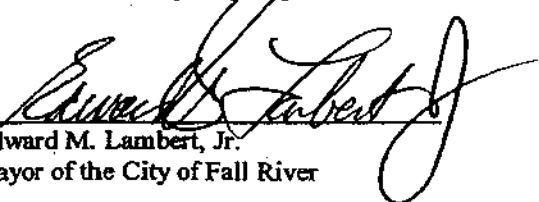
**SOUTHEASTERN MASSACHUSETTS METROPOLITAN PLANNING ORGANIZATION
SRPEDD**

**SMMPO CERTIFICATION OF THE
MEMORANDUM OF UNDERSTANDING**

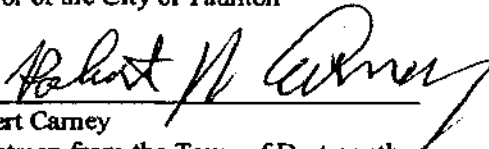
The Southeastern Massachusetts Metropolitan Planning Organization (SMMPO) hereby certifies that it endorses the Memorandum of Understanding concerning the effect of the Urbanized Area Designations of the 2000 Census on Certification Requirements in MPOs.


for Daniel A. Grabuaskas, Secretary
Executive Office of Transportation and Construction


for John Cogliano, Commissioner
Massachusetts Highway Department



Edward M. Lambert, Jr.
Mayor of the City of Fall River

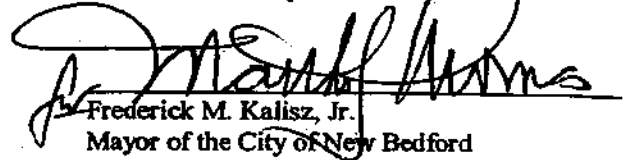
Thaddeus M. Strojny
Mayor of the City of Taunton

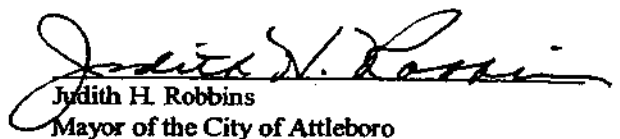

Robert Carney
Selectman from the Town of Dartmouth

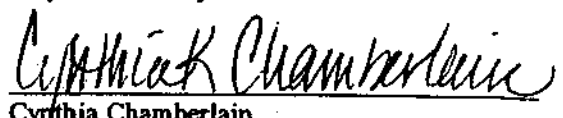
Robert Kimball, Jr.
Selectman from the Town of Norton

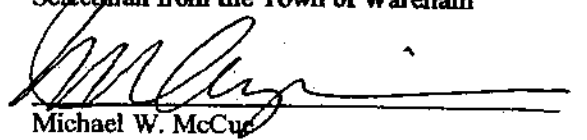
Louis D. Pettine, Administrator
Southeastern Regional Transit Authority

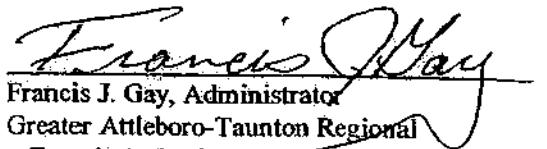

Lorri-Ann Miller, Chairman
Southeastern Regional Planning and
Economic Development District


Frederick M. Kalisz, Jr.
Mayor of the City of New Bedford


Judith H. Robbins
Mayor of the City of Attleboro


Cynthia Chamberlain
Selectman from the Town of Wareham

for 
Michael W. McCue
Selectman from the Town of Mansfield


Francis J. Gay, Administrator
Greater Attleboro-Taunton Regional
Transit Authority

The Signatories of the SMMPO (or their designees) took this action at a public meeting of the MPO on September 3, 2003.



Mitt Romney
Governor

Kerry Healey
Lieutenant Governor

The Commonwealth of Massachusetts
Executive Office of Transportation and Construction

Ten Park Plaza, Boston, MA 02116-3969

Office of the Secretary

February 4, 2004

Daniel A. Grabauskas
Secretary of Transportation

Richard Doyle
Regional Administrator
Federal Transit Administration
55 Broadway - 9th floor
Cambridge, Massachusetts 02142

Dear Mr. Doyle:

As Secretary of Transportation and Chairman of the Commonwealth's Metropolitan Planning Organizations, I am pleased to transmit the signed Memorandum of Understanding (MOU) specifying coordination activities for the following MPOs:

- Boston Region
- Merrimack Valley
- Northern Middlesex
- Old Colony
- Southeast Massachusetts

As you know, with the expansion of urbanized areas resulting from the 2000 U.S. Census, five of our Metropolitan Planning Organizations share some or all of the Boston urbanized area. This has resulted in a new era of cooperation and coordination of transportation planning. In this regard and in conformance with federal regulations, the MOU establishes procedures to assure that planning activities are coordinated among these MPOs.

In closing, I would like to acknowledge the assistance provided by your staff on this issue. In particular, Andy Motter was quite helpful in facilitating this process.

If you have any questions, please call me or Kenneth S. Miller, P.E., Director of the Bureau of Transportation planning and Development at (617) 973-8064.

Sincerely,


Daniel A. Grabauskas
Secretary of Transportation



cc: Astrid Glynn, Deputy Secretary
Thomas Cahir, Assistant Secretary
John Cogliano, Commissioner
Luisa Paiewonsky, Deputy Commissioner
Kenneth S. Miller, P.E., Director, BTPD
David Mohler, Deputy Director
David M. Luce, Manager, MPO Activities
MPO Liaison
Dennis DiZoglio, Chair, Boston MPO TPPC
Edward Silva, FHWA
Andrew Motter, FTA

APPENDIX C
GLOSSARY OF TERMS

TRANSPORTATION GLOSSARY

Term	Definition
2.2	- Average number of trips per week (per household) to grocery stores.
44,000	- Average square footage of a grocery store in the United States.
\$ 535.4 Billion	- Annual grocery sales in the United States (2002).
10 Principles for successful development around transit	- Includes: Creating a flexible, realistic vision and focusing on its implementation; Focusing public/ private partnerships to develop strategies and implement change; Planning for development when planning transit stations; Determining the optimal number of parking spaces to support the transit station and surrounding development; Turning a transit station into a great place that attracts the community and business; Getting the right mix of retail development; Including a variety of mixed use projects along a transit line; Making bus travel more appealing; Encouraging an assortment of price points; and, Engaging the corporate community in understanding how its locational decisions affect the whole transportation system, as well as its employees' transportation choices.
10 Principles to rebuild neighborhood retail	- Great streets need great champions; It takes a vision; Think residential; Honor the pedestrian; Parking is power; Merchandise and lease proactively; Make it happen; Be clean, safe, and friendly; Extend the day into the night; and, Manage for change
23 CFR 420	- Planning and Research Program Administration
23 CFR 450	- Planning Assistance and Standards
3C Process	- A Continuing, Comprehensive transportation planning process carried out Cooperatively by states and local communities.
49 U.S.C. section 5307	- An urbanized area formula program and provides operating assistance and capital assistance for Brockton Area Transit Authority(BAT). Capital assistance may be used for, but not limited to the purchase of supplies, vans, and underground storage tanks.
49 U.S.C. section 5309	- A capital program and provides capital assistance for Brockton Area Transit Authority (BAT).
49 U.S.C. section 5310	- The Elderly and Persons with Disabilities Program and provides capital assistance to private non-profit service carriers.
49 U.S.C. section 5311	- Program provides funding for public transportation in nonurbanized areas.
8-Hour Ozone National Ambient Air Quality Standards	- The 8-hour ozone national ambient air quality standard codified at 40 CFR 50.10.
Access Management	- Control of movement onto highways. Strategies include restricting the intersections and interchanges of other streets and highways, restricting or limiting the number of driveways or controlling these entrance points in some manner, as with traffic signs or signals.
Accessibility	- Ability to reach a destination or use a facility or service without being impeded by physical or other barriers due to auditory, visual, mobility, or cognitive disabilities.
Accident	- An incident involving a moving vehicle. Includes collisions with a vehicle, object, or person (except suicides) and derailment/left roadway. Occurrence in a sequence of events that produces unintended injury, death or property damage. Accident refers to the event, not the result of the event.
Advance Construction	- States or local governments independently raise upfront capital required for a federally approved project and preserve eligibility for future federal-aid reimbursement for that project. At a later date, the state can obligate federal-aid highway funds for reimbursement of the federal share. This tool allows states to take advantage of access to a variety of capital sources, including its own funds, local funds, anticipation notes, revenue bonds, bank loans, etc., to speed project completion.
Advertising	- Invitations to bid on construction projects are announced to the public in weekly advertisements taken in state and locally circulated newspapers. Projects are also announced on the state website, www.comm-pass.com.
Air Quality Conformity	- The link between air quality planning and transportation planning
Alcohol Concentration (AC)	- The concentration of alcohol in a person's blood or breath. When expressed as a percentage it means grams of alcohol per 100 milliliters of blood or grams of alcohol per 210 liters of breath. (49CFR383)
Allocation	- An administrative distribution of funds for programs that do not have statutory distribution formulas.
Alternative Fuels	- The Energy Policy Act of 1992 defines alternative fuels as methanol, denatured ethanol, and other alcohol; mixtures containing 85 percent or more (but not less than 70 percent as determined by the Secretary of Energy by rule to provide for requirements relating to cold start, safety, or vehicle functions) by volume of methanol, denatured ethanol, and other alcohols with gasoline or other fuels. Includes compressed natural gas, liquid petroleum gas, hydrogen, coal-derived liquid fuels, fuels other than alcohols derived from biological materials, electricity, or any other fuel the Secretary of Energy determines by rule is substantially not petroleum and would yield substantial energy security and environmental benefits.
American Association of State Highway & Transportation Official (AASHTO)	- A nonprofit, nonpartisan association representing highway and transportation departments in the 50 states, the District of Columbia and Puerto Rico. It represents all five transportation modes: air, highways, public transportation, rail and water. Its primary goal is to foster the development, operation and maintenance of an integrated national transportation system.
American Institute of Certified Planners (AICP)	- The American Planning Association's professional institute that provides recognized leadership nationwide in the certification of professional planners, ethics, professional development, planning education, and the standards of planning practice.
American Planning Association (APA)	- A nonprofit public interest and research organization committed to urban, suburban, regional, and rural planning. APA and its professional institute, the American Institute of Certified Planners, advance the art and science of planning to meet the needs of people and society.
American Public Transportation Association (APTA)	- Acting as a leading force in advancing public transportation, APTA serves and leads its diverse membership through advocacy, innovation, and information sharing to strengthen and expand public transportation.
Americans with Disabilities Act (ADA)	- 1990 federal act provides a framework and approach for ending discrimination in employment and access to services against persons with disabilities. The goals of the ADA are to assure that persons with disabilities have equality of opportunity, a chance to fully participate in society, are able to live independently, and can be economically self-sufficient.

TRANSPORTATION GLOSSARY

Term	Definition
Amtrak	- Operated by the National Railroad Passenger Corporation, this rail system was created by the Rail Passenger Service Act of 1970 (Public Law 91-518, 84 Stat. 1327) and given the responsibility for the operation of intercity, as distinct from suburban, passenger trains between points designated by the Secretary of Transportation.
Analysis of Alternatives	- Understanding how the transportation system and its components work such as information on the costs, benefits and impacts of potential changes to the system.
Annual Funding Agreement	- A negotiated annual written funding agreement between a Self-Governance Indian Tribal Government (ITG) and the Secretary of the Interior, authorizing the ITG to plan, conduct, consolidate, and administer programs, services, functions, and activities or portions thereof previously administered by the Department of the Interior through the BIA, and other programs for which appropriations are made available for the ITG through the Secretary of the Interior from agencies other than Department of the Interior (DOI).
Apportionment	- 1) A term that refers to a statutorily prescribed division or assignment of funds. An apportionment is based on prescribed formulas in the law and consists of dividing authorized obligation authority for a specific program among the States. 2) The distribution of funds as prescribed by a statutory formula.
Appropriations Act	- Action of a legislative body that makes funds available for expenditure with specific limitations as to amount, purpose, and duration. In most cases, it permits money previously authorized to be obligated and payments made, but for the highway program operating under contract authority, the appropriations act specifies amounts of funds that Congress will make available for the fiscal year to liquidate obligations. Authorization of funding expenditures from Congress.
APTA	- American Public Transportation Association
Arterial	- A class of roads serving major traffic movements (high-speed, high volume) for travel between major points. A highway serving primarily through traffic, and also providing access to abutting properties.
Asphalt	- A dark brown to black cement-like material containing bitumen as the predominant constituent. The definition includes crude asphalt and finished products such as cements, fluxes, the asphalt content of emulsions, and petroleum distillates blended with asphalt to make cutback asphalt. Asphalt is obtained by petroleum processing.
Association of Metropolitan Planning Organizations (AMPO)	- AMPO is a nonprofit, membership organization established in 1994 to serve the needs and interests of "metropolitan planning organizations (MPOs)" nationwide. AMPO offers its member MPOs technical assistance and training, conferences and workshops, frequent print and electronic communications, research, a forum for transportation policy development and coalition building, and a variety of other services.
Attainment Area	- An area considered to have air quality that meets or exceeds the U.S. Environmental Protection Agency (EPA) health standards used in the Clean Air Act. Nonattainment areas are areas considered not to have met these standards for designated pollutants. An area may be an attainment area for one pollutant and a nonattainment area for others.
Audit	- Periodic investigation of financial statements and their relationships to planned or permitted expenditures.
Authorization Act	- Basic substantive legislation that establishes or continues Federal programs or agencies and establishes an upper limit on the amount of funds for the program(s). The current authorization act for surface transportation programs is the Transportation Equity Act for the 21st Century (TEA-21).
Auto inspection and maintenance (IM)	- Programs require the testing of motor vehicles in parts of the country with unhealthy air and the repair of those that do not meet standards.
Auto Occupancy	- The number of persons per automobile, including the driver.
Automated Guideway Transit	- Guided transit vehicles operating singly or multi-car trains with a fully automated system (no crew on transit units). Service may be on a fixed schedule or in response to a passenger-activated call button. Automated guideway transit includes personal rapid transit, group rapid transit and people mover systems.
Automatic Vehicle Location	- Technology that signals to a control center the location of particular vehicles.
Average Annual Daily Traffic (AADT)	- The total volume of traffic on a highway segment for one year, divided by the number of days in the year.
Average Haul	- The average distance, in miles, one ton is carried. It is computed by dividing ton-miles by tons of freight originated.
Average Passenger Trip Length (Bus/Rail)	- Calculated by dividing revenue passenger-miles by the number of revenue passengers.
Bicycle	- A vehicle having two tandem wheels, propelled solely by human power, upon which any person or persons may ride.
Bid Price	- Construction contractors submit a pricelist or bid for the itemized project design components. The sum of the pricelist is used in calculating the construction cost.
Bikeway	- 1) Any road, path, or way which in some manner is specifically designated as being open to bicycle travel, regardless of whether such facilities are designated for the exclusive use of bicycles or are to be shared with other transportation modes. (23CFR217.2) A facility designed to accommodate bicycle travel for recreational or commuting purposes. Bikeways are not necessarily separated facilities; they may be designed and operated to be shared with other travel modes.
Blind Spot	- An area from which radio transmissions and/or radar echoes cannot be received. The term is also used to describe portions of the airport not visible from the control tower.
Brake	- An energy conversion mechanism used to stop, or hold a vehicle stationary.
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.
Budget Authority	- Authority provided by law to enter into financial obligations that will result in immediate or future outlays of federal government funds. Budget authority includes the credit subsidy costs for direct loan and loan guarantee programs. Basic forms of budget authority include appropriations, borrowing authority, contract authority, and authority to obligate and expend offsetting receipts and collections. Empowerment by Congress that allows Federal agencies to incur obligations that will result in the outlay of funds. This empowerment is generally in the form of appropriations. However, for most of the highway programs, it is in the form of contract authority.

TRANSPORTATION GLOSSARY

Term	Definition
Bureau Of Labor Statistics (BLS)	- The Bureau of Labor Statistics (BLS) is the principal fact-finding agency for the Federal Government in the broad field of labor economics and statistics. The BLS is an independent national statistical agency that collects, processes, analyzes, and disseminates essential statistical data to the American public, the U.S. Congress, other Federal agencies, State and local governments, business, and labor. The BLS also serves as a statistical resource to the Department of Labor. BLS data must satisfy a number of criteria, including relevance to current social and economic issues, timeliness in reflecting today's rapidly changing economic conditions, accuracy and consistently high statistical quality, and impartiality in both subject matter and presentation.
Bureau of Transportation Statistics (BTS)	- The Bureau was organized pursuant to section 6006 of the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 (49 U.S.C. 111), and was formally established by the Secretary of Transportation on December 16, 1992. BTS has an intermodal transportation focus whose missions are to compile, analyze and make accessible information on the Nation's transportation systems; to collect information on intermodal transportation and other areas; and to enhance the quality and effectiveness of DOT's statistical programs through research, the development of guidelines, and the promotion of improvements in data acquisition and use. The programs of BTS are organized in six functional areas and are mandated by ISTEA to 1) Compile, analyze, and publish statistics 2) Develop a long-term data collection program 3) Develop guidelines to improve the credibility and effectiveness of the Department's statistics 4) Represent transportation interests in the statistical community 5) Make statistics accessible and understandable and 6) Identify data needs.
Bus	- Rubber-tired vehicles operating on fixed routes and schedules on roadways. Buses are powered by diesel, gasoline, battery or alternative fuel engines contained within the vehicle; Large motor vehicle used to carry more than 10 passengers, including school buses, intercity buses, and transit buses; and, Workhorse of the public transit system. They are the dominant transit mode in the US (account for 2/3 of all transit trips).
Bus Lane	- 1) A street or highway lane intended primarily for buses, either all day or during specified periods, but sometimes also used by carpools meeting requirements set out in traffic laws. 2) A lane reserved for bus use only. Sometimes also known as a "diamond lane."
Busways	- A two-lane facility (one lane per direction) on exclusive right-of-way dedicated for buses only. Grade separation at high volume cross streets and gate crossing arms at low volume crossings are assumed.
Capacity	- A transportation facility's ability to accommodate a moving stream of people or vehicles in a given time period.
Capital Program Funds	- Financial assistance from the Capital Program of 49 U.S.C. This program enables the Secretary of Transportation to make discretionary capital grants and loans to finance public transportation projects divided among fixed guideway (rail) modernization; construction of new fixed guideway systems and extensions to fixed guideway systems; and replacement, rehabilitation, and purchase of buses and rented equipment, and construction of bus-related facilities.
Carbon Dioxide (CO2)	- 1) A fluid consisting of more than 90 percent carbon dioxide molecules compressed to a supercritical state. (49CFR195) 2) A colorless, odorless gas. It is not a liquid under standard temperature and pressure.
Carbon Monoxide (CO)	- A colorless, tasteless gas produced primarily by the combustion of organic fuels in transportation and industrial activities. Overly high levels of CO reduce oxygen in the bloodstream, preventing normal respiration. CO emissions are regulated by the Clean Air Act Amendments of 1990.
Carpool	- An arrangement where two or more people share the use and cost of privately owned automobiles in traveling to and from pre-arranged destinations together.
Census	- The complete enumeration of a population or groups at a point in time with respect to well-defined characteristics for example, population, production, traffic on particular roads. In some connection the term is associated with the data collected rather than the extent of the collection so that the term sample census has a distinct meaning. The partial enumeration resulting from a failure to cover the whole population, as distinct from a designed sample enquiry, may be referred to as an "incomplete census."
Chapter 40B	- The Commonwealth's "anti-snob" zoning law which lets developments of a greater density than a town's zoning law allows to be built if the community has not met the : mandated minimum of 10% affordable housing. Any Chapter 40B project has to sell or lease at least 25% of its units as affordable housing.
Charter Bus	- A bus transporting a group of persons who pursuant to a common purpose, and under a single contract at a fixed price, have acquired the exclusive use of a bus to travel together under an itinerary.
Clean Air Act Amendments of 1990 (CAAA)	- Federal legislation that establishes allowable levels for various air pollutants. Where these standards are not attained, officials must take specified actions within a set time frame or face sanctions, such as loss of federal highway funds. The original Clean Air Act was passed in 1963, but the national air pollution control program is actually based on the 1970 version of the law. The 1990 Clean Air Act Amendments are the most far-reaching revisions of the 1970 law. The 1990 Clean Air Act is the most recent version of the 1970 version of the law. The 1990 amendments made major changes in the Clean Air Act.
Code of Federal Regulations (CFR)	- A compilation of the general and permanent rules of the executive departments and agencies of the Federal Government as published in the Federal Register. The code is divided into 50 titles that represent broad areas subject to Federal regulation.
Collector (Highway)	- In rural areas, routes that serve intracounty rather than statewide travel. In urban areas, streets that provide direct access to neighborhoods and arterials.
Combination Truck	- A power unit (truck tractor) and one or more trailing units (a semi trailer or trailer).
Commercial Bus	- Any bus used to carry passengers at rates specified in tariffs; charges may be computed per passenger (as in regular route service) or per vehicle (as in charter service).
Commuter	- A person who travels regularly between home and work or school.
Commuter Lane	- Another name for "High-Occupancy Vehicle Lane."

TRANSPORTATION GLOSSARY

Term	Definition
Commuter Rail	- Urban passenger train service for local short-distance travel operating between a central city and adjacent suburbs. Service must be operated on a regular basis by or under contract with a transit operator for the purpose of transporting passengers within urbanized areas, or between urbanized areas and outlying areas. Such rail service, using either locomotive-hauled or self-propelled railroad passenger cars, is generally characterized by multi-trip tickets, specific station-to-station fares, railroad employment practices and usually only one or two stations in the central business district. It does not include heavy rail rapid transit or light rail/street car transit service. Intercity rail service is excluded, except for that portion of such service that is operated by or under contract with a public transit agency for predominately commuter services. Predominately commuter services means that for any given trip segment (i.e., distance between any two stations), over 50 percent of the average daily ridership travels c train at least three times a week.
Compressed Natural Gas (CNG)	- Natural gas compressed to a volume and density that is practical as a portable fuel supply. It is used as a fuel for natural gas-powered vehicles.
Conformity	- The requirement that state or metropolitan transportation plans, programs, and projects be consistent with the State Implementation Plan. A conformity finding by the Environmental Protection Agency is required as part of the federal review of Transportation Plans and Transportation Improvement Programs. Process to assess the compliance of any transportation plan, program, or project with air quality implementation plans. The conformity process is defined by the Clean Air Act.
Congestion Management System (CMS)	- A method for evaluating the level of congestion on the region's transportation system, and for identifying strategies which will reduce this congestion. Systematic process for managing congestion. Provides information on transportation system performance and finds alternative ways to alleviate congestion and enhance the mobility of people and goods, to levels that meet state and local needs.
Congestion Mitigation & Air Quality Improvement Program (CMAQ)	- A categorical Federal-aid funding program created with the ISTEA. Directs funding to projects that contribute to meeting National air quality standards. CMAQ funds generally may not be used for projects that result in the construction of new capacity available to SOVs (single-occupant vehicles). Directs funds toward transportation projects in Clean Air Act non-attainment areas for ozone and carbon monoxide. OCPC is located in the Boston non-attainment area for ozone.
Congestion Pricing	- A broad term used to identify user fees that are charged to manage traffic and avoid congestion.
Constant Dollars	- Dollar value adjusted for changes in the average price level by dividing a current dollar amount by a price index. See also Chained Dollar and Current Dollar.
Corporate Average Fuel Economy Standards (CAFE)	- Originally established by Congress for new automobiles and later for light trucks. This law requires automobile manufacturers to produce vehicle fleets with a composite sales-weighted fuel economy not lower than the CAFE standards in a given year. For every vehicle that does not meet the standard, a fine is paid for every one-tenth of a mile per gallon that vehicle falls below the standard.
Corridor	- A broad geographical band that follows a general directional flow connecting major sources of trips that may contain a number of streets, highways and transit route alignments.
Cost Sharing	- A contractual arrangement whereby a local unit of government or other governmental body enters into an agreement to pay for part of a physical facility or a service; includes subscription transit service.
Crash (Highway)	- An event that produces injury and/or property damage, involves a motor vehicle in transport, and occurs on a trafficway or while the vehicle is still in motion after running off the trafficway.
Demand Response	- This is any type of public transportation involving flexibly scheduled service that is deployed upon a person's request for a trip. There are three types of demand response.
Demand Responsive Service	- A paratransit service in which the passenger either phones or hails the vehicle and shares the vehicle with other passengers (for example, taxi, jitney, dial-a-ride).
Demand Responsive Vehicle (Transit)	- A nonfixed-route, nonfixed-schedule vehicle that operates in response to calls from passengers or their agents to the transit operator or dispatcher.
Department of Transportation (DOT)	- Establishes the nation's overall transportation policy. Under its umbrella there are ten administrations whose jurisdictions include highway planning, development and construction; urban mass transit; railroads; aviation; and the safety of waterways, ports, highways, and oil and gas pipelines. The Department of Transportation (DOT) was established by act of October 15, 1966, as amended (49 U.S.C. 102 and 102 note), "to assure the coordinated, effective administration of the transportation programs of the Federal Government" and to develop "national transportation policies and programs conducive to the provision of fast, safe, efficient, and convenient transportation at the lowest cost consistent therewith."
Design Capacity	- The number of vehicles per lane that pass any given point in an hour on an average day during good operating conditions. The Transportation Policy Plan specifies lane capacity based on the type of facility as follows: Freeway – 1,750 vehicles per hour; Metered freeway – 1,950 vehicles per hour; HOV lane (concurrent) – 1,400 vehicles per hour; Expressway – 1,200 vehicles per hour of green time (signal spacing assumed to be greater than one-half mile); and, Arterial – 1,050 vehicles per hour of green time (signal spacing less than one-half mile).
Design Exception	- An exception to normally required design criteria. MassHighway requires significant documentation if a design exception is requested, to determine why a bridge or roadway project cannot meet state and federal standards.
Design-Build	- A procurement or project delivery arrangement whereby a single entity (a contractor with sub consultants, or team of contractors and engineers, often with sub consultants) is entrusted with both design and construction of a project. This contrasts with traditional procurement where one contract is bid for the design phase and then a second contract is bid for the construction phase of the project.
Development around Transit	- Promotes compact development, multiple rather than single uses, a pedestrian orientation, and attention to civic uses.
Dial-A-Ride	- A demand-responsive service in which the vehicle is requested by telephone and vehicle routing is determined as requests are received. Origin-to-destination service with some intermediate stops is offered. Dial-A-Ride is a version of the taxicab using larger vehicles for short-to-medium-distance trips in lower-density subregions.
Discretionary Funds	- Federal funds that are distributed based upon agency action or congressional action, rather than upon an established formula.

TRANSPORTATION GLOSSARY

Term	Definition
Discretionary Spending	- Outlays controllable through the congressional appropriation process. Such outlays result from the provision of budgetary resources (including appropriations and obligation limitations but excluding mandatory spending authority) in appropriation acts. The Budget Enforcement Act establishes annual spending limitations or caps on discretionary appropriations and resulting outlays.
Donut Areas	- Geographic areas outside a metropolitan planning area boundary, but inside the boundary of a nonattainment or maintenance area that contains any part of a metropolitan area(s). These areas are not isolated rural nonattainment and maintenance areas.
Driving Under the Influence (DUI)	- The driving or operating of any vehicle or common carrier while drunk or under the influence of liquor or narcotics.
Emissions Budget	- The part of the State Implementation Plan (SIP) that identifies the allowable emissions levels, mandated by the National Ambient Air Quality Standards (NAAQS), for certain pollutants emitted from mobile, stationary, and area sources. The emissions levels are used for meeting emission reduction milestones, attainment, or maintenance demonstrations.
Emissions Inventory	- A complete list of sources and amounts of pollutant emissions within a specific area and time interval.
Energy Efficiency	- The ratio of energy inputs to outputs from a process, for example, miles traveled per gallon of fuel (mpg).
Enhancement Activities	- Refers to activities related to a particular transportation project that 'enhance' or contribute to the existing or proposed project. Examples of such activities include provision of facilities for pedestrians or cyclists, landscaping or other scenic beautification projects, historic preservation, control and removal of outdoor advertising, archaeological planning and research, and mitigation of water pollution due to highway runoff.
Environmental Impact Statement (EIS)	- Report developed as part of the National Environmental Policy Act requirements, which details any adverse economic, social, and environmental effects of a proposed transportation project for which Federal funding is being sought. Adverse effects could include air, water, or noise pollution; destruction or disruption of natural resources; adverse employment effects; injurious displacement of people or businesses; or disruption of desirable community or regional growth. Document that studies all likely impacts that will result from major transportation projects. Impacts include those on the natural environment, as well as impacts on the economy and society, and those c built environment of historical and aesthetic significance.
Environmental Justice (EJ)	- Environmental justice assures that services and benefits allow for meaningful participation and are fairly distributed to avoid discrimination.
Environmental Protection Agency (EPA)	- The federal agency charged with protecting the nation's environmental quality. The agency reviews all Transportation Plans and Transportation Improvement Programs to ensure compliance with the Clean Air Act Amendments of 1990. The federal regulatory agency responsible for administering and enforcing federal environmental laws, including the Clean Air Act, the Clean Water Act, the Endangered Species Act, and others.
Environmental Restoration	- Re-establishment (including all site preparation activities) of natural habitats or other environmental resources on a site where they formerly existed or currently exist in a substantially degraded state. This can include the restitution for the loss, damage, or destruction of natural resources arising out of the accidental discharge, dispersal, release or escape into or upon the land, atmosphere, watercourse, or body of water of any commodity transported by a motor carrier. This also may include the on-site or offsite replacement of wetlands and other natural habitats lost through development activities. (49CFR387 and 23CFR 777)
Environmentally Sensitive Area	- An area of environmental importance having natural resources which if degraded may lead to significant adverse, social, economic or ecological consequences. These could be areas in or adjacent to aquatic ecosystems, drinking water sources, unique or declining species habitat, and other similar sites. (49CFR194)
Ethanol	- A clear, colorless, flammable oxygenated hydrocarbon with a boiling point of 78.5 °C in the anhydrous state. It is used in the United States as a gasoline octane enhancer and oxygenate (10 percent concentration). Ethanol can be used in high concentrations in vehicles optimized for its use. Otherwise known as ethyl alcohol, alcohol, or grain-spirit.
Evaluation of alternatives	- A synthesis of the information generated by an analysis in which judgments are made on the relative merits of alternative actions.
Express Transit Service	- Buses operate nonstop on highways or dedicated transitways for at least four miles and include peak only and all-day express. Express routes provide travel times competitive with driving in an automobile. Most express routes operate longer distances (8-25 miles) and during peak times, and are destined to and from one of the two major downtowns.
Expressway	- A controlled access, divided arterial highway for through traffic, the intersections of which are usually separated from other roadways by differing grades.
Fatality	- For purposes of statistical reporting on transportation safety, a fatality is considered a death due to injuries in a transportation crash, accident, or incident that occurs within 30 days of that occurrence.
Federal Highway Administration (FHWA)	- A branch of the US Department of Transportation that administers the federal-aid Highway Program, providing financial assistance to states to construct and improve highways, urban and rural roads, and bridges. The FHWA also administers the Federal Lands Highway Program, including survey, design, and construction of forest highway system roads, parkways and park roads, Indian reservation roads, defense access roads, and other Federal lands roads. The Federal agency within the U.S. Department of Transportation responsible for administering the Federal-Aid Highway Program. Became a component of the Department of Transportation in 1967 pursuant to the Department of Transportation Act (49 U.S.C. app. 1651 note). It administers the highway transportation programs of the Department of Transportation under pertinent legislation). The federal agency that administers federal highway programs. The agency reviews all Transportation Plans and Transportation Improvement Programs to ensure compliance with federal planning and funding requirements.
Federal Railroad Administration (FRA)	- The purpose of the Federal Railroad Administration is to promulgate and enforce rail safety regulations, administer railroad financial assistance programs, conduct research and development in support of improved railroad safety and national rail transportation policy, provide for the rehabilitation of Northeast corridor rail passenger service, and consolidate government support of rail transportation activities. The FRA was created pursuant to section 3(e)(1) of the Department of Transportation Act of 1966 (49 U app. 1652).
Federal Register	- Daily publication which provides a uniform system for making regulations and legal notices issued by the Executive Branch and various departments of the Federal government available to the public.

TRANSPORTATION GLOSSARY

Term	Definition
Federal Transit Administration (FTA)	- A branch of the US Department of Transportation that is the principal source of federal financial assistance to America's communities for planning, development, and improvement of public or mass transportation systems. FTA provides leadership, technical assistance, and financial resources for safe, technologically advanced public transportation to enhance mobility and accessibility, to improve the Nation's communities and natural environment, and to strengthen the national economy. The missions of the Administration are 1) to assist in the development of improved mass transportation facilities, equipment, techniques, and methods, with the cooperation of mass transportation companies both public and private, 2) to encourage the planning and establishment of areawide urban mass transportation systems needed for economical and desirable urban development, with the cooperation of mass transportation companies both public and private, and 3) to provide assistance to State and local governments and their instrumentalities in financing such systems, to be operated by public or private mass transportation companies as determined by local needs; and 4) to provide financial assistance to State and local governments to help implement national goals relating to mobility for elderly persons, persons with disabilities, and economically disadvantaged. An umbrella term for most of the Federal programs providing highway funds to the States. This is not a term defined in law. As used in this document, FAHP is comprised of those programs authorized in Titles I and V of TEA-21 that are administered by FHWA.
Federal Aid Highway Program (FAHP)	- Those highways eligible for assistance under Title 23 U.S.C. except those functionally classified as local or rural minor collectors. (23CFR500)
Federal Aid Highways	- Local public transportation service that provides passengers with connections to a longer, line-haul service.
Feeder Service	- Estimating costs, establishing a revenue baseline, comparing revenues with costs and evaluating new revenue sources.
Financial Analysis	- Refers to the ISTEA requirement that an adequate financial plan for funding and sustaining transportation improvements be in place prior to programming Federally-funded projects. Generally refers to the stability and reliability of revenue in meeting proposed costs.
Financial Capacity	- The process of defining and evaluating funding sources, sharing the information, and deciding how to allocate the funds.
Financial Planning	- A short-term commitment of funds to specific projects identified in the regional Transportation Improvement Program (see TIP).
Financial Programming	- Particulate matter less than 2.5 microns in size (PM-2.5). A micron is one millionth of a meter. See "Particulate matter" below.
Fine Particulates	- Making sure that a given program or project can reasonably expect to receive funding within the time allotted for its implementation.
Fiscal Constraint	- The yearly accounting period beginning October 1 and ending September 30 of the subsequent calendar year. Fiscal years are denoted by the calendar year in which they end (e.g. FY 1991 began October 1, 1990, and ended September 30, 1991).
Fiscal Year (FY)	- A service that follows a specified route of travel with identified stops for passengers and an established schedule; regular-route transit.
Fixed Route Transit	- Transportation funding categories that may be used for highway or transit programs. Within the Boston Region, highway funds have been flexed to the MBTA to fund commuter rail extensions, transit station improvements, and park-and-ride facilities.
Flexible Funds	- Federal transit funds for transit operators; allocation of funds overseen by FTA.
Formula Capital Grants	- Funds distributed on a quantified basis according to legislative or administrative criteria.
Formula Funds	- Revenue from the transportation of freight and from the exercise of transit, stopoff, diversion, and reconsignment privileges as provided for in tariffs.
Freight Revenue (Rail)	- Classification of roadways according to their primary function-mobility for through trips or access to adjacent lands. A four-class system is used to designate roads (principal arterials, minor arterials, collectors and local streets).
Functional Classification	- Intersection of traffic by provision of crossing structures, underpasses or overpasses; interchanges.
Grade Separation	- Short-term debt that is secured by grant money expected to be received after debt is issued. Financial institutions may buy anticipation notes on behalf of project sponsors in advance of receiving other financial assistance, to enable a faster project start. Helps project sponsors advance projects, especially when unable to access capital markets.
Grant Anticipation Notes (GANs)	- A federal financial assistance award making payment in cash or in kind for a specified purpose. The federal government is not expected to have substantial involvement with the state or local government or other recipient while the contemplated activity is being performed. The term "grants-in-aid" is commonly restricted to grants to states and local governments.
Grants	- The combined total weight of a vehicle and its freight.
Gross Vehicle Weight (GVW)	- The maximum rated capacity of a vehicle, including the weight of the base vehicle, all added equipment, driver and passengers, and all cargo.
Gross Vehicle Weight Rating (Truck)	- Any toxic substance or explosive, corrosive, combustible, poisonous, or radioactive material that poses a risk to the public's health, safety, or property, particularly when transported in commerce.
Hazardous Material	- High-speed, passenger rail cars operating singly or in trains of two or more cars on fixed rails in separate rights-of-way from which all other vehicular and foot traffic are excluded.
Heavy Rail	- An electric railway with the capacity to transport a heavy volume of passenger traffic and characterized by exclusive rights-of-way, multicar trains, high speed, rapid acceleration, sophisticated signaling, and high-platform loading. Also known as: Subway, Elevated (railway), or Metropolitan railway (metro). Generally applies to higher-speed, multicar rail transportation utilizing exclusive, grade-separated rights-of-way in subway tunnels, on the surface, or elevated structures. The Red Line is an example of heavy rail.
Heavy Rail (Transit)	- Vehicles carrying two or more people. The number that constitutes an HOV for the purposes of HOV highway lanes may be designated differently by different transportation agencies.
High Occupancy Vehicle (HOV)	- A lane designated for the exclusive use of high-occupancy vehicles, such as carpools, vanpools, other ridesharing modes, and buses. Exclusive road or traffic lane limited to buses, vanpools, carpools, and emergency vehicles.
High Occupancy Vehicle (HOV) lane	- Is any road, street, parkway, or freeway/expressway that includes rights-of-way, bridges, railroad-highway crossings, tunnels, drainage structures, signs, guardrail, and protective structures in connection with highways. The highway further includes that portion of any interstate or international bridge or tunnel and the approaches thereto (23 U.S.C. 101a).
Highway	- A method for evaluating highway safety needs and making recommendations to address deficiencies.
Highway Safety Management Program (HSMP)	

TRANSPORTATION GLOSSARY

Term	Definition
Highway Trust Fund (HTF)	- An account established by law to hold Federal highway user taxes that are dedicated for highway and transit related purposes. The HTF has two accounts: the Highway Account, and the Mass Transit Account.
Highway-Rail Grade Crossing (Rail)	- A location where one or more railroad tracks are crossed by a public highway, road, street, or a private roadway at grade, including sidewalks and pathways at or associated with the crossing.
Highway-User Tax	- A charge levied on persons or organizations based on their use of public roads. Funds collected are usually applied toward highway construction, reconstruction, and maintenance.
Historic Preservation	- Protection and treatment of the nation's significant historic buildings, landmarks, landscapes, battlefields, tribal communities, and archeological sites; prominent federally-owned buildings; and State and privately-owned properties. [National Park Service, Historic Preservation Services]
HOT Lane	- High occupancy toll lanes are facilities that employ pricing and vehicle eligibility to maintain free flow conditions and provide high occupancy vehicle (HOV) preferences.
Hydrocarbons (HC)	- Colorless gaseous compounds originating from evaporation and the incomplete combustion of fossil fuels.
Impact Fees	- Charges to individuals or groups intended to supplement existing funding and to account for the increased use of public facilities or services.
Infrastructure	- 1) In transit systems, all the fixed components of the transit system, such as rights-of-way, tracks, signal equipment, stations, park-and-ride lots, but stops, maintenance facilities, 2) In transportation planning, all the relevant elements of the environment in which a transportation system operates. 3) A term connoting the physical underpinnings of society at large, including, but not limited to, roads, bridges, transit, waste systems, public housing, sidewalks, utility installations, parks, public buildings, and communications networks.
Initial Construction Estimate	- MassHighway's internal estimate of the bid items in a construction contract. This value is determined from historical costs of similar projects.
Inspection and Maintenance (I/M)	- An emissions testing and inspection program implemented by States in nonattainment areas to ensure that the catalytic or other emissions control devices on in-use vehicles are properly maintained.
Intelligent Transportation Systems (ITS)	- The application of advanced electronics and communication technologies to enhance the capacity and efficiency of surface transportation systems, including traveler information, public transportation, and commercial vehicle operations.
Intercity Truck	- A truck that carries freight beyond local areas and commercial zones.
Intermodal	- The ability to connect, and the connections between, modes of transportation.
Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA)	- Legislative initiative by the U.S. Congress that restructured funding for transportation programs. ISTEA authorized increased levels of highway and transportation funding from FY92-97 and increased the role of regional planning commissions/MPOs in funding decisions. The Act also required comprehensive regional and Statewide long-term transportation plans and places an increased emphasis on public participation and transportation alternatives.
Interstate Commerce	- Trade, traffic, or transportation in the United States which is between a place in a State and a place outside of such State (including a place outside of the United States) or is between two places in a State through another State or a place outside of the United States. (49CFR390)
Interstate Highway (Freeway or Expressway)	- A divided arterial highway for through traffic with full or partial control of access and grade separations at major intersections. Limited access, divided highway of at least four lanes designated by the Federal Highway Administration as part of the Interstate System.
Interstate Highway System (IHS)	- The system of highways that connects the principal metropolitan areas, cities, and industrial centers of the United States. Also connects the US to internationally significant routes in Canada and Mexico.
Interstate Maintenance	- Provides funding for resurfacing, restoration, rehabilitation and reconstruction (4R) work, including added lanes to increase capacity, on most existing Interstate System routes. This discretionary program was first established by the Surface Transportation Assistance Act of 1982, where funding was derived from lapsed I-4R apportionments, and was known as the I-4R Discretionary Program. The Interstate Maintenance (IM) program provides funding for resurfacing, restoring, rehabilitating and reconstructing (4R) most routes on the Interstate System.
Intrastate	- Travel within the same state.
Intrastate Commerce	- Any trade, traffic, or transportation in any State which is not described in the term "interstate commerce." (49CFR390)
Large Truck	- Trucks over 10,000 pounds gross vehicle weight rating, including single-unit trucks and truck tractors.
Level of Service (LOS)	- 1) A qualitative assessment of a road's operating conditions. For local government comprehensive planning purposes, level of service means an indicator of the extent or degree of service provided by, or proposed to be provided by, a facility based on and related to the operational characteristics of the facility. Level of service indicates the capacity per unit of demand for each public facility. 2) This term refers to a standard measurement used by transportation officials which reflects the relative ease of traffic flow on a scale of A to F, with free-flow being rated LOS-A and congested conditions rated as LOS-F. A qualitative measure used to characterize the operating conditions of a transportation service as perceived by its users. Most commonly applied to traffic operations, where designations go from A (best) to F (worst).
Life Cycle Maintenance	- Concept of keeping a facility useable at least through its design life by conducting scheduled maintenance.
Light Rail	- Lightweight passenger rail cars operating singly (or in short, usually two-car, trains) on fixed rails in right-of-way that is not separated from other traffic for much of the way. Light rail vehicles are driven electrically with power being drawn from an overhead electric line via a trolley or a pantograph; and, A streetcar-type vehicle operated on city streets, semi-exclusive rights-of-way, or exclusive rights-of-way. Service may be provided by step-entry vehicles or by level boarding.
Light Truck	- Trucks of 10,000 pounds gross vehicle weight rating or less; including pickups, vans, truck-based station wagons, and sport utility vehicles.
Light-Duty Vehicle	- A vehicle category that combines light automobiles and trucks.
Limitation on Obligations	- Any action or inaction by an officer or employee of the United States that limits the amount of Federal assistance that may be obligated during a specified time period. A limitation on obligations does not affect the scheduled apportionment or allocation of funds, it just controls the rate at which these funds may be used.

TRANSPORTATION GLOSSARY

Term	Definition
Limited Maintenance Plan	- A maintenance plan that EPA has determined meets EPA's limited maintenance plan policy criteria for a given NAAQS and pollutant. To qualify for a limited maintenance plan, for example, an area must have a design value that is significantly below a given NAAQS, and it must be reasonable to expect that a NAAQS violation will not result from any level of future motor vehicle emissions growth.
Line Haul Service	- Transportation along a single corridor without branches.
Linked Trip	- A trip from the point of origin to the final destination, regardless of the number of modes or vehicles used.
Local Service	- Transit service involving many stops and low operating speeds with the purpose of picking up or delivering passengers as closely as possible to origins and destinations.
Local Street	- A street intended solely for access to adjacent properties.
Local Technical Assistance Program (LTAP) Center	- These Centers are responsible for providing transportation assistance to State and local governments that includes, but is not limited to, circuit rider programs, providing training on intergovernmental transportation planning and project selection, and tourism recreation travel.
Local Transit Service	- Buses make frequent pickups and drop-offs, stopping at almost every street corner.
Location	- The City, Town, District, Regional Planning Organization or statewide location where project is proposed.
Locomotive	- Railroad vehicle equipped with flanged wheels for use on railroad tracks, powered directly by electricity, steam, or fossil fuel, and used to move other railroad rolling equipment.
Logistics	- All activities involved in the management of product movement; delivering the right product from the right origin to the right destination, with the right quality and quantity, at the right schedule and price.
Long Term	- In transportation planning, refers to a time span of, generally, 20 years. The transportation plan for metropolitan areas and for States should include projections for land use, population, and employment for the 20-year period.
Maintenance Area	- Maintenance area is any geographic region of the United States previously designated nonattainment pursuant to the CAA Amendments of 1990 and subsequently redesignated to attainment subject to the requirement to develop a maintenance plan under section 175A of the CAA, as amended.
Major Investment Study (MIS)	- An alternatives analysis required to support decisions on significant transportation investments. The purpose of an MIS is to examine the possible impacts and consequences of various alternatives to address an identified transportation need at the subarea or corridor level.
Managed Lanes	- Facilities that act as a relief valve and provide travel options in a congested corridor through minimal capacity expansion and operational strategies that seek to manage travel demand and potentially improve transit and other forms of ridesharing. Examples include: Express lanes; Toll express lanes; Value lanes; Fast lanes; Flex lanes; Zipper lanes; HOT lanes; Truck only lanes; HOV lanes. Essentially, these facilities manage congestion by: Time of day restriction; pricing; vehicle eligibility; and, access control. Need to consider in their design: "Can intended users access the facility efficiently and safely?" Separate Truck lanes are integral to safety planning and r considerations.
Management Systems	- (1) Systems to improve identification of problems and opportunities throughout the entire surface transportation network, and to evaluate and prioritize alternative strategies, actions and solutions. (2) A systematic process, designed to assist decision makers in selecting cost-effective strategies/actions to improve the efficiency and safety of, and protect the investment in, the nation's transportation infrastructure.
Measures of Effectiveness	- Measures or tests which reflect the degree of attainment of particular objectives.
Measures of Effectiveness (MOE)	- Parameters describing the quality of service provided to drivers, passengers, and pedestrians. Speed, delay, passenger loadings, and transit vehicle travel time could be examples. Qualitative rankings such as Level of Service and On-Time Performance would be based on these measures.
Memorandum of Understanding (MOU)	- A document providing a general description of the responsibilities that are to be assumed by two or more parties in their pursuit of some goal(s). More specific information may be provided in an associated SOW.
Methanol	- A light, volatile alcohol produced commercially by the catalyzed reaction of hydrogen and carbon monoxide. Methanol is blended with gasoline to improve its operational efficiency.
Methyl-Tertiary-Butyl-Ether (MTBE)	- A colorless, flammable, liquid oxygenated hydrocarbon that contains 18.15 percent oxygen. It is a fuel oxygenate produced by reacting methanol with isobutylene.
Metropolitan Planning Area	- The geographic area in which the metropolitan transportation planning process required by 23 U.S.C. 134 and section 8 of the Federal Transit Act (49 U.S.C. app. 1607) be carried out. (23CFR420)
Metropolitan Planning Organization (MPO)	- The regional organization responsible for comprehensive transportation planning and programming in urbanized areas. Work products include the Transportation Plan, the Transportation Improvement Program, and the Unified Planning Work Program; and, 1) Regional policy body, required in urbanized areas with populations over 50,000, and designated by local officials and the governor of the state. Responsible in cooperation with the state and other transportation providers for carrying out the metropolitan transportation planning requirements of federal highway and transit legislation. 2) Formed in cooperation with the state, develops transportation plans and programs for the metropolitan area. For each urbanized area, a Metropolitan Planning Organization (MPO) must be designated by agreement between the Governor and local units of government representing 75% of the affected population (in the metropolitan area), including the central cities or cities as defined by the Bureau of the Census, or in accordance with procedures established by applicable State or local law (23 U.S.C. 134(b)(1)/Federal Transit Act of 1991 Sec. 8(b)(1)). The MPO is charged with the responsibility for review and approval of the urban transportation planning and programming process for the Lee County area and all plans and programs that are developed by the U.S. Office of Management and Budget. A Metropolitan Statistical Area (MSA) is 1) A county or a group of contiguous counties that contain at least one city of 50,000 inhabitants or more, or 2) An urbanized area of at least 50,000 inhabitants and a total MSA population of at least 100,000 (75,000 in New England). The contiguous counties are included in an MSA if, according to certain criteria, they are essentially metropolitan in character and are socially and economically integrated with the central city. In New England, MSAs consist of towns and cities rather than counties.
Metropolitan Statistical Area (MSA)	- A statute mile (5,280 feet). All mileage computations are based on statute miles. (BTS5) (BTS5)
Mile	- A statute mile (5,280 feet). All mileage computations are based on statute miles. (BTS5) (BTS5)

TRANSPORTATION GLOSSARY

Term	Definition
Miles Per Gallon (MPG)	- A measure of vehicle fuel efficiency. Miles Per Gallon (MPG) represents "Fleet Miles per Gallon". For each subgroup or "table cell", MPG is computed as the ratio of the total number of miles traveled by all vehicles in the subgroup to the total number of gallons consumed. MPG's are assigned to each vehicle using the Environmental Protection Agency (EPA) certification files and adjusted for on-road driving.
Milestone	- The meaning given in CAA sections 182(g)(1) and 189(c) for serious and above ozone nonattainment areas and PM10 nonattainment areas, respectively. For all other nonattainment areas, a milestone consists of an emissions level and the date on which that level is to be achieved as required by the applicable CAA provision for reasonable further progress towards attainment.
Minor Arterials (Highway)	- Roads linking cities and larger towns in rural areas. In urban areas, roads that link but do not penetrate neighborhoods within a community.
Mobile Source	- 1) The mobile source-related pollutants are carbon monoxide (CO), hydrocarbons (HC), nitrogen oxides (NOx), and particulate matter (PM-10 and PM 2.5). 2) Mobile sources include motor vehicles, aircraft, seagoing vessels, and other transportation modes. The mobile source related pollutants are carbon monoxide (CO), hydrocarbons (HC) or volatile organic compounds (VOCs), nitrogen oxides (NOx), and small particulate matter (PM-10).
Mobility	- The ability to move or be moved from place to place.
Mobility Assistance Program (MAP)	- A state funded program similar to 5310, but provides capital assistance to public non-profit service carriers.
Mode	- A particular means of transportation (e.g., transit, automobile, bicycle, walking). A specific form of transportation, such as automobile, subway, bus, rail, or air.
Monorail	- Guided transit vehicles operating on or suspended from a single rail, beam, or tube. Monorail vehicles usually operate in trains.
Motor Carrier Safety Administration (FMCSA)	- The Federal Motor Carrier Safety Administration (FMCSA) was established as a separate administration within the U.S. Department of Transportation on January 1, 2000, pursuant to the Motor Carrier Safety Improvement Act of 1999. The primary mission of FMCSA is to reduce crashes, injuries, and fatalities involving large trucks and buses. FMCSA is headquartered in Washington, DC, and employs more than 1,000 individuals, in all 50 States and the District of Columbia, dedicated to improving bus and truck safety and saving lives.
Motor Vehicle Emissions Budget	- The portion of the total allowable emissions defined in the submitted or approved control strategy implementation plan revision or maintenance plan for a certain date for the purpose of meeting reasonable further progress milestones or demonstrating attainment or maintenance of the NAAQS, for any criteria pollutant or its precursors, allocated to highway and transit vehicle use and emissions.
Motorbus (Transit)	- A rubber-tired, self-propelled, manually steered bus with a fuel supply onboard the vehicle. Motorbus types include intercity, school, and transit.
Motorcycle	- A two- or three-wheeled motor vehicle designed to transport one or two people, including motor scooters, minibikes, and mopeds.
Motorized Vehicle	- Includes all vehicles that are licensed for highway driving. Specifically excluded are snow mobiles and minibikes.
Multimodal	- The availability of transportation options using different modes within a system or corridor.
Multimodal Planning	- Planning that reflects consideration of more than one mode to serve transportation needs in a given area.
Multimodal Transportation	- Often used as a synonym for intermodalism. Congress and others frequently use the term intermodalism in its broadest interpretation as a synonym for multimodal transportation. Most precisely, multimodal transportation covers all modes without necessarily including a holistic or integrated approach.
National Ambient Air Quality Standards (NAAQS)	- Federal standards that set allowable concentrations and exposure limits for various pollutants. The EPA developed the standards in response to a requirement of the CAA. Air quality standards have been established for the following six criteria pollutants: ozone (or smog), carbon monoxide, particulate matter, nitrogen dioxide, lead, and sulfur dioxide. Federal standards that set allowable concentrations and exposure limits for ozone, carbon monoxide, and particulate matter.
National Cooperative Transit Research and Development Program	- A program established under Section 6a) of the Urban Mass Transportation Act of 1964, as amended, to provide a mechanism by which the principal client groups of the Urban Mass Transportation Administration can join cooperatively in an attempt to resolve near-term public transportation problems through applied research, development, testing, and evaluation. NCTRP is administered by the Transportation Research Board (TRB). The cooperative research, development, and technology transfer (RD&T) program directed toward solving problems of national or regional significance identified by States and the FHWA, and administered by the Transportation Research Board, National Academy of Sciences. (23CFR420)
National Environmental Policy Act of 1969 (NEPA)	- Established a national environmental policy requiring that any project using federal funding or requiring federal approval, including transportation projects, examine the effects of proposed and alternative choices on the environment before a federal decision is made. Federal legislation which requires that agencies give full consideration to environmental effects in planning and implementing federal programs. NEPA permits are required for most large transportation projects.
National Highway System (NHS)	- Consists primarily of existing Interstate routes and portions of the Primary System. 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 are essential for international commerce. This system of highways designated and approved in accordance with the provisions of 23 U.S.C. 103b). (23CFR500)
National Highway Traffic Safety Administration (NHTSA)	- The Administration was established by the Highway Safety Act of 1970 (23 U.S.C. 401 note). The Administration was established to carry out a congressional mandate to reduce the mounting number of deaths, injuries, and economic losses resulting from motor vehicle crashes on the Nation's highways and to provide motor vehicle damage susceptibility and ease of repair information, motor vehicle inspection demonstrations and protection of purchasers of motor vehicles having altered odometers, and to provide average standards for greater vehicle mileage per gallon of fuel for vehicles under 10,000 pounds (gross vehicle weight).
National ITS Architecture	- A systems framework to guide the planning and deployment of ITS infrastructure. The national ITS architecture is a blueprint for the coordinated development of ITS technologies in the U.S. It is unlikely that any single metropolitan area or state would plan to implement the entire national ITS architecture.
National Scenic Byways Program (NSBP)	- Designates roads that have outstanding scenic, historic, cultural, natural, recreational, and archaeological qualities as All-American Roads or National Scenic Byways, and provides grants for scenic byway projects. 23 U.S.C. 162
National Trails System (NTS)	- The network of scenic, historic, and recreation trails created by the National Trails System Act of 1968. These trails provide for outdoor recreation needs, promote the enjoyment, appreciation, and preservation of open-air, outdoor areas and historic resources, and encourage public access and citizen involvement. 16 U.S.C. 1241-51.

TRANSPORTATION GLOSSARY

Term	Definition
Natural Gas	- A naturally occurring mixture of hydrocarbon and nonhydrocarbon gases found in porous geologic formations beneath the Earth's surface, often in association with petroleum. The principal constituent is methane.
Nitrogen Oxide Emissions	- Nitrogen oxides (NOx), the term used to describe the sum of nitric oxide (NO), nitrogen dioxide (NO2) and other oxides of nitrogen, play a major role in the formation of ozone. The major sources of man-made NOx emissions are high-temperature combustion processes, such as those occurring in automobiles and power plants.
Nitrogen Oxides (NOx)	- Precursor emission that forms from high-temperature combustion processes. Reacts with volatile organic compounds in the presence of heat and sunlight to form ozone. A product of combustion of fossil fuels whose production increases with the temperature of the process. It can become an air pollutant if concentrations are excessive.
Non Federal Aid (NFA)	- Provides state funds for projects that due to federal fiscal constraint, would not be able to receive federal funding. Projects under this category are listed for informational purposes only.
Nonattainment area	- Any geographic region of the United States that the Environmental Protection Agency (EPA) has designated as a nonattainment area for a transportation related pollutant(s) for which a National Ambient Air Quality Standard (NAAQS) exists. A geographic region that the Environmental Protection Agency has designated as failing to meet National Ambient Air Quality Standards. Any geographic area that has not met the requirements for clean air as set out in the Clean Air Act of 1990.
Non-Federal Match	- The commitment of state or other non-federal funds required to receive federal contributions. For example, the U.S. SIB program requires a non-federal match for capitalization funds, which is 25 percent of the amount of federal funds. The match may be lower in states which have a sliding scale rate based on the percentage of federal land in the state.
Nonoccupant (Automobile)	- Any person who is not an occupant of a motor vehicle in transport (e.g., bystanders, pedestrians, pedal cyclists, or an occupant of a parked motor vehicle).
Notice to Proceed (NTP)	- Official notice given to a consultant or contractor to begin work on a project.
Obligation	- The Federal governments legal commitment (promise) to pay or reimburse the States or other entities for the Federal share of a projects eligible costs.
Obligation Limitation	- A restriction, or "ceiling" on the amount of Federal assistance that may be promised (obligated) during a specified time period. This is a statutory budgetary control that does not affect the apportionment or allocation of funds. Rather, it controls the rate at which these funds may be used.
Obligational Authority (OA)	- The total amount of funds that may be obligated in a year. For the Federal-Aid Highway Program this is comprised of the obligation limitation amount plus amounts for programs exempt from the limitation. The amount of budgetary resources (including new budget authority, balances of unobligated budget authority carried over from prior years, and obligation limitations) available for obligation in a given fiscal year. With regard to the federal-aid highway program, obligation authority often refers to the a of federal-aid obligation limitation, established annually by Congress in appropriation acts, that is allocated to the states and controls the amount of apportioned contract authority that can be obligated by the states in a given fiscal year.
Occupancy	- The number of persons, including driver and passenger(s) in a vehicle. Nationwide Personal Transportation Survey (NPTS) occupancy rates are generally calculated as person miles divided by vehicle miles.
Occupant	- Any person who is in or upon a motor vehicle in transport. Includes the driver, passengers, and persons riding on the exterior of a motor vehicle (e.g., a skateboard rider who is set in motion by holding onto a vehicle). Any person in or on a motor vehicle in transport. Includes the driver, passengers, and persons riding on the exterior of a motor vehicle (e.g., a skateboard rider holding onto a moving vehicle). Excludes occupants of parked cars unless they are double parked or motionless on the roadway.
Ozone 03	- Ozone is a colorless gas with a sweet odor. Ozone is not a direct emission from transportation sources. It is a secondary pollutant formed when VOCs and NOx combine in the presence of sunlight. Ozone is associated with smog or haze conditions. Although the ozone in the upper atmosphere protects us from harmful ultraviolet rays, ground-level ozone produces an unhealthy environment in which to live. Ozone is created by human and natural sources. A colorless gas with a sweet odor that is not a direct emission from transportation sources, but is formed when VOCs and NOx from car exhausts and from certain industrial emissions combine in the presence of sunlight. Ground-level ozone is associated with smog conditions and initiates damage to lungs, trees, crops, and materials. Regulated by the Clean Air Act Amendments of 1990.
Paratransit	- 1) Comparable transportation service required by the American Disabilities Act (ADA) for individuals with disabilities who are unable to use fixed route transportation systems. (49CFR37.2) 2) A variety of smaller, often flexibly scheduled-and-routed transportation services using low-capacity vehicles, such as vans, to operate within normal urban transit corridors or rural areas. These services usually serve the needs of persons that standard mass-transit services would serve with difficulty, or not at all. Often, the patrons include the elderly and persons with disabilities. A demand-responsive system that applies to a variety of smaller, flexibly scheduled and routed transportation services using low-capacity vehicles. Primarily used by persons for whom use of standard mass transit services is difficult or impossible.
Paratransit Services	- Transit service that provides generally more flexible and personalized service regular-route transit, using a variety of vehicles, such as large and small buses, vans, cars and taxis. Paratransit can serve a particular population, such as people with disabilities, or can be assigned to serve the general population. Paratransit is frequently provided in less densely populated areas, and used at times and in areas where trip demands are less concentrated, such as during weekends and evenings in urban settings.
Parkway	- A highway that has full or partial access control, is usually located within a park or a ribbon of park-like developments, and prohibits commercial vehicles. Buses are not considered commercial vehicles in this case.

TRANSPORTATION GLOSSARY

Term	Definition
Particulate Matter (PM10 and PM2.5)	- Particulate matter consists of airborne solid particles and liquid droplets. Particulate matter may be in the form of fly ash, soot, dust, fog, fumes, etc. These particles are classified as "coarse" if they are smaller than 10 microns, or "fine" if they are smaller than 2.5 microns. Coarse airborne particles are produced during grinding operations, or from the physical disturbance of dust by natural air turbulence processes, such as wind. Fine particles can be a by-product of fossil fuel combustion, such as diesel and bus engines. Fine particles can easily reach remote lung areas, and their presence in the lungs is linked to serious respiratory ailments such as asthma, chronic bronchitis and aggravated coughing. Exposure to these particles may aggravate other medical conditions such as heart disease and emphysema and may cause premature death. In the environment, particulate matter contributes to diminished visibility and particle deposition (soiling).
Parts Per Million (PPM)	- A measure of air pollutant concentrations.
Passenger Car	- A motor vehicle designed primarily for carrying passengers on ordinary roads, includes convertibles, sedans, and station wagons.
Passenger Revenue	- 1) Rail Revenue from the sale of tickets. 2) Air Revenues from the transport of passengers by air. 3) Transit Fares, transfer, zone, and park-an
Passenger Service	- Both intercity rail passenger service and commuter rail passenger service. (49CFR245)
Pavement Management System	- A systematic process that provides, analyzes, and summarizes pavement information for use in selecting and implementing cost-effective pavement construction, rehabilitation, and maintenance programs. Pavement includes all road surface types including paved, gravel, and improved or unimproved earth. A method for evaluating, and establishing priorities for, pavement rehabilitation and resurfacing needs.
Pedestrian	- Any person not in or on a motor vehicle or other vehicle. Excludes people in buildings or sitting at a sidewalk cafe. The National Highway Traffic Safety Administration also uses another pedestrian category to refer to pedestrians using conveyances and people in buildings. Examples of pedestrian conveyances include skateboards, nonmotorized wheelchairs, rollerskates, sleds, and transport devices used as equipment.
Pedestrian Walkway (or Walkway)	- A continuous way designated for pedestrians and separated from the through lanes for motor vehicles by space or barrier. (23CFR217)
Performance Measures	- Indicators of how well the transportation system is performing with regard to such things as average speed, reliability of travel, and accident rates. Used as feedback in the decision-making process.
Person Trip	- A trip taken by an individual. For example, if three persons from the same household travel together, the trip is counted as one household trip and three person trips.
Person-Miles	- An estimate of the aggregate distances traveled by all persons on a given trip based on the estimated transportation-network-miles traveled on that trip.
Petroleum (OH)	- A generic term applied to oil and oil products in all forms, such as crude oil, lease condensate, unfinished oils, petroleum products, natural gas plant liquids, and nonhydrocarbon compounds blended into finished petroleum products.
Planning Funds (PL)	- Primary source of funding for metropolitan planning designated by the FHWA.
Possible Injury	- Any injury reported or claimed that is not evident. Includes, among others, momentary unconsciousness, claim of injuries not obvious, limping, complaint of pain, nausea, and hysteria.
Preferential Access	- An advantage offered to a group of users allowing rideshare vehicles and buses to access roadways faster than other vehicles by bypassing metered ramps.
Private Carrier	- A carrier that provides transportation service to the firm that owns or leases the vehicles and does not charge a fee.
Problem Identification	- An element in the planning process which represents the gap between the desired vision, goals and objectives and the current or projected performance of the system
Program Development	- An element in the planning process in which improvements are formalized in the transportation improvement program and provides more detailed strategies.
Programming	- Prioritizing proposed projects and matching those projects with available funds to accomplish agreed upon, stated needs.
Project Review Committee	- MassHighway staff who meet to review proposed projects to determine qualifications, funding and scheduling.
Property Damage (Transit)	- The dollar amount required to repair or replace transit property (including stations, right-of-way, bus stops, and maintenance facilities) damaged during an incident.
PS&E	- The Plans, Specifications and Estimate prepared during design to be used by contractors to bid on proposed construction projects.
Public Crossing	- A location open to public travel where railroad tracks intersect a roadway that is under the jurisdiction and maintenance of a public authority.
Public Entity	- 1) Any state or local government; 2) Any department, agency, special purpose district, or other instrumentality of one or more state or local governments; and 3) The National Railroad Passenger Corporation (Amtrak) and any commuter authority. (49CFR37)
Public Liability	- Liability for bodily injury or property damage and includes liability for environmental restoration. (49CFR387)
Public Participation	- The active and meaningful involvement of the public in the development of transportation plans and programs.
Public Road	- Any road under the jurisdiction of and maintained by a public authority (federal, state, county, town or township, local government, or instrumentality thereof) and open to public travel.
Public Transit	- Passenger transportation services, usually local in scope, that is available to any person who pays a prescribed fare. It operates on established schedules along designated routes or lines with specific stops and is designed to move relatively large numbers of people at one time.
Public Transit Agencies	- A public entity responsible for administering and managing transit activities and services. Public transit agencies can directly operate transit service or contract out for all or part of the total transit service provided.
Public Transit System	- An organization that provides transportation services owned, operated, or subsidized by any municipality, county, regional authority, state, or other governmental agency, including those operated or managed by a private management firm under contract to the government agency owner.
Public Transportation	- Transportation by bus, rail, or other conveyance, either publicly or privately owned, which provides to the public general or special service on a regular and continuing basis. Also known as "mass transportation", "mass transit", and "transit."
Rail	- A rolled steel shape laid in two parallel lines to form a track for carrying vehicles with flanged steel wheels.
Ramp Metering	- The electronically regulated flow of vehicles to increase capacity of through lanes and improve safety.

TRANSPORTATION GLOSSARY

Term	Definition
Rapid Rail Transit	- Transit service using rail-cars driven by electricity usually drawn from a third rail, configured for passenger traffic, and usually operated on exclusive rights-of-way. It generally uses longer trains and has longer station spacing than light rail.
Recreational Trails Program	- Provides funds to the States to develop and maintain recreational trails and trail-related facilities for motorized and nonmotorized recreational trail uses. 23 U.S.C. 206.
Reformulated Gasoline	- 1) Gasoline whose composition has been changed to meet performance specifications regarding ozone-forming tendencies and release of toxic substances into the air from both evaporation and tailpipe emissions. Reformulated gasoline includes oxygenates and, compared with gasoline sold in 1990, has a lower content of olefins, aromatics, volatile components, and heavy hydrocarbons. 2) Gasoline specifically developed to reduce undesirable combustion products.
Regional Transportation Plan	- A document resulting from regional or statewide collaboration and consensus on a region or state's transportation system, and serving as the defining vision for the region's or state's transportation systems and services. In metropolitan areas, the plan indicates all of the transportation improvements scheduled for funding over the next 20 years.
Regional Railroad	- Railroad defined as line haul railroad operating at least 350 miles of track and/or earns revenue between \$40 million and \$266.7 million.
Regular Route Transit Service	- A transit service that operates on a predetermined, fixed route and schedule. The types of vehicle used in regular-route service are generally large buses or small buses. Regular-route service is usually classified as four types:
Rehabilitation	- Roadway improvements intended to correct conditions identified as deficient without major changes to the cross section. These projects should consist of removal and replacement of base and pavement, shouldering and widening and drainage correction as needed.
Relative Need Formula	- An allocation formula used by BIA/DOT to distribute construction funds to the 12 BIA area offices.
Reliability	- Refers to the degree of certainty and predictability in travel times on the transportation system. Reliable transportation systems offer some assurance of attaining a given destination within a reasonable range of an expected time. An unreliable transportation system is subject to unexpected delays, increasing costs for system users
Remote Areas	- Sparsely populated areas such as mountains, swamps, and large bodies of water.
Research	- Investigation or experimentation aimed at the discovery of new theories or laws and the discovery and interpretation of facts or revision of accepted theories or laws in the light of new facts. (49CFR 171)
Revenue Aligned Budget Authority (RABA)	- The adjustment in funding made annually to the highway program, beginning in FY 2000, as a result of the adjustment in the firewall level for highways. The firewall level is adjusted to reflect revised receipt estimates for the Highway Account of the Highway Trust Fund. Then, adjustments equal to the firewall adjustment are made to Federal highway authorizations and obligation limitation for the fiscal year.
Revenue Passenger-Mile	- One revenue passenger transported one mile.
Revenue Ton-Mile	- One short ton of freight transported one mile.
Revenue Vehicle-Miles (Transit)	- One vehicle (bus, trolley bus, or streetcar) traveling one mile, while revenue passengers are on board, generates one revenue vehicle-mile. Revenue vehicle-miles reported represent the total mileage traveled by vehicles in scheduled or unscheduled revenue-producing services.
Reverse Commute Transit	- Transit from residence to an employment location in a direction opposite to the heaviest flow of traffic. In this region, primarily from central city to a suburb.
Ridesharing	- A paratransit service with two or more persons in the vehicle consisting usually a prearranged car pool, van pool or subscription bus.
Right of Way (ROW)	- Public or privately owned property, which may be within a construction project work area. Responsibility for securing Right of Way for a project may be the responsibility of MassHighway staff or the Municipality involved in the project.
Route Deviation	- A service operating on a fixed route from which vehicles may deviate to pick up or drop off passengers. Requests for route deviation may come by phone via radio contract with the driver or may be requested by a passenger upon Boarding. Deviation from the route may include a premium charge for the extra service. Generally, this strategy utilizes a small vehicle.
Routine Maintenance	- Roadway maintenance consisting of snow and ice control, mowing, sweeping, periodic applications of bituminous overlays, seal treatments, milling, crack routing and filling and base repair. These treatments are intended to help ensure the roadway can be used to the end of its design life. These projects are ineligible for federal funding.
Rumble Strips	- Noise and vibration produced by shoulder rumble strips are effective alarms for drivers who are leaving the roadway. They are also helpful in areas where motorists battle rain, fog, snow, or dust. Rumble strips also help reduce highway hypnosis-a condition where white lines and yellow stripes on long, monotonous stretches of straight freeway can mesmerize and wreak havoc with a driver's concentration.
Safety Management System	- A systematic process that has the goal of reducing the number and severity of transportation related accidents by ensuring that all opportunities to improve safety are identified, considered and implemented as appropriate.
Shortline Railroad	- Freight railroads which are not Class I or Regional Railroads, that operate less than 350 miles of track and earn less than \$40 million.
Signal Preemption	- As most often used in this plan, a technology that triggers the green go-ahead on meters or traffic lights to allow transit vehicles to more quickly move through freeway ramp entrances or intersections.
Single Occupant Vehicle (SOV)	- A vehicle containing only the driver and no other passengers.
Sketch Plans	- A set of conceptual plans that outline the major details and principal dimensions, including the highway profile and alignment, of the bridge structure that will be designed under this project.
SKU	- Store Keeping Unit. Average grocery store has 35,000 SKUs.
Small Particulate Matter (PM-10)	- Particulate matter which is less than 10 microns in size. A micron is one millionth of a meter. Particulate matter this size is too small to be filtered by the nose and lungs.

TRANSPORTATION GLOSSARY

Term	Definition
Smart growth for transportation	- Establishing state and local land use strategies to increase population and housing densities and make transit more viable; Managing and operating existing highway, transit, and other transportation modes to maintain or improve performance for each mode without adversely affecting neighborhoods or urban centers; Knitting transportation improvement projects and public/private investments so that they merge as seamlessly as possible into the community. Supporting the provision of mixed use development so that transit, bicycle and pedestrian facilities, and ferry boats are viable options to driving; and, Accommodating the flow of freight throughout the country so that the economy can continue to grow.
Sprawl	- Urban form that connotatively depicts the movement of people from the central city to the suburbs. Concerns associated with sprawl include loss of farmland and open space due to low-density land development, increased public service costs, and environmental degradation as well as other concerns associated with transportation.
Stakeholder	- Person or group affected by a transportation plan, program or project. Person or group believing that are affected by a transportation plan, program or project. Residents of affected geographical areas; and Individuals and organizations involved in or affected by the transportation planning process. Include federal/state/local officials, MPOs, transit operators, freight companies, shippers, and the general public.
State Implementation Plan (SIP)	- Produced by the state environmental agency, not the MPO. A plan mandated by the CAA that contains procedures to monitor, control, maintain, and enforce compliance with the NAAQS. Must be taken into account in the transportation planning process. A document that contains procedures detailing how a state will attain or maintain compliance with National Ambient Air Quality Standards. Prepared by the state and submitted to the Environmental Protection Agency for approval.
State Infrastructure Bank (SIB)	- A revolving fund mechanism for financing a wide variety of highway and transit projects through loans and credit enhancement. SIBs are designed to complement traditional Federal-aid highway and transit grants by providing States increased flexibility for financing infrastructure investments; and, A state or multi-state revolving fund that provides loans, credit enhancement, and other forms of financial assistance to surface transportation projects.
State Planning and Research Funds (SPR)	- Primary source of funding for statewide long-range planning.
State Transportation Agency	- The State highway department, transportation department, or other State transportation agency to which Federal-aid highway funds are apportioned. (23CFR420)
State Transportation Improvement Program (STIP)	- A short-term transportation planning document covering at least a three-year period and updated at least every two years. The STIP includes a priority list of projects to be carried out in each of the three years. Projects included in the STIP must be consistent with the long-term transportation plan, must conform to regional air quality implementation plans, and must be financially constrained (achievable within existing or reasonably anticipated funding sources); and, A staged, multi-year, statewide, intermodal program of transportation projects, consistent with the statewide transportation plan and planning processes as well as metropolitan plans, TIPs, and processes. A short-range transportation planning document detailing the federally assisted projects planned to be undertaken in a given three-year period. By federal law, the STIP consists of a compilation of regional MPO transportation improvement programs and a list of projects to be undertaken outside of MPO boundaries.
State Designated Route	- A preferred route selected in accordance with U.S. DOT "Guidelines for Selecting Preferred Highway Routes for Highway Route Controlled Quantities of Radioactive Materials" or an equivalent routing analysis which adequately considers overall risk to the public. (49CFR171)
Subscription Service	- A transit service operating on a daily basis, under contract, to serve a specific entity or a special need, such as work trips to an employment location. Such service may employ a van, fixed-route transit or school bus type of vehicle.
Suburban Local Transit Service	- Buses operate in suburban environments, many times as suburban circulators, and include regular-route crosstowns (often as feeder routes to radial services) and paratransit services.
Surface Transportation Program (STP)	- Federal-aid highway funding program that funds a broad range of surface transportation capital needs, including many roads, transit, sea and airport access, vanpool, bike, and pedestrian facilities. A block grant type 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.
SAFETEA-LU Planning Factors	- Economic vitality of the region; Preservation of the existing transportation system; Environmental protection, energy conservation, and improved quality of life; Efficient system management and operation; Increased accessibility and mobility options; Enhanced safety of the transportation system; Enhanced security of the transportation system; and, Better integration of the transportation modes.
Telecommuting	- Communicating electronically (by telephone, computer, fax, etc.) with an office, either from home or from another site, instead of traveling to it physically.
Transportation Improvement Program (TIP)	- A staged, multiyear, intermodal program of transportation projects which is consistent with the metropolitan transportation plan. The Transportation Improvement Program, which allocates funding from the Federal Government to MassHighway projects
Title VI	- Title VI of the Civil Rights Act of 1964. Prohibits discrimination in any program receiving federal assistance.
Ton mile	- A measure of output for freight transportation; reflects weight of shipment and the distance it is hauled; a multiplication of tons hauled by the distance traveled.
Total Benefit/Cost Ratio	- The sum of five categories of quantifiable project benefits divided by the annualized cost of the project.
Total Contract Value	- Funds allocated to a particular design or construction contract, or Right of Way settlement. The value may change during the life of the contract, as items are added or removed.
Total Estimated Project Cost	- The total cost of a project, including planning, design, construction, right-of-way acquisition, utility relocations and other factors unique to individual projects.
Traffic Calming	- Techniques such as speed bumps, narrow lanes and traffic circles used to slow traffic in primarily residential neighborhoods.
Train Line Mileage	- The aggregate length of all line-haul railroads. It does not include the mileage of yard tracks or sidings, nor does it reflect the fact that a mile of railroad may include two or more parallel tracks. Jointly-used track is counted only once.

TRANSPORTATION GLOSSARY

Term	Definition
Train Mile	- The movement of a train, which can consist of many cars, the distance of one mile. A train-mile differs from a vehicle-mile, which is the movement of one car (vehicle) the distance of one mile. A 10-car (vehicle) train traveling 1 mile is measured as 1 train-mile and 10 vehicle-miles. Caution should be used when comparing train-miles to vehicle-miles.
Transit	- Generally refers to urban passenger transportation service, local in scope, provided to the public along established routes with fixed or variable schedules at published fares.
Transit Dependence	- The need to rely on transit to meet travel needs because of age-related or economic limitations and/or physical or mental disability.
Transit Hubs	- Locations where timed-transfer connections between transit modes is facilitated. Transit hubs are usually at shopping centers or other high-pedestrian locations.
Transit Taxing District	- The portion of the twin cities metropolitan area where property is taxed to support transit services.
Transit Trip	- A person trip as a passenger of a transit vehicle.
Transit Vehicle	- Includes light, heavy, and commuter rail; motorbus; trolley bus; van pools; automated guideway; and demand responsive vehicles.
Transport	- Movement of natural, synthetic, and/or supplemental gas between points beyond the immediate vicinity of the field or plant from which produced except 1) For movements through well or field lines to a central point for delivery to a pipeline or processing plant within the same state or 2) Movements from a city gate point of receipt to consumers through distribution mains.
Transportation Bill	- The bill refers to the market value of all purchases of transportation services and facilities; it includes all domestic expenditures made by an economy for transportation purposes. Although the transportation bill does not reflect several significant non-market costs, it is a useful indicator of a country's transportation expenditures, and transportation analysts closely follow changes in the bill and its components.
Transportation Conformity	- Process to assess the compliance of any transportation plan, program, or project with air quality implementation plans. The conformity process is defined by the Clean Air Act.
Transportation Control Measure (TCM)	- Actions, which are usually found in a SIP, that improve traffic flow, or reduce vehicle use or congestion, with the objective of reducing air pollutant emissions. Transportation strategies that affect traffic patterns or reduce vehicle use to reduce air pollutant emissions. These may include HOV lanes, provision of bicycle facilities, ridesharing, telecommuting, etc. Such actions may be included in a SIP if needed to demonstrate attainment of the NAAQS.
Transportation Demand Management (TDM)	- Programs and methods to reduce effective demand. In the broadest sense, any activity or facility that reduces vehicle trips would fall within this classification. The highest priority in the region is given to reducing single-occupant vehicle trips in the peak periods. Techniques that might be utilized are car pooling, van pooling, transit, alternative work hours, transportation management associations, and land development or ordinances that discourage vehicle trips and encourage walking biking, ridesharing and transit trips.
Transportation Enhancement Activities (TE)	- Provides funds to the States for safe bicycle and pedestrian facilities, scenic routes, beautification, restoring historic buildings, renovating streetscapes, or providing transportation museums and visitors centers. 23 U.S.C. 101(a) and 133(b)(8).
Transportation Equity Act for the 21st Century (TEA-21)	- Authorized in 1998, TEA-21 authorized federal funding for transportation investment for fiscal years 1998-2003. Approximately \$21.7 billion in funding was authorized, which was used for highway, transit, and other surface transportation programs.
Transportation Infrastructure	- A federal credit program under which the USDOT may provide three forms of credit assistance - secured (direct) loans, loan guarantees, and standby lines of credit - for surface transportation projects of national or regional significance. The fundamental goal is to leverage federal funds by attracting substantial private and non-federal co-investment in critical improvements to the nation's surface transportation system.
Transportation Management Area (TMA)	- 1) All urbanized areas over 200,000 in population, and any other area that requests such designation. 2) An urbanized area with a population over 200,000 (as determined by the latest decennial census) or other area when TMA designation is requested by the Governor and the MPO (or affect local officials), and officially designated by the Administrators of the FHWA and the FTA. The TMA designation applies to the entire metropolitan planning area(s). (23CFR500)
Travel Model Improvement Program (TMIP)	- TMIP supports and empowers planning agencies through leadership, innovation and support of planning analysis improvements to provide better information to support transportation and planning decisions.
Trolley Bus	- Rubber-tired electric transit vehicle, manually steered and propelled by a motor drawing current, normally through overhead wires, from a central power source.
Truckload (TL)	- Quantity of freight required to fill a truck, or at a minimum, the amount required to qualify for a truckload rate.
Trust Funds	- Accounts that are designated by law to carry out specific purposes and programs. Trust Funds are usually financed with earmarked tax collections; and, A fund credited with receipts that are held in trust by the government and earmarked by law for use in carrying out specific purposes and programs in accordance with an agreement or a statute.
Turner-Fairbank Highway Research Center (TFHRC)	- TFHRC provides FHWA and the world highway community with the most advanced research and development related to new highway technologies. The research focuses on providing solutions to complex technical problems through the development of more economical, environmentally sensitive designs; more efficient, quality controlled constructions practices; and more durable materials. The end result is a safer, more reliable highway transportation system.
Twenty Five (25) % Plans	- Project plans in the early first phase of design will include roadway or bridge alignment, right of way information, and environmental permits required to construct the project.
Twenty foot Equivalent Unit (TEU)	- The 8 foot by 8 foot by 20 foot intermodal container is used as a basic measure in many statistics and is the standard measure used for containerized cargo.
Unified Planning Work Program (UPWP)	- The management plan for the (metropolitan) planning program. Its purpose is to coordinate the planning activities of all participants in the planning process. Document required by the ISTEA that contains a description of all proposed transportation-related planning activities and air quality planning activities undertaken in a metropolitan region in a given year.
Unlinked Passenger Trips (Transit)	- The number of passengers boarding public transportation vehicles. A passenger is counted each time he/she boards a vehicle even if the boarding is part of the same journey from origin to destination.

TRANSPORTATION GLOSSARY

Term	Definition
Unobligated Balance	- The portion of obligation authority (including new budget authority and balances of unobligated budget authority carried over from prior years) that has not yet been obligated. With regard to the federal-aid highway program, the term generally refers to balances of apportioned contract authority that the states have been unable to obligate due to annual obligation limitations imposed by Congress.
Unpaved Road Surface	- Gravel/soil and unimproved roads and streets (Surface/Pavement Type Codes 20, 30 and 40).
Urban Highway	- Any road or street within the boundaries of an urban area. An urban area is an area including and adjacent to a municipality or urban place with a population of 5,000 or more. The boundaries of urban areas are fixed by state highway departments, subject to the approval of the Federal Highway Administration, for purposes of the Federal-Aid Highway Program.
Urban Local Transit Service	- Buses operate primarily in central cities and include regular-route radial service (routes start or end in one or both of the two major downtowns), crosstown (often providing connecting links between radial routes); and limited stop (buses make limited stops along a route or "skip stops," achieving faster service to selected destinations).
Urbanized Area	- Area that contains a city of 50,000 or more population plus incorporated surrounding areas meeting size or density criteria as defined by the U.S. Census.
Vanpool (Transit)	- Public-sponsored commuter service operating under prearranged schedules for previously formed groups of riders in 8- to 18-seat vehicles. Drivers are also commuters who receive little or no compensation besides the free ride.
Vehicle Miles of Travel (VMT)	- The number of miles traveled nationally by vehicles for a period of 1 year. VMT is either calculated using 2 odometer readings or, for vehicles with less than 2 odometer readings, imputed using a regression estimate.
Vehicle Trip	- A one-way journey made by an auto, truck or bus to convey people or goods.
Vehicle Miles (Highway)	- Miles of travel by all types of motor vehicles as determined by the states on the basis of actual traffic counts and established estimating procedures.
Vehicle Miles (Transit)	- The total number of miles traveled by transit vehicles. Commuter rail, heavy rail, and light rail report individual car-miles, rather than train-miles for vehicle-miles.
Visioning	- A variety of techniques that can be used to identify goals.
Volatile Organic Compounds (VOCs)	- VOCs come from vehicle exhaust, paint thinners, solvents, and other petroleum-based products. A number of exhaust VOCs are also toxic, with the potential to cause cancer. A group of chemicals that reacts in the atmosphere with NOx in the presence of heat and sunlight to form ozone. Examples include gasoline fumes and oil-based paints.
Volume to Capacity Ratio (V/C)	- The hourly number of vehicles expected to use a roadway in the busiest hour, divided by the number of moving vehicles the roadway can safely accommodate in an hour.
Wal-Mart	- Largest grocery retailer in the United States. Sales account for 1 of every 5 dollars spent on groceries in the US.
Waterborne Transportation	- Transport of freight and/or people by commercial vessels under U.S. Coast Guard jurisdiction.
Work hours Approved	- The date the Department's Project Manager and the selected Design Consultant agree to the amount of hours that will be required to complete the tasks in the scope of work
Zone	- The smallest geographically designated area for analysis of transportation activity. A zone can be from one to ten square miles in area. Average zone size depends on the size of study area.

APPENDIX D
PUBLIC PARTICIPATION PLAN AMENDMENT
- OCTOBER 5, 2009

Old Colony Metropolitan Planning Organization

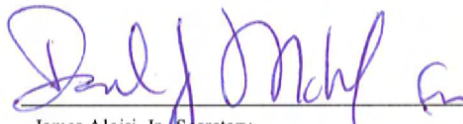
2007 Old Colony Public Participation Plan Amendment

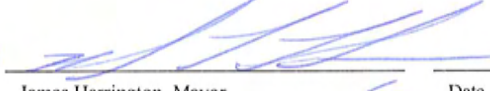
The *2007 Old Colony Public Participation Plan*, which provides a process for public involvement in the transportation planning for the region, was endorsed by the Old Colony Metropolitan Planning Organization (Old Colony MPO) on June 28, 2007. The Old Colony MPO, through its regular and advisory group meetings, encourages public participation on amendments to certification documents.

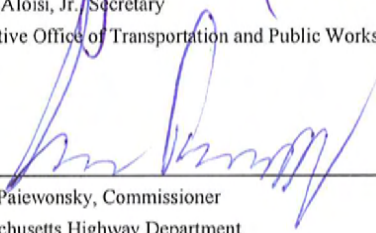
This **AMENDMENT** to the *2007 Old Colony Public Participation Plan* provides for the addition of the following provisions:

- A minimum public comment period of 30 days has been established for the RTP, TIP, UPWP, and Amendments, 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.
- 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 Signatories herby approve the above-mentioned **AMENDMENT** and herby reaffirm that the *2007 Old Colony Public Participation Plan* will continue to provide for the public participation process for transportation planning in the region, along with the Amendment herein as deemed necessary. Said Amendment shall be included in the Appendix of the existing Public Participation Plan until the endorsement of a new Public Participation Plan.


James Aloisi, Jr., Secretary
Executive Office of Transportation and Public Works

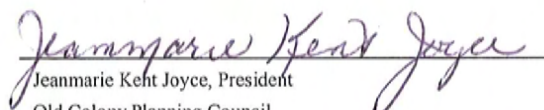
10/06/09  10/29/09
Date for Date
James Harrington, Mayor
City of Brockton


Luisa Paiewonsky, Commissioner
Massachusetts Highway Department

10/13/09  10/6/09
Date for Date
Richard Quintal, Chairman
Town of Plymouth Board of Selectmen


Reinald Ledoux, Jr., Administrator
Brockton Area Transit

10/22/09 _____ Date
Joseph Freitas, Chairman
Town of Plympton Board of Selectmen


Jeanmarie Kent Joyce, President
Old Colony Planning Council

11/5/09  11/5/09
Date Date
Colleen Corona, Chairman
Town of Easton Board of Selectmen

Appendix F
Old Colony LEP Plan



Old Colony

MPO

Metropolitan Planning Organization

OLD COLONY

**LIMITED ENGLISH PROFICIENCY (LEP) PLAN/
LANGUAGE ASSISTANCE PLAN (LAP)**

Providing Meaningful Language Assistance

2011

70 School Street

Brockton, Massachusetts 02301-4097

www.ocpcrpa.org

INTRODUCTION

The Old Colony Metropolitan Planning Organization (MPO) is responsible for a continuing, cooperative and comprehensive transportation planning process in the Old Colony Region which encompasses Abington, Avon, Bridgewater, Brockton, East Bridgewater, Easton, Halifax, Hanson, Kingston, Pembroke, Plymouth, Plympton, Stoughton, West Bridgewater, and Whitman. This planning process guides the use of federal and state dollars spent on existing and future transportation projects or programs. The Limited English Proficiency (LEP) Plan/ Language Assistance Plan (LAP) plays an integral role in the MPO process. This document will detail the LEP Plan developed in conjunction with best practice standards for public involvement.

The intent of this Limited English Proficiency Plan is to ensure access to the planning process and information published by the MPO where it is determined that a substantial number of residents in the Old Colony Region do not speak or read English proficiently. The production of multilingual publications and documents and/or interpretation at meetings or events will be provided to the degree that funding permits based on current laws and regulations.

Executive Order 13166: Improving Access to Service for Persons with Limited English Proficiency. *Each Federal Agency shall prepare a plan to improve access to its federally conducted programs and activities by eligible LEP persons. Each plan shall be consistent with the standards set forth in the LEP Guidance, and shall include the steps the agency will take to ensure that eligible LEP person can meaningfully access the agency's program and activities.*

LAW AND POLICIES GUIDING LIMITED ENGLISH PROFICIENCY PLANS

As part of the Metropolitan Planning Organization certification by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), the LEP/ LAP Plan will be assessed and evaluated. The following matrix illustrates these laws, policies, and considerations:

Title VI of the Civil Rights Act of 1964	Limited English Proficiency Executive Order 13166
Federal Law	Federal Policy
Enacted in 1964	Enacted in August 2000
Considers all persons	Considers eligible population
Contains monitoring and oversight compliance review requirements	Contains monitoring and oversight compliance review requirements
Factor criteria is required, no numerical or percentage thresholds	Factor criteria is required, no numerical or percentage thresholds
Provide protection on the basis of race, color, and national origin	Provides protection on the basis of origin
Focuses on eliminating discrimination in federally funded programs	Focuses on providing LEP persons with meaningful access to services using four factor criteria
Annual Accomplishment and Upcoming Goals Report to FHWA	Annual Accomplishment and Upcoming Goals Report to FHWA

Who is an LEP individual?

As defined in the 2000 United States Census, it is any individual who speaks a language at home other than English as their primary language, and who speak or understand English “not well” or “not at all”.

Determining the needs?

As a recipient of federal funding, the MPO must take reasonable steps to ensure meaningful access to the information and services it provides. As noticed in the Federal Register/Volume 70, Number 239/Wednesday 14, 2005/Notices, there are four factors to consider in determining “reasonable steps”.

- **Factor 1:** The number and proportion of LEP persons in the eligible service area;
- **Factor 2:** The frequency with which LEP persons encounter MPO programs;
- **Factor 3:** The importance of the service provided by MPO programs;
- **Factor 4:** The resources available and overall cost of MPO.

The USDOT Policy Guidance provides recipients of federal funds substantial flexibility in determining what language assistance is appropriate based on a local assessment of the four factors listed above. The following is an assessment of need in the Old Colony Region in relation to the four factors and the transportation planning process.

LEP ASSESSMENT FOR THE OLD COLONY METROPOLITAN PLANNING ORGANIZATION

Factor 1: The Number and Proportion of LEP Persons in the Eligible Service Area

The first step towards understanding the profile of individuals that could participate in the transportation planning process is a review of Census data. Tables 1 and 2 display language spoken and number of individuals that are LEP.

For our planning purposes, we are considering people that speak English “not well” or “not at all” and only the top four language groups are included in the analysis.

Table 1, derived from the 2000 US Census, shows the number and percent of persons who are five (5) and older, with regard to their English language skills, for the communities within the MPO area. As indicated, over 13% of the MPO area population is not proficient in English. The City of Brockton has the greatest concentration of LEP persons – over 28%. The second highest concentration is in the Town of Stoughton with 18.1%.

**Table 1: Limited English Proficient Persons in the MPO Planning Area and Local Jurisdictions
2000 Census of Population and Housing US Census Bureau**

Community	Population 5 Years and Older	Number of LEP Persons	Percentage of LEP Persons
Abington	13,560	630	4.6%
Avon	4,186	222	5.3%
Bridgewater	23,581	2,305	9.8%
Brockton	87,671	24,932	28.4%
East Bridgewater	12,059	639	5.3%
Easton	20,848	1,493	7.2%
Halifax	6,990	273	3.9%
Hanson	8,823	360	4.1%
Kingston	10,777	763	7.1%
Pembroke	15,603	578	3.7%
Plymouth	48,277	3,198	6.6%
Plympton	2,472	56	2.3%
Stoughton	25,623	4,650	18.1%
West Bridgewater	6,259	325	5.2%
Whitman	12,942	429	3.3%
MPO Area	299,671	40,853	13.6%

Table 2, shows the number and percent of LEP persons by language spoken at the individual’s home. Of the LEP persons within the MPO area, 9.1% speak an Indo-European language at home, making this the most significant percentage of the area’s population. The second most common language of the area’s LEP population is Spanish with 3.1%. Asian and Pacific Islander languages, such as Chinese, Vietnamese, Thai, Laotian, Korean and Japanese represent 1%.

**Table 2: Language Spoken at Home by LEP Persons – Old Colony MPO Area
2000 Census of Population and Housing US Census Bureau**

LEP Persons	Spanish Language	Other Indo-European languages	Asian & Pacific Islander Languages
5 years older Total	9,368	27,165	3,048
Percent of all LEP Persons	3.1%	9.1%	1%

Factor 2: The Frequency in which LEP Encounter MPO Programs

The small, but growing size of the LEP population in this region will likely increase the probability of future contact with the MPO. However, to date, no requests have been made by either individuals or groups directly to the MPO for Spanish, Portuguese (Cape Verdean Creole) or other language interpreters or publications. Nevertheless, to assist with the identification of language spoken, staff utilizes the 2010 U.S. Census Language Identification Flashcards

An underlying principle of the Old Colony Metropolitan Planning Process is public participation, coordination and consultation with appropriate agencies and groups. The MPO staff engages the public to the maximum extent possible. Various strategies are deployed, documented and evaluated. These strategies consist of activities designed to build better relationships with citizens that are engaged with their communities and businesses, along with individuals of “traditionally underserved” communities and Limited English Proficiency, local officials, non-profit organizations, and transportation agencies. The main purpose of the public participation process is to educate and inform stakeholders on new initiatives such as, but not limited to: Livability, sustainability, and climate change. The process is designed to fulfill federal-aid requirements and to document people’s transportation and land use needs in their communities.



Figure 1.1: Open House at the Peruvian Place Restaurant during 2012 Regional Transportation Plan Update

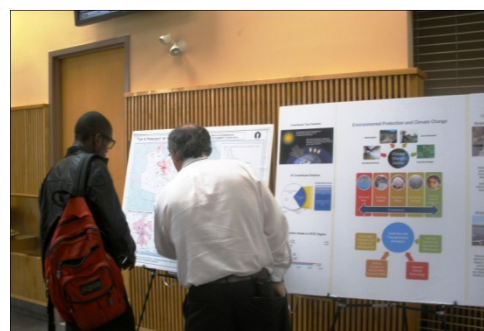


Figure 1.2: Open House at BAT Intermodal Centre during 2012 Regional Transportation Plan Update

A strategy that the Old Colony MPO staff uses to reach out to the Limited English Proficiency population in the region is through the use of surveys. Surveys are a great tool to reach individuals that feel intimidated to participate with the public and for individuals that cannot attend meetings and outreach activities. Surveys are available in multiple languages: English, Spanish, and Portuguese (Cape Verdean

Creole). Consultation with the Associacao Caboverdiana de Brockton, Inc., Brockton Area Multi-Services, Inc., Latin American Health Institute, and the Brockton Interfaith Community also supports the efforts of reaching out to the LEP population.

Factor 3: The Importance of the Service Provided by the MPO Program

MPO programs use federal funds to plan for future transportation projects, and therefore do not include any direct service or program that requires vital, immediate or emergency assistance, such as medical treatment or services for basic needs (like food and shelter). Further, the MPO does not conduct required activities such as applications, interviews or other activities prior to participation in its programs or events. Involvement by any citizen with the MPO or its committees is voluntary.

However, the MPO must ensure that all segments of the population, including LEP persons, have been involved or have had the opportunity to be involved in the transportation planning process to be consistent with the goal of the Federal Environmental Justice program and policy.

The impact of proposed transportation investments on underserved and underrepresented population groups is part of the evaluation process in use of federal funds in three (3) major areas for the MPO:

- **The Unified Planning Work Program**
- **The Transportation Improvement Program**
- **The Long Range Transportation Plan** (covering 20 + years)
- **Public Participation Plan**

Inclusive public transportation is a priority consideration in Old Colony MPO plans, studies and programs. The impacts of transportation improvements resulting from these planning activities have an impact on all residents. Understanding and continued involvement are encouraged throughout the process. The MPO is concerned with input from all stakeholders, and every effort is taken to make the planning process as inclusive as possible.

As a result of the long range transportation planning process, selected projects receive approval for federal funding and progress towards project planning and construction under the responsibility of local jurisdictions or state transportation agencies. These state and local organizations have their own policies to ensure LEP individuals can participate in the process that shapes where, how and when a specific transportation project is implemented.

Factor 4: The Resources Available and Overall MPO Cost

Given the size of the LEP population in the MPO area and current financial constraints, full multi-language translations of large transportation plan documents and maps is not considered warranted at this time. However, continued growth of the MPO and its Cambodian, Spanish, French Creole, and Portuguese speaking populations makes offering translation in these languages a sound community investment.

As a result, the MPO intends to initiate a program to make the Executive Summaries for the **Regional Transportation Plan**, the **Transportation Improvement Program**, the **Public Participation Plan**, and

other key documents available in multiple languages. To accommodate the cost, these summaries may be presented in alternative formats, such as brochures or newsletters, which are designed to capture all of the significant points of the full document. The MPO will continue efforts to collaborate with state and local agencies to provide language translation and interpretation services when practical and in consideration of the funding available. The translation of these documents will begin after the final English version has been completed. Spanish and Portuguese outreach materials from organizations such as federal, state, and local transportation agencies will be used when possible.

MEETING THE REQUIREMENTS

Engaging the diverse population within the MPO area is important. The MPO is committed to providing quality services to all citizens, including those with limited English proficiency. Indo-European Languages is the most dominant language spoken by LEP individuals in the Old Colony MPO Area.

Safe Harbor Stipulation and LEP Thresholds

Federal law provides a “safe harbor” stipulation so recipients of federal funding can ensure compliance with their obligation to provide written translations in languages other than English with greater certainty. A “safe harbor” means that as long as a recipient (the MPO) has created a plan for the provision of written translations under a specific set of circumstances, such action will be considered strong evidence of compliance with written translation obligations under Title VI.

However, failure to provide written translations under the circumstances does not mean there is noncompliance, but rather provides for recipients a guide for greater certainty of compliance in accordance with the four factor analysis.

Evidence of compliance with the recipient’s written translation obligations under “safe harbor” includes providing written translations of vital documents for each eligible LEP language group that constitutes 5% or 1,000 persons, whichever is less of eligible persons served or likely to be affected. Translation can also be provided orally.

The “safe harbor” provision applies to the translation of written documents only. It does not affect the requirement to provide meaningful access to LEP individuals through competent oral interpreters where oral language services are needed and reasonable to provide.

Providing Notice to LEP Persons

US DOT guidance indicates that once an agency has decided, based on the four factors, to provide language services, it is important that the recipient notify LEP persons of services available free of charge in a language the LEP persons would understand.

Where appropriate and feasible, the staff will include the following language in English and Spanish, on meeting notifications and other informational materials:

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons who require special accommodations under the Americans with Disabilities Act

or persons who require translation services for a meeting (free of charge) should contact Pat Ciaramella at 508-583-1833 or pciaramella@ocpcrpa.org at least seven days in advance.

Se solicita La participación del público, sin importar la raza, color, nacionalidad, edad, sexo, religión, incapacidad o estado familiar. Personas que requieran facilidades especiales bajo el Acta de Americanos con Discapacidad (Americans with Disabilities Act) o personas que requieren servicios de traducción (sin cargo alguno) deben contactar a Malissa Booth al teléfono 508-583-1833 o pciaramella@ocpcrpa.org por lo menos siete días antes de la reunión.

The Old Colony MPO will use the following methods for notification:

- Signage indicating that free language assistance is available with advance notice;
- Stating in outreach documents that language services are available;
- Working with community-based organizations and other stakeholders to inform LEP individuals of MPO services and the availability of language assistance;
- Using automated telephone voicemail or menu to provide information about available language assistance services;
- Including notices in local newspapers in languages other than English;
- Providing notices on non-English-language radio and television stations about MPO services and the availability of language assistance; and
- Providing presentations and/or notices at schools and community based organizations (CBO).
- Website Translation Tools

The MPO will publicize the availability of interpreter services, free of charge, at least seven (7) days prior to MPO Board and Committee meetings, workshops, forums or events which will be noticed on the MPO website, in meeting notices (packets), and using the following additional tools as appropriate:

- Signage
- Public outreach material
- Community-based organizations
- Local newspapers
- Old Colony Library System

The MPO defines an interpreter as a person who translates spoken languages orally, as opposed to a translator, who translates written languages and transfers the meaning of written text from one language into another. The MPO will request language interpreter services from Old Colony MPO staff or through contracted interpreter service agencies.

The MPO can post meeting notices in the Cape Verdean media that serves the Cape Verdean community throughout the greater Brockton area. As covered under Title VI material will be provided in an alternative language when applicable.

Identifying Persons Who May Need Language Assistance

When encountering a LEP person, staff will use Language Identification Flashcards to identify that person's primary language. Language Identification Flashcards, as developed by the U.S. Census Bureau

(http://2010.census.gov/partners/pdf/langfiles/LAG_flashcard.pdf), are translated into 51 different languages. The flashcards are used by the Census Bureau and other federal agencies to identify the primary language of LEP persons during face to face encounters. The staff will make the Language Identification Cards available to the public through its website, so that LEP persons contacting the Planning Council online can communicate their primary language to the staff. The staff then can then use that information to provide language assistance to the LEP person.

The staff will make the Language Identification Flashcards available at all public meetings. Once a LEP person's primary language is identified using the flashcards, the staff will assess the feasibility of providing written translation service, and/ or oral interpretation assistance to the LEP person.

Language Assistance

Information regarding MPO transportation planning processes is made available through multiple means, including translated public meeting notices and providing a bilingual staff whenever possible. The MPO's future programs and services to enhance accessibility of transit services to LEP persons likely include:

- Partnerships with Brockton Area Transit (BAT) and community organizations to develop a list of language translation volunteers who are available for public meetings. This option could be used where advanced notice is provided that translator services are needed. This option may also help increase the number of languages for which translation services are available.
- Development of written translation and oral interpreter service providers' database. This would improve the speed and convenience with which written documents can be translated for the public, and reduce the need to have public requests for them.
- Ensuring that MPO members are aware of the USDOT LEP guidance and support their LEP planning activities, as appropriate.
- Regular updates to this LEP Plan, as needed by new events, such as the release of language-related demographic data from the 2010 decennial census and/or indications of increases in LEP population.
- Identification of community based organizations that are not being contacted through existing outreach.

The MPO intends to initiate a program to make the Executive Summaries for key documents available in Portuguese (Cape Verdean Creole) and Spanish. Key documents include the Regional Transportation Plan, the Transportation Improvement Program, the Public Participation Plan, and other key documents available in Portuguese (Cape Verdean Creole) and Spanish.

A goal of the MPO's **Public Participation Plan** is to provide user-friendly material that will be appealing and easy to understand. The MPO may provide Executive Summaries in alternative formats, such as brochures or newsletters, depending on the work product.

The MPO encourages staffs to explore and utilize visualization techniques, methods and devices that do not use language alone. For example, use of pictograms, symbol signs, diagrams, color code warnings, illustrations, graphics, and pictures can be considered information using few words in any language. Schematic maps can similarly communicate large amounts of information without words.

MPO Staff Training

The MPO will incorporate the LEP/ Language Assistance Plan in the **Public Participation Plan** at its next update. In order to establish meaningful access to information and services for LEP individuals, the MPO will properly train its employees to assist in person, and/or by telephone, LEP individuals who request assistance. MPO Board members will receive a copy of the **LEP Plan**, and have access to training, assuring that they are fully aware of and understand the plan and its implementation.

Monitoring and Updating the Language Assistance Plan

The LEP/ Language Assistance Plan as part of the Old Colony MPO's Title VI Plan, will be reviewed annually by Title VI coordinators on the OCPC staff, and included in the Annual Title VI Update provided to MassDOT. This annual review will also include a review of whether existing assistance is meeting the needs of LEP persons, and whether new documents, programs, services, and activities need to be made accessible for LEP individuals. Such guidance will also be based on consideration of the frequency of encounters with LEP language groups and the availability of resources.

Additionally, as new data is made available on the demographics of the region and the resulting transportation needs (e.g., 2010 U.S. Census Data), this Language Assistance Plan will be reviewed and updated to respond to the needs of the region's growing and changing population.

Appendix G
2010 US Census LEP Analysis

LANGUAGE SPOKEN AT HOME 2011

Community	Abington	Avon	Bridgewater	Brockton	Duxbury	East Bridgewater	Easton 2011	Halifax	Hanson	Kingston	Pembroke	Plymouth	Plympton	Rockland	Stoughton	West Bridgewater	Whitman
Population 5 years and over	14,820	4,192	25,122	86,979	14,204	13,183	21,944	7,246	9,687	11,834	16,499	52,894	2,649	16,760	25,263	6,524	16,499
English only	13,740	3,763	23,109	56,386	13,546	12,465	19,908	7,080	9,051	11,243	15,634	49,602	2,605	15,411	20,635	6,296	15,634
Language other than English	1,080	429	2,013	30,593	658	718	2,036	166	636	591	865	3,292	44	1,349	4,628	228	865
Speak English less than "very well"	351	183	779	13,434	79	122	554	38	123	157	272	1,198	0	420	1,941	80	272
Spanish	398	98	727	7,068	273	108	498	31	80	43	167	869	5	265	561	96	167
Speak English less than "very well"	124	41	307	2,273	57	56	60	0	27	0	65	347	0	71	351	49	65
Portuguese	69	20	396	10,082	9	71	489	0	276	54	35	1,086	14	147	2,166	42	35
Speak English less than "very well"	55	0	210	5,404	0	42	293	0	36	17	0	635	0	40	1,142	0	0
Native American	0	0	0	20	0	0	0	0	0	0	0	0	0	0	6	0	0
Speak English less than "very well"	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Semetic	35	0	19	127	0	18	127	0	1	0	99	161	0	23	118	25	99
Speak English less than "very well"	9	0	0	7	0	0	31	0	0	0	17	49	0	0	9	0	17
African	0	0	6	378	0	0	0	0	0	0	0	27	0	70	123	0	0
Speak English less than "very well"	0	0	0	138	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Indo-European languages	357	311	769	11,299	250	473	664	135	227	370	426	957	25	648	1,304	65	426
Speak English less than "very well"	101	142	187	4,857	8	14	121	38	36	99	124	103	0	256	265	31	124
Asian and Pacific Island languages	217	0	96	1,619	124	48	258	0	52	124	130	173	0	196	350	0	130
Speak English less than "very well"	62	0	75	755	14	10	49	0	24	41	66	64	0	53	174	0	66

B16001 - LANGUAGE SPOKEN AT HOME BY ABILITY TO SPEAK ENGLISH FOR THE POPULATION 5 YEARS AND OVER

Universe: Population 5 years and over

Source: US Census American Community Survey

Community	Abington	Avon	Bridgewater	Brockton	Duxbury	East Bridgewater	Easton	Halifax	Hanson	Kingston	Pembroke	Plymouth	Plympton	Rockland	Stoughton	West Bridgewater	Whitman
Population 5 years and over	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
English only	92.7%	89.8%	92.0%	64.8%	95.4%	94.6%	90.7%	97.7%	93.4%	95.0%	94.8%	93.8%	98.3%	92.0%	81.7%	96.5%	94.8%
Language other than English	7.3%	10.2%	8.0%	35.2%	4.6%	5.4%	9.3%	2.3%	6.6%	5.0%	5.2%	6.2%	1.7%	8.0%	18.3%	3.5%	5.2%
Speak English less than "very well"	2.4%	4.4%	3.1%	15.4%	0.6%	0.9%	2.5%	0.5%	1.3%	1.3%	1.6%	2.3%	0.0%	2.5%	7.7%	1.2%	1.6%
Spanish	2.7%	2.3%	2.9%	8.1%	1.9%	0.8%	2.3%	0.4%	0.8%	0.4%	1.0%	1.6%	0.2%	1.6%	2.2%	1.5%	1.0%
Speak English less than "very well"	0.8%	1.0%	1.2%	2.6%	0.4%	0.4%	0.3%	0.0%	0.3%	0.0%	0.4%	0.7%	0.0%	0.4%	1.4%	0.8%	0.4%
Portuguese	0.5%	0.5%	1.6%	11.6%	0.1%	0.5%	2.2%	0.0%	2.8%	0.5%	0.2%	2.1%	0.5%	0.9%	8.6%	0.6%	0.2%
Speak English less than "very well"	0.4%	0.0%	0.8%	6.2%	0.0%	0.3%	1.3%	0.0%	0.4%	0.1%	0.0%	1.2%	0.0%	0.2%	4.5%	0.0%	0.0%
Native American	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Speak English less than "very well"	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Semetic	0.2%	0.0%	0.1%	0.1%	0.0%	0.1%	0.6%	0.0%	0.0%	0.0%	0.6%	0.3%	0.0%	0.1%	0.5%	0.4%	0.6%
Speak English less than "very well"	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.1%
African	0.0%	0.0%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%	0.4%	0.5%	0.0%	0.0%
Speak English less than "very well"	0.0%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Other Indo-European languages	2.4%	7.4%	3.1%	13.0%	1.8%	3.6%	3.0%	1.9%	2.3%	3.1%	2.6%	1.8%	0.9%	3.9%	5.2%	1.0%	2.6%
Speak English less than "very well"	0.7%	3.4%	0.7%	5.6%	0.1%	0.1%	0.6%	0.5%	0.4%	0.8%	0.8%	0.2%	0.0%	1.5%	1.0%	0.5%	0.8%
Asian and Pacific Island languages	1.5%	0.0%	0.4%	1.9%	0.9%	0.4%	1.2%	0.0%	0.5%	1.0%	0.8%	0.3%	0.0%	1.2%	1.4%	0.0%	0.8%
Speak English less than "very well"	0.4%	0.0%	0.3%	0.9%	0.1%	0.1%	0.2%	0.0%	0.2%	0.3%	0.4%	0.1%	0.0%	0.3%	0.7%	0.0%	0.4%

Source: US Census American Community Survey

Appendix H

Examples of Inclusion of Notice to Beneficiaries of Protection under Title VI

[About OCPC](#)[Transportation Planning](#)[Area Agency on Aging](#)[Comprehensive Planning](#)[Economic Development](#)[GIS and Data](#)

[Home >](#)

Old Colony Title VI Policy

Federal Title VI/Nondiscrimination Protections

The Old Colony Metropolitan Planning Organization (MPO) operates its programs, services, and activities in compliance with federal nondiscrimination laws including Title VI of the Civil Rights Act of 1964 (Title VI), the Civil Rights Restoration Act of 1987, and related statutes and regulations. Title VI prohibits discrimination in federally assisted programs and requires that no person in the United States of America shall, on the grounds of race, color, or national origin (including limited English proficiency), be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity receiving federal assistance. Related federal nondiscrimination laws administered by the Federal Highway Administration, the Federal Transit Administration, or both prohibit discrimination on the basis of age, sex, and disability. These protected categories are contemplated within the Old Colony MPO's Title VI Programs consistent with federal interpretation and administration. Additionally, the Old Colony MPO provides meaningful access to its programs, services, and activities to individuals with limited English proficiency, in compliance with US Department of Transportation policy and guidance on federal Executive Order 13166.

State Nondiscrimination Protections

The Old Colony MPO also complies with the Massachusetts Public Accommodation Law, M.G.L. c 272 §§ 92a, 98, 98a, prohibiting making any distinction, discrimination, or restriction in admission to or treatment in a place of public accommodation based on race, color, religious creed, national origin, sex, sexual orientation, disability, or ancestry. Likewise, the Old Colony MPO complies with the Governor's Executive Order 526, section 4 requiring all programs, activities, and services provided, performed, licensed, chartered, funded, regulated, or contracted for by the state shall be conducted without unlawful discrimination based on race, color, age, gender, ethnicity, sexual orientation, gender identity or expression, religion, creed, ancestry, national origin, disability, veteran's status (including Vietnam-era veterans), or background.

Additional Information

To request additional information regarding Title VI and related federal and state nondiscrimination obligations, please contact:

Old Colony Planning Council
 Title VI/ Nondiscrimination Coordinator
 Pat Ciaramella
 70 School Street
 Brockton, MA 02301
 508-583-1833 Extension 202
pciaramella@ocpcrpa.org

Title VI Specialist
 MassDOT, Office of Diversity and Civil Rights
 10 Park Plaza
 Boston, MA 02116
 857-368-8580
 TTY: 857-368-0603
MASSDOT.CivilRights@state.ma.us

Complaint Filing

To file a complaint alleging a violation of Title VI or related federal nondiscrimination law, contact the Title VI Specialist (above) within 180 days of the alleged discriminatory conduct. To file a complaint alleging a violation of the state's Public Accommodation Law, contact the Massachusetts Commission Against Discrimination within 300 days of the alleged discriminatory conduct at:

Massachusetts Commission Against Discrimination (MCAD)
 One Ashburton Place, 6th Floor
 Boston, MA 02109
 617-994-6000
 TTY: 617-994-6196

Links

- ▶ [Notice of Nondiscrimination Rights and Protections \(PDF\)](#)
- ▶ [Complaint Procedure \(PDF\)](#)
- ▶ [Complaint Form \(PDF\)](#)
- ▶ [Limited English Proficiency Plan](#)

Outreach

- ▶ [OCPC Radio Ad - English \(mp3\)](#)
- ▶ [OCPC Radio Anuncio - Español \(mp3\)](#)
- ▶ [OCPC Radio Anúncio - Português \(mp3\)](#)
- ▶ [Public Service Announcement \(mp3\)](#)
- ▶ [Public Service Announcement \(mp3\)](#)



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 Old Colony
 Planning Council

OLD COLONY METROPOLITAN PLANNING ORGANIZATION (MPO)

C/o Old Colony Planning Council, 70 School Street, Brockton, MA
Phone: 508-583-1833 / Fax: 508-559-8768 / Web: www.ocpcrpa.org

OLD COLONY MPO SIGNATORIES

CITY OF BROCKTON

The Honorable Bill Carpenter, Mayor

TOWN OF PLYMOUTH

Mathew Muratore, Chairman, Board of Selectmen

TOWN OF WEST BRIDGEWATER

Eldon Moreira, Chairman, Board of Selectmen

TOWN OF WHITMAN

Daniel Salvucci, Vice-Chairman, Board of Selectmen

BROCKTON AREA TRANSIT AUTHORITY (BAT)

Reinald Ledoux, Administrator

MASSACHUSETTS DEPARTMENT OF TRANSPORTATION (MASSDOT)

Richard Davey, Secretary and CEO

MASSACHUSETTS DEPARTMENT OF TRANSPORTATION (MASSDOT)

Frank DePaola, P.E., Highway Administrator

OLD COLONY PLANNING COUNCIL (OCPC)

Lee Hartmann, AICP, President

NOTICE OF MEETING

10:00 A.M., Tuesday, May 20, 2014

**At Metro South Chamber of Commerce 1st Floor Conference Room
60 School Street, Brockton, MA**

AGENDA

- 1. Call to Order and Introductions**
- 2. Minutes of April 15, 2014 Old Colony MPO Meeting**
- 3. Brockton Area Transit (BAT) Report**
- 4. Development of the FFY 2014 - 2017 Transportation Improvement Program (TIP) Amendment**
 - ***Review and Release to Public Review and Comment Period***
- 5. Development of the FFY 2015 - 2018 Transportation Improvement Program (TIP)**
 - ***Review and Release to Public Review and Comment Period***
- 6. Development of the FFY 2015 Unified Planning Work Program (UPWP)**
 - ***Review and Release to Public Review and Comment Period***
- 7. Overview of Draft Plymouth Special Events Traffic Management Plan**
- 8. Administrative Matters and Other Business**
- 9. Date and Time of Next Meeting(s)**
- 10. Adjournment**

The Old Colony MPO fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. The Old Colony MPO operates without regard to race, color, or national origin (including limited English proficiency), age, sex, disability, ancestry, ethnicity, gender, gender identity or expression, sexual orientation, religion, creed, veteran's status, or background. Any person who believes him/herself or any specific class of persons, to be subject to discrimination prohibited by Title VI may by him/herself or by representative file a written complaint with the Old Colony MPO. Complaints are to be filed no later than 180 days from the date of the alleged discrimination. Please contact Pat Ciaramella at 508-583-1833 Extension 202 for more information.

This meeting is accessible to people with disabilities and those with limited English proficiency. Accessibility accommodations and language services will be provided free of charge, upon request, as available. Such services include documents in alternate formats, translated documents, assistive listening devices, and interpreters (including American Sign Language). For more information or to request reasonable accommodation and/or language services please contact Pat Ciaramella at 508-583-1833 Extension 202.

- If this information is needed in another language, please contact the Pat Ciaramella at 508-583-1833 Extension 202.
- Caso esta informação seja necessária em outro idioma, favor contar Pat Ciaramella at 508-583-1833 Extension 202.
- Si necesita esta información en otro idioma, por favor contacte Pat Ciaramella at 508-583-1833 Extension 202.
- Si yon moun vle genyen enfòmasyon sa yo nan yon lòt lang, tanpri kontakte Espesyalis Pat Ciaramella at 508-583-1833 Extension 202.

Charles Kilmer

From: Charles Kilmer <ckilmer@ocpcrpa.org>
Sent: Tuesday, May 13, 2014 12:34 PM
To: Charles Kilmer
Subject: May 20, 2014 Old Colony Metropolitan Planning Organization (MPO) Meeting
Attachments: May 20, 2014 Old Colony MPO Meeting Agenda.pdf; April 15, 2014 Old Colony MPO Meeting Minutes.pdf

Old Colony Metropolitan Planning Organization (MPO) and interested parties,

The following is the agenda for the **May 20, 2014 Old Colony Metropolitan Planning Organization Meeting** (10 AM at the Metro South Chamber of Commerce – 1st Floor Conference Room, 60 School Street, Brockton, MA).

Old Colony MPO Meeting Agenda

1. Call to Order and Introductions
2. Minutes of April 15, 2014 Meeting
3. Brockton Area Transit (BAT) Report
4. Development of FFY 2014 - 2017 Transportation Improvement Program (TIP) Amendment
 - Review and Release to Public Review and Comment Period
5. Development of FFY 2015 - 2018 Transportation Improvement Program (TIP)
 - Review and Release to Public Review and Comment Period
6. Development of FFY 2015 Unified Planning Work Program (UPWP)
 - Review and Release to Public Review and Comment Period
7. Overview of Draft Plymouth Special Events Traffic Management Plan
8. Administrative Matters and Other Business
9. Date and Time of Next Meeting(s)
10. Adjournment

We look forward to your attendance and participation. Please note that OCPC is accessible via the Brockton Area Transit (<http://www.ridebat.com/>) and the MBTA Commuter Rail (<http://mbta.com/>). In addition, OCPC has secure bicycle parking available.

Please let me know if you have any questions. Thank you.

Charles Kilmer

Charles Kilmer, AICP

Assistant Director/ Transportation Program Manager
Old Colony Planning Council (OCPC)
70 School Street, Brockton, MA 02301
508-583-1833 Extension 206
<http://www.ocpcrpa.org/>

The Old Colony MPO fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. The Old Colony MPO operates without regard to race, color, or

national origin (including limited English proficiency), age, sex, disability, ancestry, ethnicity, gender, gender identity or expression, sexual orientation, religion, creed, veteran's status, or background. Any person who believes him/herself or any specific class of persons, to be subject to discrimination prohibited by Title VI may by him/herself or by representative file a written complaint with the Old Colony MPO. Complaints are to be filed no later than 180 days from the date of the alleged discrimination. Please contact Pat Ciaramella at 508-583-1833 Extension 202 for more information.

This meeting is accessible to people with disabilities and those with limited English proficiency. Accessibility accommodations and language services will be provided free of charge, upon request, as available. Such services include documents in alternate formats, translated documents, assistive listening devices, and interpreters (including American Sign Language). For more information or to request reasonable accommodation and/or language services please contact Pat Ciaramella at 508-583-1833 Extension 202.

- If this information is needed in another language, please contact the Pat Ciaramella at 508-583-1833 Extension 202.
- Caso esta informação seja necessária em outro idioma, favor contar Pat Ciaramella at 508-583-1833 Extension 202.
- Si necesita esta información en otro idioma, por favor contacte Pat Ciaramella at 508-583-1833 Extension 202.
- Si yon moun vle genyen enfòmasyon sa yo nan yon lòt lang, tanpri kontakte Espesyalis Pat Ciaramella at 508-583-1833 Extension 202.

OLD COLONY PLANNING COUNCIL

Lee Hartmann, AICP
President
70 School Street
Brockton, MA 02301-4097



Pasquale Ciaramella
Executive Director
Telephone: (508) 583-1833
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Email: information@ocpcrpa.org

NOTICE OF PUBLIC REVIEW AND COMMENT FOR THE

- **DRAFT FFY 2014-2017 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AMENDMENT**
 - **DRAFT FFY 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**
 - **DRAFT FFY 2015 UNIFIED PLANNING WORK PROGRAM (UPWP)**

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 2014-2017 Transportation Improvement Program (TIP) Amendment, the DRAFT FFY 2015-2018 Transportation Improvement Program (TIP), and the DRAFT FFY 2015 Unified Planning Work Program (UPWP) available for public review and comment. The TIP serves as a prioritized listing of highway, bridge, and transit projects proposed for implementation during the next four (4) federal fiscal years. Copies of these documents 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 30-Day Public Review and Comment Period. This process will also be used as Brockton Area Transit Authority's (BAT) public participation process. 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 Old Colony 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. A public meeting of the OCPC and Old Colony MPO advisory committee, the Old Colony Joint Transportation Committee (JTC), is scheduled for June 12, 2014 at 12 PM. Furthermore, a public meeting of the Old Colony MPO is scheduled for June 24, 2014 at 10 AM to hear additional public comments and consider endorsement of these Programs. Please contact Charles Kilmer at 508-583-1833 Extension 206 for further information.

Please send written comments to:

Old Colony Planning Council (OCPC)
70 School Street
Brockton, MA 02301
Attention: Charles Kilmer

The Old Colony MPO fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. The Old Colony MPO operates without regard to race, color, or national origin (including limited English proficiency), age, sex, disability, ancestry, ethnicity, gender, gender identity or expression, sexual orientation, religion, creed, veteran's status, or background. Any person who believes him/herself or any specific class of persons, to be subject to discrimination prohibited by Title VI may by him/herself or by representative file a written complaint with the Old Colony MPO. Complaints are to be filed no later than 180 days from the date of the alleged discrimination. Please contact Pat Ciaramella at 508-583-1833 Extension 202 for more information.

Charles Kilmer

From: Charles Kilmer <ckilmer@ocpcrpa.org>
Sent: Thursday, May 22, 2014 10:50 AM
To: Charles Kilmer
Subject: Notice of Public Review and Comment Period - TIP Amendment, TIP, and UPWP
Attachments: Draft FFY 2015 - 2018 TIP May 2014 For Public Review.pdf; Draft FFY 2014-2017 TIP Amendment May 2014 FOR PUBLIC REVIEW.pdf; DRAFT FFY 2015 UPWP May 2014 FOR PUBLIC REVIEW.pdf

NOTICE OF PUBLIC REVIEW AND COMMENT PERIOD

The Old Colony Metropolitan Planning Organization (MPO) has released three (3) programs for a 30-day public review and comment period. Members of the public are invited to review these programs and provide comments.

- **DRAFT FFY 2014-2017 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AMENDMENT**
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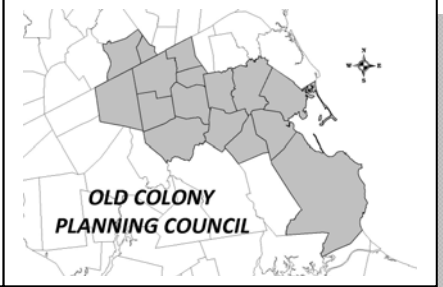
- If this information is needed in another language, please contact the Pat Ciaramella at 508-583-1833 Extension 202.
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OLD COLONY JOINT TRANSPORTATION COMMITTEE

***Advising the Old Colony Metropolitan Planning Organization (MPO)
and the Old Colony Planning Council (OCPC)***

C/o Old Colony Planning Council, 70 School Street, Brockton, MA 02301

Phone: 508-583-1833 / Fax: 508-559-8768 / Web: www.ocpcrpa.org



Thursday, June 12, 2014

12:00 P.M. to 1:30 P.M.

**At Metro South Chamber of Commerce 1st Floor Conference Room
60 School Street, Brockton, MA 02301**

AGENDA

- 1. Call to Order and Introductions**
- 2. Minutes of May 8, 2014 Meeting**
- 3. Communications**
- 4. Reports**
 - A. Brockton Area Regional Transit Authority (BAT)**
 - B. Greater Attleboro-Taunton Regional Transit Authority (GATRA)**
 - C. South Coast Rail Project**
- 5. Old Business**
 - A. FFY 2014-2017 Transportation Improvement Program (TIP) Implementation**
- 6. New Business**
 - A. Report of Nominating Committee and Election of JTC Officers (2014-2015)**
 - B. Draft FFY 2014-2017 Transportation Improvement Program (TIP) Amendment**
 - C. Draft FFY 2015-2018 Transportation Improvement Program (TIP)**
 - D. Draft FFY 2015 Unified Planning Work Program (UPWP)**
- 7. Other Business and Public Comment**
 - A. Community Local Technical Assistance Studies**
 - B. Staff Reviews on ENFs, EIRs and NPCs**
 - C. Regional Concerns and Local Community Transportation Issues**
- 8. Adjournment**

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Charles Kilmer

From: Charles Kilmer <ckilmer@ocpcrpa.org>
Sent: Thursday, June 05, 2014 3:19 PM
To: Charles Kilmer
Subject: June 12, 2014 Old Colony Joint Transportation Committee (JTC) Meeting
Attachments: June 12, 2014 Old Colony JTC Meeting Agenda.pdf; May 8, 2014 Old Colony JTC Minutes.pdf; Draft FFY 2014-2017 TIP Amendment May 2014 For Public Review.pdf; Draft FFY 2015 - 2018 TIP May 2014 For Public Review.pdf; Draft FFY 2015 UPWP May 2014 For Public Review.pdf

Dear Old Colony Joint Transportation Committee (JTC) and interested parties,

The following is the agenda for the **June 12, 2014 Old Colony Joint Transportation Committee (JTC) Meeting** (12 PM at the Metro South Chamber of Commerce – 1st Floor Conference Room, 60 School Street, Brockton, MA).

Meeting Agenda

1. Call to Order and Introductions
2. Minutes of May 8, 2014 Meeting
3. Communications
4. Reports
 - A. Brockton Area Regional Transit Authority (BAT)
 - B. Greater Attleboro-Taunton Regional Transit Authority (GATRA)
 - C. South Coast Rail Project
5. Old Business
 - A. FFY 2014-2017 Transportation Improvement Program (TIP) Implementation
6. New Business
 - A. Report of Nominating Committee and Election of JTC Officers (2014-2015)
 - B. Draft FFY 2014-2017 Transportation Improvement Program (TIP) Amendment
 - C. Draft FFY 2015-2018 Transportation Improvement Program (TIP)
 - D. Draft FFY 2015 Unified Planning Work Program (UPWP)
7. Other Business and Public Comment
 - A. Community Local Technical Assistance Studies
 - B. Staff Reviews on ENFs, EIRs and NPCs
 - C. Regional Concerns and Local Community Transportation Issues
8. Adjournment

We look forward to your attendance and participation. Please note that we are accessible via the Brockton Area Transit (<http://www.ridebat.com/>) and the MBTA Commuter Rail (<http://mbta.com/>). In addition, OCPC has secure bicycle parking available.

Please let me know if you have any questions. Thank you.

Charles Kilmer

Charles Kilmer, AICP
Assistant Director/ Transportation Program Manager

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Appendix I

2010 US Census I Speak List

LANGUAGE IDENTIFICATION FLASHCARD

Hello, I'm from the U.S. Census Bureau. Is someone here now who speaks English and can help us? If not, please write your phone number and someone will contact you in English.

01. English

Buenos días (Buenas tardes), soy de la Oficina del Censo de los Estados Unidos. ¿Se encuentra alguien que hable inglés y pueda ayudarnos? Si no, por favor, anote su número de teléfono y alguien se comunicará con usted en español.

02. Español/
 Spanish

Përshëndetje, unë vij nga Zyra e Regjistrimit të Popullsisë së Sh.B.A-së. A ndodhet dikush tani këtu që flet anglisht dhe mund të na ndihmojë? Nëse jo, ju lutemi shkruani numrin e telefonit tuaj dhe dikush do t'ju kontaktojë në gjuhën shqipe.

03. Shqip/
 Albanian

እንደምንት ፣ ከአሜሪካ የሕዝብ ቆጠራ ቢሮ ነኝ ። አሁን እንግሊዝኛ ቋንቋ የሚናገር እና ሊረዳን የሚችል ሰው አለ? ከሌለ እባክትን የስልክ ቁጥርን ይጻፉልንና በአማርኛ የሚያናግርት ይናገሩልን።

04. ቁጥርቁሽ/ Amharic

مرحبًا، أنا من مكتب الإحصاء الأمريكي. هل يوجد هنا الآن شخص يتحدث الإنجليزية ويمكنه مساعدتنا؟ إذا آان لا يوجد، فلارجاء آأابة رقم هاتفكم وسيصل بكم آأد الأشخاص بالآلغة العربية.

05. العربية/
 Arabic

Բարև Ձեզ, Ես ԱՄՆ-ի Մարդահամարի Բյուրոյից եմ: Ներկա՞ է արդյոք մեկը, որը խոսում է Անգլերեն և կարող է մեզ օժնկել: Եթե ոչ, մխրեք Ձեր հեռախոսի համարը և Ձեզ հետ կկապվեն Հայերենով:

06. Հայերեն/
 Armenian

হ্যালো, আমি ইউ.এস. সেন্সাস বিউরো থেকে এসেছি। এখানে এখন এমন কেউ আছেন কি যিনি ইংরেজি বলতে পারেন এবং আমাদের সাহায্য করতে পারেন যদি তেমন কেউ না থাকে, আপনার ফোন নম্বর লিখে দিন এবং আপনার সঙ্গে একজন বাংলায় যোগাযোগ করবেন।

07. বাংলা/
 Bengali

Разрешете да ви се представя, аз съм служител на Бюрото по преброяване на населението на САЩ. Има ли тук някой, който говори английски и би могъл да ни помогне? Ако няма, моля, напишете своя телефонен номер, за да може някой от нашите служители да ви се обади на български.

08. български/
 Bulgarian

“နူသယူ၁်မသာ အုန နှ် ဃနညကျ ကြမနကေ၁်ပ၁ာနသညန. နမန ညသတ တုသ ပ၁နဂ္ဂ နညါ၁ျ ညိ
ခညေ. နူစ ကျိ ညသအယ စူနဂ္ဂန တမအန ပသကမ စုသညန ညကာတနမ ညိ ပ၁ာနသညန တဂ္ဂ
ခသညအခေအ ပသက ငည နညါ၁ျ.

09. မြန်မာ/
Burmese

សូម្បី ខ្ញុំមកពីការិយាល័យជំរឿនរបស់សហរដ្ឋអាមេរិក ១ ឬ ១ ជនសុស ពុរពុច ។ តើមាននរណានៅ ទីនេះដែលចេះនិយាយភាសាអង់គ្លេសហើយអាចជួយយើងបា
នទេ ? ប្រសិនបើមិនមានទេ សូមសរសេរ លេខទូរស័ព្ទរបស់អ្នកមក ហើយនរណាម្នាក់នឹងទាក់ទងអ្នកជាភាសាខ្មែរ ។

10. ភាសាខ្មែរ/
Cambodian

您好。我是为美国人口普查局工作的。您这里有没有会说英语的人可以帮助我们？如果没有，
请写下您的电话号码，然后将有人用中文与您联系。

11. 中文/
Chinese
(Simplified)

您好。我是为美國人口普查局工作的。請問您這里有沒有會說英語的人可以幫助我們？如
果沒有，請寫下您的電話號碼，之後將有人使用中文與您聯絡。

12. 中文/
Chinese
(Traditional)

Dobar dan, ja sam iz Američkog biroa za cenzus. Ima li ovdje nekoga tko govori engleski i može
nam pomoći? Ako nema, molim Vas da napišete svoj broj telefona, pa ćemo stupiti s Vama u
kontakt na hrvatskom jeziku.

13. hrvatski/
Croatian

Dobrý den, jsem z Amerického úřadu pro sčítání lidu (U.S. Census Bureau). Je zde někdo, kdo
hovoří anglicky a může nám pomoci? Pokud ne, napište prosím své telefonní číslo a někdo Vás
bude kontaktovat v češtině.

14. čeština/
Czech

سلام، من در دفتر نفوس شماری، در ایالات متحدهء امریکا ایفای وظیفه مینمایم. آیا همراه شما،
همین لحظه کسی است که با لسان انگلیسی آشنایی داشته باشد و ما را کمک کرده بتواند؟ اگر
نیست، پس لطفاً نمبرتیلیفونتانرا بدهیتا به لسان هندی با شما در تماس شویم.

15. دری/
Dari

Kudual, ɣen ye raan de maktam de kuɛn de kɔc de Amerika. Nɔŋ raan ye jam ɛ thon de Linglith lɛu
bɛ wok kony ɛ kɛ looiku? Na liu, ke yi gɔɔr telepundu ku anɔŋ raan bɛ yiin col ɛ thuɔŋjɔŋ.

16. Thuɔŋjɔŋ/
Dinka

Hallo, ik ben van het Amerikaanse Census Bureau. Is er iemand hier die Engels spreekt en ons kan
helpen? Als dat niet zo is, wilt u dan uw telefoonnummer opschrijven? Dan zal iemand telefonisch
contact met u opnemen in het Nederlands.

17. Nederlands/
Dutch

سلام. من یک کارمند اداره سرشماری ایالات متحده هستم. آیا کسی حالا اینجا هست که به زبان انگلیسی صحبت میکند و میتواند به ما کمک کند؟ اگر کسی نیست، لطفاً شماره تلفنتان را بنویسید، و یک نفر به زبان فارسی با شما تماس خواهد گرفت.

18. فارسی/
Farsi

Bonjour, je travaille pour le Bureau de Recensement des États-Unis. Y a-t-il quelqu'un ici qui parle anglais et puisse nous aider ? Sinon, notez votre numéro de téléphone pour que quelqu'un puisse vous contacter en Français.

19. Français/
French

Guten Tag, ich komme im Auftrag des Bundesbüro zu Durchführung von Volkszählungen. Kann ich mit jemandem sprechen, der Englisch spricht und der uns helfen kann? Wenn nicht, schreiben Sie bitte Ihre Telefonnummer auf und es wird sich jemand in deutscher Sprache mit Ihnen in Verbindung setzen.

20. Deutsch/
German

Γειά σας,
Είμαστε από την Υπηρεσία Απογραφής των ΗΠΑ. Είναι κανείς εδώ αυτή τη στιγμή που μιλάει Αγγλικά να μας εξυπηρετήσει; Αν όχι, παρακαλώ σημειώστε το τηλέφωνό σας και θα επικοινωνήσει κάποιος μαζί σας στα ΕΛΛΗΝΙΚΑ.

21. Ελληνικά/
Greek

Bonjou, mwen se anpwlaye biwo resansman ameriken. Èske m ka pale ak yon moun nan kay la ki konn pale anglè ? Si pa gen moun nan kay la ki pale anglè, tanpri ekri nimewo telefòn ou pou yon moun kki pale kreyòl ayisyen rele w.

22. kreyòl ayisyen/
Haitian Creole

שלום, אני ממושרד מפקד האוכלוסין של ארצות הברית. האם יש כאן מישהו ברגע זה שמדבר אנגלית ויכול לעזור לנו? במידה ולא, אנא כתבו את מספר הטלפון שלכם ומישהו ייצור קשר אתכם בשפה העברית.

23. עברית/
Hebrew

हैलो, मैं यू.एस. जनगणना ब्यूरो से हूँ। क्या अभी यहां ऐसा कोई व्यक्ति है जो अंग्रेजी बोलता हो और हमारी मदद कर सकता हो? यदि नहीं, तो कृपया अपना फोन नंबर लिखें और कोई व्यक्ति आपसे हिन्दी में संपर्क करेगा।

24. हिन्दी/
Hindi

Nyob zoo. Kuv tuaj hauv Teb Chaws Asmeskas Chaw Suav Pej Xeem tuaj. Puas muaj leej twg nyob hauv tsev uas txawj lus Askiv thiab pab tau peb? Yog tsis muaj, thov sau koj tus xov tooj tseg, mam li muaj ib tug neeg hais lus Hmoob hu tuaj rau koj.

25. Hmoob/
Hmong

Jó napot kívánok, az Egyesült Államok Népszámlálási Hivatalától vagyok. Van a közelben valaki, aki beszél angolul, és segíteni tud nekünk? Ha nem, kérem, írja le a telefonszámát, és kapcsolatba fogunk lépni Önnel magyarul.

26. Magyar/
Hungarian

Hello, taga Census Bureau ako ng U.S. Adda kadi kadakayo nga makapagsarita ti English ken mabalin nga tumulong kaniami? Nu awan paki surat yo iti numero iti telepono yo ta adda iti tumawag kaniayo nga ag Ilocano.

27. Ilocano/
Ilocano

Salve, chiamo da parte del Census Bureau degli Stati Uniti. C'è qualcuno che parla inglese ed è in grado di aiutarci? In caso negativo, scriva il numero di telefono e sarà contattato da qualcuno che parla Italiano.

28. Italiano/
Italian

こんにちは。私は米国勢調査局の係員です。こちらには英語を理解できこの調査にご協力いただける方がいらっしゃいますか？もしない場合は、あなたのお電話番号をお書きいただければ、日本語を話す係員が連絡をいたします。

29. 日本語/
Japanese

안녕하세요. 저는 미국 인구조사국에서 일하고 있습니다. 영어를 사용하시는 분 중에 저희를 도와 주실 수 있는 분이 여기 계십니까? 없으신 경우, 전화번호를 적어주시면 한국어를 할 수 있는 직원이 연락을 드릴 것입니다.

30. 한국어/
Korean

ສະບາຍດີ, ຂ້າພະເຈົ້າ ມາຈາກສຳນັກງານສຳຫຼວດພົນລະເມືອງ ແຫ່ງສະຫະລັດອາເມລິກາ. ມີໃຜຢູ່ທີ່ນີ້ ສາມາດເວົ້າພາສາອັງກິດ ແລະ ຊ່ວຍເຫຼືອພວກເຮົາໄດ້ບໍ່? ຖ້າບໍ່ມີ, ກະລຸນາຂຽນເລກ ໂທລະສັບຂອງທ່ານ ແລະ ພວກເຮົາ ຈະຕິດຕໍ່ທ່ານ ເປັນພາສາລາວ.

31. ພາສາລາວ/
Laotian

Sveiki, aš esu iš JAV Gyventojų surašymo biuro. Ar čia dabar yra kas nors, kas kalba angliškai ir galėtų mums padėti? Jei ne, prašome užrašyti savo telefono numerį ir su jumis susisieks lietuvių kalba.

32. Lietuvių/
Lithuanian

ഹലോ, ഞാൻ യു എസ് സെൻസസ് ബ്യൂറോയിൽ നിന്നാണ്. ഇംഗ്ലീഷ് സംസാരിക്കുന്ന ആരെങ്കിലും ഇപ്പോൾ ഇവിടെയുണ്ടോ ഞങ്ങളെ സഹായിക്കാൻ? ഇല്ലെങ്കിൽ, നിങ്ങളുടെ ടെലിഫോൺ നമ്പർ എഴുതി നൽകുക. മലയാളത്തിൽ സംസാരിക്കുന്ന ആരെങ്കിലും താങ്കളെ ബന്ധപ്പെടും.

33. മലയാളം/
Malayalam

Yá'át'ééh, Neeznáá nináháháágo Bila'ashdla'ii náóltah bíł haz'á bá naashnish. Háidaaish kóó Bilagáanaa biq zaad yee yáłti'ígíí hóló? 'Ádingo 'éí nibéesh bee hane'é nihá 'ádííłííł dóó t'áá háida t'áá Diné Bizaad yee yáłti'ígíí nich'í' náhodoolnih.

34. Diné Bizaad/
Navajo

नमस्ते, म अमेरिकाको जनगणना अफिसबाट आएको । यहाँ अंग्रेजी बोल्न जान्ने अन्त हामीलाई मदत गर्नसक्ने कोहि मान्छे छन ? नभा, तपाईंको फोन नम्बर लेखिदिनु अनि कसैले तपाईंसित नेपाली भाषामा कुरा गर्नेछन् ।

35. नेपाली/
Nepali

ਹੈਲੋ, ਮੈਂ ਯੂ ਐੱਸ. ਜਨਗਣਨਾ ਬਿਊਰੋ ਵਲੋਂ ਆਇਆ/ਆਈ ਹਾਂ। ਕੀ ਇਥੇ ਕੋਈ ਅੰਗਰੇਜ਼ੀ ਬੋਲ ਸਕਦਾ ਹੈ ਅਤੇ ਸਾਡੀ ਮਦਦ ਕਰ ਸਕਦਾ ਹੈ? ਜੇ ਨਹੀਂ, ਤਾਂ ਕਿਰਪਾ ਕਰਕੇ ਆਪਣਾ ਟੈਲੀਫੋਨ ਨੰਬਰ ਲਿਖ ਦਿਉ ਅਤੇ ਕੋਈ ਤੁਹਾਨੂੰ ਪੰਜਾਬੀ ਵਿੱਚ ਸੰਪਰਕ ਕਰੇਗਾ।

36. ਪੰਜਾਬੀ/
Panjabi

Dzień dobry. Jestem z Amerykańskiego Biura Spisu Ludności. Czy ktoś tutaj mówi po angielsku i mógłby nam pomóc? Jeżeli nie, proszę napisać swój numer telefonu, a ktoś skontaktuje się z Państwem po polsku.

37. Polski/
Polish

Olá, sou do Serviço de censo dos Estados Unidos. Alguém aqui fala inglês e pode nos ajudar? Caso contrário, escreva seu telefone e alguém vai entrar em contato com você em português.

38. Português/
Portuguese

Bună ziua, sunt de la Biroul de Recensământ al S.U.A. Este cineva aici, în acest moment, care vorbește engleză și ne poate ajuta? Dacă nu, vă rog scrieți-vă numărul de telefon și cineva vă va contacta telefonic în română.

39. Română/
Romanian

Здравствуйте! Я представляю Бюро переписи населения Соединенных Штатов. Присутствует здесь кто-нибудь, кто говорит по-английски и мог бы помочь нам? Если нет, то, пожалуйста, напишите свой телефонный номер, чтобы наши сотрудники могли побеседовать с вами по-русски.

40. русский/
Russian

Добар дан, ја сам из Америчког бироа за попис становништва. Да ли овде има некога ко говори енглески и може да нам помогне? Ако нема, молим Вас да напишете свој број телефона, па ћемо контактирати с Вама на српском језику.

41. српски/
Serbian

Hallo, Waxaan anigu ka tirsanahay Xafiiska Tirakoobka Mareykanka. Halkan ciddi ma Joogta hadda oo ku hadasha Ingiriisiga oo na caawin karta? Haddi kalese, fadlan qor lambarka talafoonkaaga markaasna qof ayaa kugulasoo xidhiidhi doona adiga Soomaalliga.

42. Soomaali/
Somali

Halo, nimetoka Shirika la Sensa la Merika Je, kuna mtu hapa sasa anayezungumza Kiingereza na anaweza kutusaidia? Ikiwa hakuna, tafadhali andika nambari yako ya simu na mtu atawasiliana na wewe kwa Kiswahili.

43. Kiswahili/
Swahili

Hello, Ako'y galing sa U.S. Census Bureau. Mayroon ba ditong marunong magsalita ng Ingles at makakatulong sa amin ngayon? Kung wala, pakisulat ang telepono ninyo at may tatawag sa inyo sa Tagalog.

44. Tagalog/
Tagalog

สวัสดีครับ/ค่ะ ผม/ดิฉันเป็นเจ้าหน้าที่จากสำนักงานสัมมะโนประชากรสหรัฐ มีใครพอจะพูดภาษาอังกฤษเพื่อช่วยแปลได้บางหรือเปล่า ครับ/ค่ะ ถ้าไม่มีช่วยแจ้งเบอร์โทรศัพท์เพื่อที่เราจะสามารถติดต่อกลับมาใหม่ได้เป็นภาษาไทย

45. ไทย/
Thai

ሃሎው፡ ካብ ቤት ጽሕፈት ምዃጣር ሕዝቢ ከሜሪካ እየ ኣነ። ሕጻ እንግሊዝኛ ምህራፍብን ክሕግዘን ምእኩልን ሰብ ኣጠቢ ኣሎዶ? እንተዘይታነ፡ ብክብረትኩም ቁጽሪ ቴሌፎንኩም ጽሓፉ ሓደሰብ ብትግርኛ ክሃረብኩም እየ።

46. ትግርኛ/
Tigrinya

Merhaba, A.B.D. İstatistik Bürosu'ndanım. Orada İngilizce konuşan ve bize yardım edebilecek birisi var mı? Yoksa, lütfen telefon numaranızı yazın, sizinle Türkçe dilinde temasa geçilecek.

47. TÜRKÇE/
Turkish

Привіт, Ми з США. Сенсес Бюро. Тут є хтось, хто володіє англійською мовою і може допомогти нам? Якщо ні, будь ласка, запишіть ваш телефонний номер і з вами зв'яжуться на українській мові.

48. українська
мова/
Ukrainian

بیلو، میں امریکی مردم شماری بیورو سے ہوں۔ کیا یہاں کوئی ایسا شخص ہے جو انگریزی بولتا ہو اور ہماری مدد کر سکتا ہو؟ اگر نہیں، تو براہ کرم اپنا فون نمبر لکھوائیں اور کوئی شخص آپ سے اردو زبان میں رابطہ کرے گا۔

49. اردو/
Urdu

Xin chào, tôi là nhân viên của Cục Thống Kê Dân Số Hoa Kỳ. Ở đây hiện có ai biết nói tiếng Anh và có thể giúp chúng tôi không? Nếu không, xin vui lòng ghi lại số điện thoại của quý vị. Chúng tôi sẽ liên lạc lại với quý vị bằng tiếng Việt.

50. Tiếng Việt/
Vietnamese

האלאו, איך בין פון די יונייטעד סטעיטס צענזוס ביורא. איז פאראן דא איינער וואס רעדט ענגליש און קען אונז העלפן? אויב נישט, ביטע שרייבט אראפ אייער טעלעפאן נומער און איינער וועט זיך פארשטענדליגן מיט אייך אויף אידיש.

51. אידיש/
Yiddish

Appendix J

Old Colony Title VI Survey

OLD COLONY PLANNING COUNCIL

Lee Hartmann, AICP
President
 70 School Street
 Brockton, MA 02301-4097



Pasquale Ciaramella
Executive Director
 Telephone: (508) 583-1833
 Fax: (508) 559-8768
 Email: information@ocpcrpa.org

Civil Rights Survey

Please complete this voluntary and anonymous survey. To make sure that OCPC learns about the members of the public we work with and to improve our services, we would like some information about you. The information you provide will be used to better understand who we serve, including the languages our customers speak. This information will help OCPC improve our programs, services, and activities today and in the future.

Gender	<input type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Other	Disability¹	<input type="checkbox"/> Yes <input type="checkbox"/> No
Age	<input type="checkbox"/> 18-29 <input type="checkbox"/> 30-45 <input type="checkbox"/> 46-61 <input type="checkbox"/> 62+		
Race/Ethnicity	<input type="checkbox"/> White not of Hispanic origin <input type="checkbox"/> Black not of Hispanic origin <input type="checkbox"/> Hispanic <input type="checkbox"/> Asian or Pacific Islander <input type="checkbox"/> American Indian or Alaskan Native <input type="checkbox"/> Other: _____		
Language	Is English your native language? <input type="checkbox"/> Yes <input type="checkbox"/> No What languages, other than English, are spoken at home? _____ How well do you speak English? <input type="checkbox"/> Very well <input type="checkbox"/> Well <input type="checkbox"/> Not well <input type="checkbox"/> Not at all		

Return to:
 Title VI Specialist, Old Colony Planning Council (OCPC), 70 School Street, Brockton, MA 02301

¹ A disability is physical or mental impairment that substantially limits one or more major life activities, such as caring for oneself, performing manual tasks, seeing, hearing, eating, sleeping, walking, standing, lifting, bending, speaking, breathing, learning, reading, concentrating, thinking, communicating, and working.

Appendix K

Transportation Evaluation Criteria (TEC)

STATE PROJECT EVALUATION CRITERIA

Highway-funded Preservation Projects

PROJECT TYPE				OTHER IMPACT CRITERIA		
	Condition	Usage	Cost Effectiveness	Community Effects and Support	Land Use and Economic Development	Environmental and Air Quality/ Climate Effects
Roadway Maintenance	Extent of light and moderate cracking (Main) <input type="checkbox"/>	Annual Average Daily Traffic (AADT) <input type="checkbox"/>	Cost per Unit Change in Condition	Residential effects: right-of-way, noise, aesthetics, other <input type="checkbox"/>	Business effects: right-of-way, access, noise, traffic, parking, freight access other <input type="checkbox"/>	Air Quality/Climate effects <input type="checkbox"/>
Roadway Resurfacing						
Roadway Reconstruction	Measure of skid resistance (Main/Resurf) <input type="checkbox"/>	Percentage of Trucks <input type="checkbox"/>	Cost per Linear Mile	Public, local government, legislative, and regional support <input type="checkbox"/>	Sustainable development effects <input type="checkbox"/>	Water quality/supply effects; wetlands effects <input type="checkbox"/>
	Measure of rideability (Resurf/Recon) <input type="checkbox"/>	NHS Status <input type="checkbox"/>		Effect on service to minority or low income neighborhoods <input type="checkbox"/>		
	Measure of surface condition (Resurf/Recon) <input type="checkbox"/>		Cost per AADT	Other Impact/benefit to minority or low income neighborhoods <input type="checkbox"/>	Consistent with regional land-use and economic development plans <input type="checkbox"/>	Historic and cultural resource effects <input type="checkbox"/>
	Pavement structural adequacy (Recon) <input type="checkbox"/>			Effect on development and redevelopment of housing stock <input type="checkbox"/>	Effect on job creation. <input type="checkbox"/>	
Avg. Score (-3 to +3) <input type="checkbox"/>		Avg. Score (-3 to +3) <input type="checkbox"/>		Avg. Score (-3 to +3) <input type="checkbox"/>	Avg. Score (-3 to +3) <input type="checkbox"/>	Avg. Score (-3 to +3) <input type="checkbox"/>
						Total Score (-18 to +18) <input type="checkbox"/>

STATE PROJECT EVALUATION CRITERIA

Highway-funded Other Enhancements (non-bike/ped) Projects

PROJECT TYPE	THRESHOLD TRANSPORTATION CRITERIA				OTHER IMPACT CRITERIA		
	Condition and Service Quality	Mobility	Safety and Security	Cost Effectiveness	Community Effects and Support	Land Use and Economic Development	Environmental and Air Quality/ Climate Effects
Other Enhancements (non-bike/ped)	The extent to which the project improves the transportation system <input type="checkbox"/>	Number of users <input type="checkbox"/>	Effect on user safety/ security <input type="checkbox"/>	Cost per user <input type="checkbox"/>	Residential effects: right-of-way, noise, aesthetics, other <input type="checkbox"/>	Business effects: right-of-way, access, noise, traffic, parking, freight access other <input type="checkbox"/>	Air Quality/Climate effects <input type="checkbox"/>
		The extent to which the project is coordinated with other projects <input type="checkbox"/>			Public, local government, legislative, and regional support <input type="checkbox"/>	Sustainable development effects <input type="checkbox"/>	Water quality/supply effects; wetlands effects <input type="checkbox"/>
		The extent to which the project provides other benefits <input type="checkbox"/>			Effect on service to minority or low income neighborhoods <input type="checkbox"/>		
					Other Impact/benefit to minority or low income neighborhoods <input type="checkbox"/>	Consistent with regional land-use and economic development plans <input type="checkbox"/>	Historic and cultural resource effects <input type="checkbox"/>
					Effect on development and redevelopment of housing stock <input type="checkbox"/>	Effect on job creation. <input type="checkbox"/>	
	Avg. Score (-3 to +3) <input type="checkbox"/>	Avg. Score (-3 to +3) <input type="checkbox"/>	Avg. Score (-3 to +3) <input type="checkbox"/>		Avg. Score (-3 to +3) <input type="checkbox"/>	Avg. Score (-3 to +3) <input type="checkbox"/>	Avg. Score (-3 to +3) <input type="checkbox"/>
							Total Score (-18 to +18) <input type="checkbox"/>

STATE PROJECT EVALUATION CRITERIA

Highway-funded Bicycle Pedestrian Enhancement Projects

PROJECT TYPE	THRESHOLD TRANSPORTATION CRITERIA				OTHER IMPACT CRITERIA		
	Condition and Service Quality	Mobility	Safety and Security	Cost Effectiveness	Community Effects and Support	Land Use and Economic Development	Environmental and Air Quality/ Climate Effects
Bicycle/ Pedestrian Facilities Enhancements	Magnitude of surface condition improvement <input type="checkbox"/>	Number of users <input type="checkbox"/>	Effect of Bicycle Comfort Index <input type="checkbox"/>	Cost per user <input type="checkbox"/>	Residential effects: right-of-way, noise, aesthetics, other <input type="checkbox"/>	Business effects: right-of-way, access, noise, traffic, parking, freight access other <input type="checkbox"/>	Air Quality/Climate effects <input type="checkbox"/>
	Magnitude of improvement of other infrastructure elements <input type="checkbox"/>	Effect on travel time/ access/ connectivity for existing users <input type="checkbox"/>	Effect on pedestrian safety <input type="checkbox"/>	Cost per linear mile <input type="checkbox"/>	Public, local government, legislative, and regional support <input type="checkbox"/>	Sustainable development effects <input type="checkbox"/>	Water quality/supply effects; wetlands effects <input type="checkbox"/>
		Consistent with State Bicycle and/ or Pedestrian Plans <input type="checkbox"/>			Effect on service to minority or low income neighborhoods <input type="checkbox"/>		
					Other Impact/benefit to minority or low income neighborhoods <input type="checkbox"/>	Consistent with regional land-use and economic development plans <input type="checkbox"/>	Historic and cultural resource effects <input type="checkbox"/>
					Effect on development and redevelopment of housing stock <input type="checkbox"/>	Effect on job creation. <input type="checkbox"/>	
	Avg. Score (-3 to +3) <input type="checkbox"/>	Avg. Score (-3 to +3) <input type="checkbox"/>	Avg. Score (-3 to +3) <input type="checkbox"/>		Avg. Score (-3 to +3) <input type="checkbox"/>	Avg. Score (-3 to +3) <input type="checkbox"/>	Avg. Score (-3 to +3) <input type="checkbox"/>
							Total Score (-18 to +18) <input type="checkbox"/>

STATE PROJECT EVALUATION CRITERIA

Highway-funded Improvement/Expansion Projects

PROJECT TYPE	THRESHOLD TRANSPORTATION CRITERIA				OTHER IMPACT CRITERIA		
	Condition and Service Quality	Mobility	Safety and Security	Cost Effectiveness	Community Effects and Support	Land Use and Economic Development	Environmental and Air Quality/ Climate Effects
Arterials/Intersection	Magnitude of pavement condition improvement <input type="checkbox"/>	Effect on magnitude and duration of congestion <input type="checkbox"/>	Effect on crash rate compared to state average <input type="checkbox"/>	Cost per Unit Change in Condition	Residential effects: right-of-way, noise, aesthetics, other <input type="checkbox"/>	Business effects: right-of-way, access, noise, traffic, parking, freight access other <input type="checkbox"/>	Air Quality/Climate effects <input type="checkbox"/>
Major Highways	Magnitude of improvement of other infrastructure elements <input type="checkbox"/>	Effect on travel time and connectivity/access <input type="checkbox"/>	Effect on bicycle and pedestrian safety <input type="checkbox"/>	Cost per Linear Mile	Public, local government, legislative, and regional support <input type="checkbox"/>	Sustainable development effects <input type="checkbox"/>	Water quality/supply effects; wetlands effects <input type="checkbox"/>
			NHS Status <input type="checkbox"/>		Effect on service to minority or low income neighborhoods <input type="checkbox"/>		
		Effect on other modes using facility <input type="checkbox"/>		Cost per AADT	Other Impact/benefit to minority or low income neighborhoods <input type="checkbox"/>	Consistent with regional land-use and economic development plans <input type="checkbox"/>	Historic and cultural resource effects <input type="checkbox"/>
		Effect on regional and local traffic <input type="checkbox"/>			Effect on development and redevelopment of housing stock <input type="checkbox"/>	Effect on job creation. <input type="checkbox"/>	
Avg. Score (-3 to +3) <input type="checkbox"/>		Avg. Score (-3 to +3) <input type="checkbox"/>		Avg. Score (-3 to +3) <input type="checkbox"/>		Avg. Score (-3 to +3) <input type="checkbox"/>	
							Total Score (-18 to +18) <input type="checkbox"/>

FFY 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

LIST OF HIGHWAY PROJECTS EVALUATED USING TRANSPORTATION EVALUATION CRITERIA (TEC)

DESCRIPTION	ID	TEC SCORE
ABINGTON- SAFE ROUTES TO SCHOOL (CENTER SCHOOL)	605693	TBD
WEYMOUTH- ABINGTON- RECONSTRUCTION & WIDENING ON ROUTE 18 (MAIN STREET) FROM HIGHLAND PLACE TO ROUTE 139 (4.0 MILES) INCLUDES REHAB OF W-32-013, ROUTE 18 OVER THE OLD COLONY RAILROAD (MBTA)	601630	TBD
BROCKTON - SIGNAL & INTERSECTION IMPROVEMENTS @ ROUTE 123 (BELMONT STREET)/LINWOOD STREET/ LORRAINE AVENUE	606036	8.10
BROCKTON- INTERSECTION IMPROVEMENTS @ CRESCENT STREET (ROUTE 27)/QUINCY STREET/MASSASOIT BOULEVARD	606143	8.25
BROCKTON- RESURFACING & RELATED WORK ON PERKINS AVENUE, FROM SUMMER STREET TO MAIN STREET (2,800 FT.)	601642	8.00
DUXBURY- INTERSECTION IMPROVEMENTS @ KINGSTOWN WAY (ROUTE 53) & WINTER STREET	603462	TBD
DUXBURY- SIGNAL INSTALLATION @ ROUTE 3 (NB & SB) RAMPS & ROUTE 3A (TREMONT STREET)	606002	TBD
EASTON - ROUTE 138 @ UNION STREET SIGNALIZATION AND GEOMETRIC IMPROVEMENTS	607438	7.85
EASTON- CORRIDOR IMPROVEMENTS ON DEPOT STREET (ROUTE 123), FROM NEWELL CIRCLE TO WASHINGTON STREET (ROUTE 138)	607217	7.00
EASTON- INTERSECTION IMPROVEMENTS @ ROUTE 138 & TURNPIKE AVENUE	604098	6.45
HALIFAX- REHABILITATION OF MONPONSETT STREET (ROUTE 58) FROM PLYMPTON T.L. TO LINGAN STREET	606379	7.55
KINGSTON- RECONSTRUCTION ON ROUTE 106 (MAIN STREET, WAPPING ROAD) (5,300 FEET)	601164	9.00
PEMBROKE - RECONSTRUCTION ON ROUTE 14, FROM THE HANSON T.L. TO ROUTE 53	604957	7.00
PEMBROKE - REHABILITATION OF ROUTE 36 FROM ROUTE 27 TO ROUTE 14	600380	6.14
PEMBROKE - ROUTE 53 AT PLEASANT STREET SIGNALIZATION AND GEOMETRIC IMPROVEMENTS	607337	8.00
PLYMOUTH - IMPROVEMENTS ON OBERY STREET, FROM SOUTH STREET TO A.A. CARANCI WAY/PLYMOUTH NORTH H.S. DRIVE INTERSECTION	606264	7.97
PLYMOUTH- RECONSTRUCTION OF TAYLOR AVENUE, FROM WHITE HORSE ROAD TO MANOMET POINT ROAD, INCLUDES P-13-010	604596	8.00
STOUGHTON- INTERSECTION IMPROVEMENTS & RELATED WORK AT WASHINGTON STREET (ROUTE 138) & CENTRAL STREET	607403	9.32
STOUGHTON- RECONSTRUCTION OF TURNPIKE STREET	607214	7.00
WEST BRIDGEWATER- RECONSTRUCTION ON ROUTE 106, FROM ROUTE 28 (CENTRAL SQUARE) TO EASTON T.L.	603456	TBD

Appendix L

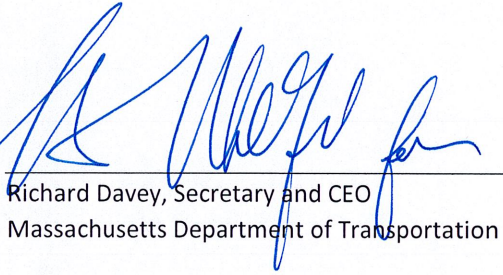
**Old Colony MPO Approval of
2014 Old Colony MPO Title VI Report**

OLD COLONY METROPOLITAN PLANNING ORGANIZATION (MPO)

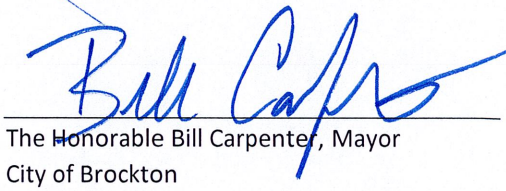
2014 OLD COLONY TITLE VI REPORT

ENDORSEMENT OF 2014 OLD COLONY TITLE VI REPORT

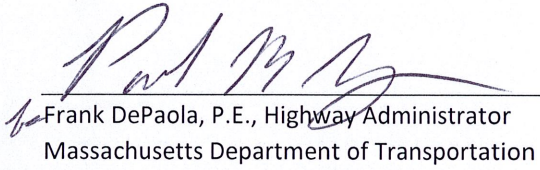
This is to certify that the Signatories of the Old Colony Metropolitan Planning Organization, at their Old Colony MPO meeting on June 24, 2014, hereby approve and endorse the 2014 Old Colony Title VI Report in its entirety for the Old Colony Region, in accordance with the certified 3C Transportation Planning Process.


Richard Davey, Secretary and CEO
Massachusetts Department of Transportation

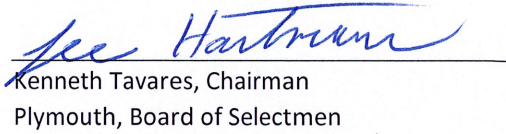
6/24/14
Date


The Honorable Bill Carpenter, Mayor
City of Brockton

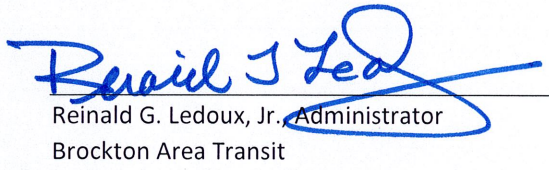
6/24/14
Date


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

6/24/14
Date
for


Kenneth Tavares, Chairman
Plymouth, Board of Selectmen

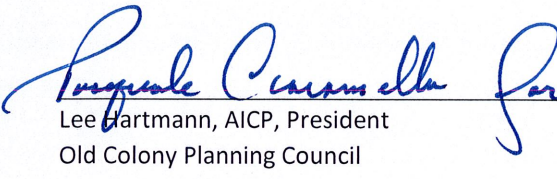
6/24/14
Date


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

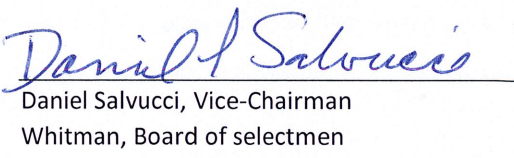
6.24.14
Date

Eldon Moreira, Member
West Bridgewater, Board of Selectmen

Date


Lee Hartmann, AICP, President
Old Colony Planning Council

6-24-14
Date


Daniel Salvucci, Vice-Chairman
Whitman, Board of selectmen

6/24/14
Date

Meeting Minutes of the June 24, 2014 Old Colony MPO Meeting will be added.

In the interim, please refer to the Old Colony MPO Signatory approval page earlier in the document, for the MPO's approval of the 2014 Old Colony Title VI Report.