

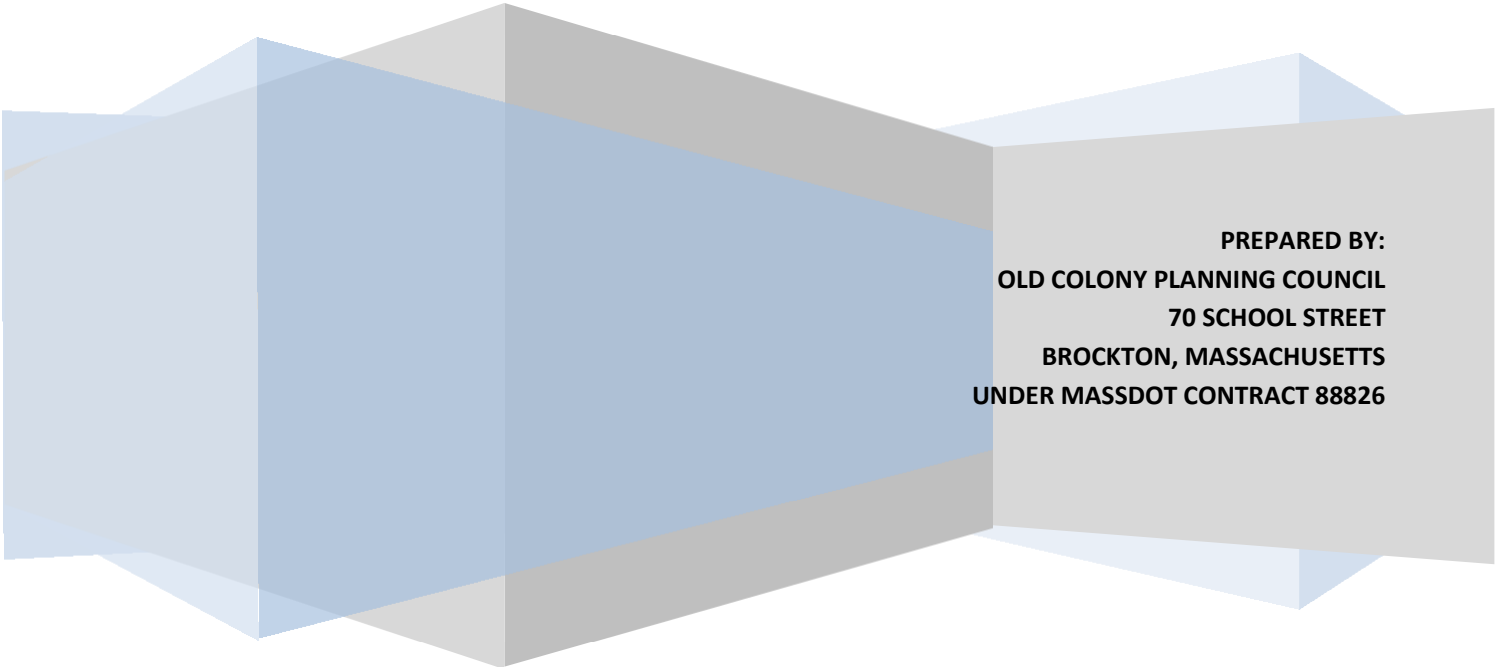
OLD COLONY METROPOLITAN PLANNING ORGANIZATION (MPO)

FFY 2017-2021 OLD COLONY TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

- **ENDORSED BY THE OLD COLONY MPO ON JULY 26, 2016**
- **AS ADJUSTED BY THE OLD COLONY MPO ON JANUARY 17, 2017**

PREPARED IN COOPERATION WITH:

- **THE BROCKTON AREA TRANSIT AUTHORITY (BAT)**
- **THE MASSACHUSETTS DEPARTMENT OF TRANSPORTATION (MASSDOT)**
- **THE FEDERAL HIGHWAY ADMINISTRATION (FHWA)**
- **THE FEDERAL TRANSIT ADMINISTRATION (FTA)**



**PREPARED BY:
OLD COLONY PLANNING COUNCIL
70 SCHOOL STREET
BROCKTON, MASSACHUSETTS
UNDER MASSDOT CONTRACT 88826**

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.

701 CMR 7.00 USE OF ROAD FLAGGERS AND POLICE DETAILS ON PUBLIC WORKS PROJECTS/ 701 CMR

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

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

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Old Colony Planning Council
Title VI/ Nondiscrimination Coordinator
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Brockton, MA 02301
508-583-1833 Extension 202
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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

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

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Arabic

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508- 583-1833 و ثم اضغط الأرقام 202.

Updated April 2015

Old Colony Planning Council

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INTRODUCTION

The Transportation Improvement Program (TIP) is a listing of transportation projects proposed for implementation during federal fiscal years 2017, 2018, 2019, 2020, and 2021. The year 2021 is an estimated or hypothetical year, as availability of funds may fluctuate. Projects listed in the TIP include those in the Long Range Element and Short Range Element of the Old Colony Regional Transportation Plan (RTP). In the TIP, projects are programmed under federal and non-federal funding categories. The TIP describes the project as well as its projected costs and funding sources.

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

701 CMR 7.00 (the Regulation) was promulgated and became law on October 3, 2008. Under this Regulation, the CMR is applicable to any Public Works Project that is performed within the limits of, or that impact traffic on, any Public Road. The Municipal Limitation referenced in this Regulation is applicable only to projects where the Municipality is the Awarding Authority.

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

1. Development of the TIP

Annually, the TIP is prepared by the Old Colony Planning Council (OCPC) working cooperatively with the communities within the Old Colony Region, Brockton Area Transit (BAT), Massachusetts Department of Transportation Office of Transportation Planning, and Massachusetts Department of Transportation District 5. Projects are selected from the previous TIP, from the current Comprehensive Economic Development Strategy (CEDS) project list, from proposals made by local officials or citizens, by members of the Old Colony Joint Transportation Committee (JTC), the Massachusetts Department of Transportation, Brockton Area Transit Authority and/ or the OCPC staff itself based on the Regional Transportation Plan. Information concerning current projects is obtained from MassDOT, Brockton Area Transit Authority, and/or the community responsible for the design of the project. An annual solicitation for projects commences typically in January.

As part of the TIP development, current and proposed projects are evaluated using Transportation Evaluation Criteria, and recommended to the Old Colony Metropolitan Planning Organization (MPO) for consideration and approval. Projects are evaluated using the Transportation Evaluation Criteria of Condition, Mobility, Safety and Security, Community Effects and Support, Land Use and Economic Development, and Environmental Effects. The OCPC staff uses the evaluation criteria results, as well as readiness information, available funding, and other pertinent information to develop a Draft TIP. As part of the development process, the Draft TIP is reviewed by the JTC, the OCPC, and the MPO. The Old Colony MPO then releases the Draft TIP for a 30-Day Public Review and Comment Period. Following the 30-Day Public Review and Comment Period, the Old Colony MPO considers the comments received, and then endorses the TIP.

2. FAST Act and National Planning Factors

The Fixing America's Surface Transportation (FAST) Act legislation requires all MPOs to fulfill the 3C process. To meet this requirement, MPOs must perform the following activities:

- Produce the RTP, the TIP, and the UPWP.
- Establish and oversee the public-participation process.
- Maintain transportation models and data resources to support air-quality conformity determinations as well as long- and short-range planning work




The FAST Act continues to emphasize performance-based planning as an integral part of the metropolitan planning process: states are to develop performance goals, guided by the national goals, and then MPOs will work with state departments of transportation (DOTs) to develop MPO performance targets. The TIP will integrate the MPOs' performance measures and link transportation-investment decisions to progress toward achieving performance goals. The following is an overview of how the Regional Transportation Plan and the Transportation Improvement Program reflect the national planning factors.

- **Safety** – To achieve a significant reduction in traffic fatalities and serious injuries on all public roads. Increase the safety of the transportation system for motorized and non-motorized users. Review safety data, goals, objectives, and strategies to promote safety.




In addition, the Strategic Highway Safety Plan should be incorporated into the long-range plan. OCPC shall apply specific criteria in the review of transportation strategies. These criteria are applied to estimated changes in safety. The primary goal of the RTP is focused on safety and security: "Enhance Safety and Security." Safety is of such importance that it is recognized in its own chapter of the RTP. Increase the security of the transportation system for motorized and non-motorized users. MPOs should look at both transit and highways networks and develop appropriate goals and strategies. Review current plans for emergency planning and security elements, identify critical facilities and transportation systems, and help define the roles of the various players in promoting security. The primary goal of the RTP is focused on safety and security: "Enhance Safety and Security." Security is of such importance that it is recognized in its own chapter of the RTP. One area of additional security planning that applies is that of traffic impacts due to extreme weather events such as impending hurricanes, and climate changes.

Goal 1: Safety and Security: To ensure that the transportation system and its users are safe and secure.





Objectives:

- Reduce the number and rates of fatalities and serious injuries
 -  **Target and Performance Measure:** Reduce motor vehicle, pedestrian, and bicyclist fatalities, hospitalizations, and crashes by 10 percent in 10 years
 -  **Target and Performance Measure:** Conduct Road Safety Audits for a minimum of 3 high crash locations (MassDOT Top 5% Crash Clusters) per year, including minimum of 1 pedestrian/walkability audit and one bicycle audit per year
 -  **Target and Performance Measure:** Fully program minimum HSIP targets each TIP year and seek to program Statewide HSIP funds when available/feasible for priority safety related projects

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- Provide and maintain safe fixed route service (e.g. Preventable Accidents per 100K miles)
 -  **Target and Performance Measure:** Maintain fixed route service preventable accidents/ 100k miles below 2 (FY 2014 actual is 1.02) (from BAT Performance Dashboard)
- Provide and maintain safe demand response service (Preventable accidents/ 100k miles)
 -  **Target and Performance Measure:** Maintain demand response service preventable accidents/ 100k miles below 2 (FY 2014 actual is 1.20) (from BAT Performance Dashboard)
- Protect the viability of transportation infrastructure to accommodate emergency response and evacuations
- Protect transportation system users from safety and security threats
- Increase number of Safe Routes to School Partner Schools
 -  **Target and Performance Measure:** Increase percentage of SRTS Partner Schools to 85% in 10 years. Currently, 70% of eligible partner schools are partner schools
- **Infrastructure Condition (Pavement and Bridge)** – To maintain a highway infrastructure asset system in a state of good repair. Emphasize the preservation of the existing transportation system. The RTP supports this planning factor through this goal: Enhance and Protect Regional Mobility. The RTP also supports this performance measure: Maintaining and preserving transit, highway, and bridge infrastructure. As part of the RTP development, OCPC utilizes a pavement management system to develop costs and recommended repair for operation, preservation, and maintenance of the federal aid network.

Objectives:



- Provide and maintain fixed route and demand response state of good repair
 -  **Target and Performance Measure:** Increase miles between breakdowns with passenger interruption on fixed route to 20,000 (standard) within 10 years (currently 18,020) (from BAT Performance Dashboard)
 -  **Target and Performance Measure:** Increase miles between breakdowns with passenger interruption on demand response to 10,000 (standard) within 10 years (currently 6,452) (from BAT Performance Dashboard)
- Improve bridge conditions
 -  **Target and Performance Measure:** Maintain percentage of bridges categorized “structurally deficient” below 5% and increase overall average AASHTO rating (current 79) by 10 percent by 2040
- Improve pavement conditions and state of good repair
 -  **Target and Performance Measure:** Achieve 50% of federal-aid eligible roadways in the region with a PCI-based pavement ranking of “Good” or “Excellent” within 10 years
- **Congestion Reduction** - To achieve a significant reduction in congestion on the NHS. Enhance the integration and mobility of the transportation system, across and between modes, for people and freight. OCPC shall apply specific criteria in the review of transportation strategies. These criteria are applied to improvements in multimodal accessibility. The RTP supports these efforts through its goal: “Enhance and Protect Regional Mobility, and Foster Sustainable, Healthy, and Livable Communities.”

Objectives




- Promote Mode Shift by increasing use of transit, carpool/vanpool, and non-motorized transportation modes such as bicycling and walking
 - **Target and Performance Measure:** Achieve 15% of commuters in the Old Colony region using healthy transportation modes (transit, walking, bicycling, etc.) within 10 years (10.5% of surveyed commuters in Old Colony Region were using transit, walking, or bicycling in the 2010 Massachusetts Travel Survey)
- Reduce traffic congestion, and improve level of service and access management
 - **Target and Performance Measure:** Monitor congestion levels on federal-aid eligible highway network annually, and highlight corridors with volume to capacity (v/c) ratios of 0.8 or greater for targeted study and/or improvements
- Maintain and improve transit system efficiency and capacity
 - **Target and Performance Measure:** Achieve average on-time ranking on fixed-route system of 98% by 2040 (from BAT Performance Dashboard)
- Increase automobile and bicycle parking capacity and usage at transit stations and commuter lots
 - **Target and Performance Measure:** 100% of intermodal facilities with adequate bicycle parking by 2040
- Eliminate bottlenecks on limited access highways and on the freight network
- Improve and expand human service coordination, mobility, and accessibility for all modes
- Reduce number and size of gaps in the ADA-accessible sidewalk network
- Increase use of traffic signal priority (hold current green light) for transit vehicles and traffic signal pre-emption for emergency vehicles (override programmed phasing to provide approaching emergency vehicles a green light)
- Monitor utilization and congestion levels at commuter rail and Park & Ride parking facilities
 - **Target and Performance Measure:** Record utilization data twice annually and report data to MassDOT
- Improve accessibility for all modes to all users
 - **Target and Performance Measure:** 50% of communities with Complete Streets policies within 10 years
 - **Target and Performance Measure:** 50% of available Transportation Improvement Program (TIP) funding allocated to projects that significantly improve bicycle and pedestrian mobility
- **System Reliability** – To improve the efficiency of the surface transportation system. Promote efficient system operation and management. The Old Colony MPO supports Operation and Management Strategies (O and M) for both the transit and highway networks. The RTP supports this planning factor through this performance measure: “Maintaining and preserving transit, highway, and bridge infrastructure.” As part of the RTP development, OCPC utilizes a pavement management system to develop costs and recommended repair for operation, preservation, and maintenance of the federal aid network. Additionally, the Old Colony TIP contains operation and maintenance costs for the federal aid network and BAT.

Objectives

- Provide and maintain fixed route reliability: Miles between breakdown w/ passenger interruption



-  **Target and Performance Measure:** Achieve average of 20K miles between breakdowns with passenger interruptions by 2025; and 25K miles by 2040 (from BAT Performance Dashboard)
 - Provide and maintain demand response reliability: Miles between breakdown w/ passenger interruption
 -  **Target and Performance Measure:** Achieve average of 10K miles between breakdowns with passenger interruptions by 2025; and 15K miles by 2040 (from BAT Performance Dashboard)
 - Provide and maintain highway network travel time reliability
 - Protect and strengthen transportation systems vulnerable to climate change through identification of at-risk transportation assets and development of protection measures for each category of asset
- **Freight Movement and Economic Vitality** – To improve the nation freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency. OCPC staff shall apply specific criteria in the review of transportation strategies. These criteria are applied to changes of delay and emissions. Reduction in traffic delay has a direct consequence on economic vitality both through the timely arrival of commuters and goods and reduction in fuel expenses and losses due to air pollution. The RTP directly supports these efforts through the goal: “Promote Policies that Ensure Economic Vitality and Sustainability.” OCPC directly supports regional productivity through its economic development mission manifested in the Regional Policy Plan, including support of the federally approved Old Colony Comprehensive Economic Development Strategy priority projects.

Objectives





- Reduce delay along identified freight routes
 -  **Target and Performance Measure:** Address minimum of (2) freight corridors through UPWP every four years
 - Improve safety along freight routes
 - Mitigate and improve key arterial (such as Route 106) and freeway (Routes 3 and 24) bottlenecks that inhibit efficient freight movement by truck
 - Identify opportunities for promoting intermodal freight movement and uses for the Brockton CSX site
 - Increase access to major employment centers
 -  **Target and Performance Measure:** Minimum of 2 planning studies in UPWP every 4 years that address access to employment centers
 - Increase viaduct clearance to improve freight movement, emergency response, and reduce delay
 -  **Target and Performance Measure:** 100% of underpasses on freight corridors have highway standard vertical clearance by 2040
 - Plan and prioritize transportation investments that serve targeted development areas
- **Environmental Sustainability** – To enhance the performance of the transportation system while protecting and enhancing the natural environment. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns. The RTP supports this planning factor through three goals: “Promote Environmental Protection and Climate

Change Adaptation, and Pursue the GreenDOT Vision and achieve the three GreenDOT goals.” The RTP and therefore the TIP includes a focus on addressing Climate Change. Where appropriate, TIP projects will include assessments of vulnerabilities and negative risks that climate change effects or extreme weather events pose, to the region’s transportation infrastructure. These vulnerabilities and risks will be seriously considered when planning future improvements. Where appropriate, TIP projects should include adaptation strategies that will enable the region to implement improvements appropriately. The reduction of greenhouse gas emissions (GHG) remains an important goal in addressing climate change.


Objectives

- Minimize negative environmental impacts of the transportation system
 -  **Target and Performance Measure:** Program a minimum of 100% of Congestion Mitigation and Air Quality (CMAQ) Program funding targets
 - Reduce greenhouse gas emissions and ground level ozone (NOx and VOCs) by all transportation modes
 -  **Target and Performance Measure:** 50% of TIP projects reduce GHGs while also reducing negative impacts on the natural environment (such as improved storm water management or the addition of green space)
 - Increase the usage of clean alternative fuels and recyclable material for new transportation infrastructure
 - Increase coordination of transportation and housing programs to promote affordable housing near transit
 - Develop and support transportation policies that support healthy lifestyles
 - Support investments that clean up brownfields and avoid investments that increase pressure to develop greenfields
 - Support livable communities and smart growth development patterns through the creation of a balanced multi-modal transportation system
-
- **Reduced project delivery delays** – To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies’ work practices.

Objectives

- Continue to utilize transportation evaluation criteria in screening potential TIP projects
 -  **Target and Performance Measure:** 100% of all potential projects undergo initial evaluation to determine if project is realistic, viable, and implementable
- Enhanced careening and evaluation of projects to determining Year 1 readiness for TIP
 -  **Target and Performance Measure:** 100% of potential Year 1 TIP projects are screened for implementation readiness
 -  **Target and Performance Measure:** At least 80% of Year 1 TIP Projects are advertised
- Continue to maintain annual participation at TIP Day with MassDOT
 -  **Target and Performance Measure:** 100% attendance and participation at TIP Day

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 **Target and Performance Measure:** At 25% design stage, work with stakeholders on 100% of potential projects to determine ROW, environmental permitting, and other potential challenges to project development and implementation

- Reduce time of transit contracting


- **Resiliency and Reliability of the Transportation System** - improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation. Promote efficient system operation and management.

Objectives

- Provide and maintain fixed route reliability: Miles between breakdown w/ passenger interruption

 **Target and Performance Measure:** Achieve average of 20K miles between breakdowns with passenger interruptions by 2025; and 25K miles by 2040 (from BAT Performance Dashboard)

- Provide and maintain demand response reliability: Miles between breakdown w/ passenger interruption

 **Target and Performance Measure:** Achieve average of 10K miles between breakdowns with passenger interruptions by 2025; and 15K miles by 2040 (from BAT Performance Dashboard)

- Provide and maintain highway network travel time reliability
- Protect and strengthen transportation systems vulnerable to climate change through identification of at-risk transportation assets and development of protection measures for each category of asset

The Old Colony MPO supports Operation and Management Strategies (O and M) for both the transit and highway networks. The RTP supports this planning factor through this performance measure: “Maintaining and preserving transit, highway, and bridge infrastructure.” As part of the RTP development, OCPC utilizes a pavement management system to develop costs and recommended repair for operation, preservation, and maintenance of the federal aid network. Additionally, the Old Colony TIP contains operation and maintenance costs for the federal aid network and BAT.

- **Travel and Tourism – Enhance travel and tourism.** The Old Colony MPO is working on efforts to enhance travel and tourism through the RTP and TIP. Opportunities to monitor, analyze, and development recommendations will be undertaken.

3. Transportation Funding Programs

The major sources of TIP funding are the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). The United States Congress authorizes funding for these transportation projects through federal legislation. For highways and mass transportation, the most recent authorization was the FAST Act (2015). Federal funding received from FAST Act is allocated to different funding programs. State funds are also a key component for transportation purposes.

Highway Funding Programs

- **National Highway Performance Program (NHPP)** provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the

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NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS.

- **Nationally Significant Freight & Highway Projects (NSFHP) Program** provides funds for small and large projects, based on project size, that meet statutory requirements. Large projects (equal to the lesser of \$100 million or a certain specified statutory percentage of the project state's FY 2015 apportionment) are eligible for a minimum award of \$25 million. Small projects, which consist of projects below the minimum large project size threshold, are eligible for a minimum award of \$5 million.
- **Surface Transportation Program (STP)** provides funds for roads (including NHS) that are not functionally classified as local or rural minor collectors. These roads are collectively referred to as federal-aid eligible roads. Bridge projects funded with STP funds are not restricted to federal-aid roads but may be on any public road. Transit capital projects are also eligible under this program.
- **Congestion Mitigation and Air Quality Improvement Program (CMAQ)** directs funds toward transportation projects in Clean Air Act non-attainment areas for ozone and carbon monoxide. These projects will contribute to meeting the attainment of national ambient air quality standards. The state receives funds based on its share of the population of air quality non-attainment areas weighted by degree of air pollution.
- **Highway Safety Improvement Program (HSIP)** is a program that aims to reduce the number of fatal and injury crashes by targeting high crash locations. Projects, using (HSIP) funding, are required, by MAP-21, the Federal Legislation, to be selected based a data driven process.
- **Transportation Alternatives Program (TAP)** MAP-21 established a new program to provide for a variety of alternative transportation projects, including many that were previously eligible activities under separately funded programs. The TAP replaces the funding from pre-MAP-21 programs including Transportation Enhancements, Recreational Trails, Safe Routes to School, and several other discretionary programs, wrapping them into a single funding source.
- **Bridge Replacement and Rehabilitation Program** provides funds for rehabilitation and replacement of any bridge on a public road. Bridges on the federal-aid system or off the federal-aid system are eligible for these funds. Eligible activities/ projects are bridge painting, seismic retrofitting, and calcium magnesium applications.
- **Other Federal Aid** includes projects that received federal funding outside the federal-aid program. Funds in this category are generally approved as line items appended to various pieces of federal legislation. Projects in this category are generally intended to improve public safety within a specified region that might not qualify for funding through other sources.
- **Non-Federal Aid (NFA)** contains all projects not receiving federal funds. Various categories of state funding are included in this group such as bikeways, State Aid (Chapter 90), MassWorks, highway construction, and maintenance.

Transit Funding Programs

- **49 U.S.C. Section 5307** provides capital, preventative maintenance, and operating assistance to transit systems in urbanized areas. MAP-21 expands eligibility for using Urbanized Area Formula funds for operating expenses. Previously, only urbanized areas with populations below 200,000 were eligible to use Federal transit funding for operating expenses. Now, transit systems in urbanized areas over 200,000 can use their formula funding for operating expenses if they operate no more than 100 buses. Activities eligible under the former Job Access and Reverse Commute (JARC) program, which focused on providing services to low-income individuals to access jobs, are now eligible under the Urbanized Area Formula program.
- **49 U.S.C. Section 5310** provides formula funding to increase the mobility of seniors and persons with disabilities. Funds are apportioned based on each State's share of the targeted populations and are now apportioned to both States (for all areas under 200,000) and large urbanized areas (over 200,000). The former New Freedom program (5317) is folded into this program.
- **49 U.S.C. Section 5311** provides capital, planning, and operating assistance to support public transportation in rural areas, defined as areas with fewer than 50,000 residents. Funding is based on a formula that uses land area, population, and transit service.
- **49 U.S.C. Section 5339** replaces the previous Section 5309 discretionary Bus and Bus Facilities program. This capital program provides funding to replace, rehabilitate, and purchase buses and related equipment, and to construct bus-related facilities.
- **Mobility Assistance Program (MAP)** is a state funded program similar to Section 5310, but provides capital assistance to public non-profit service carriers. MAP funds are intended for use by public agencies, such as Councils on Aging, South Shore Community Action Council, and the Brockton Area Transit Authority (BAT), to provide van service to elderly and disabled persons.

Congestion Management Process (CMP)

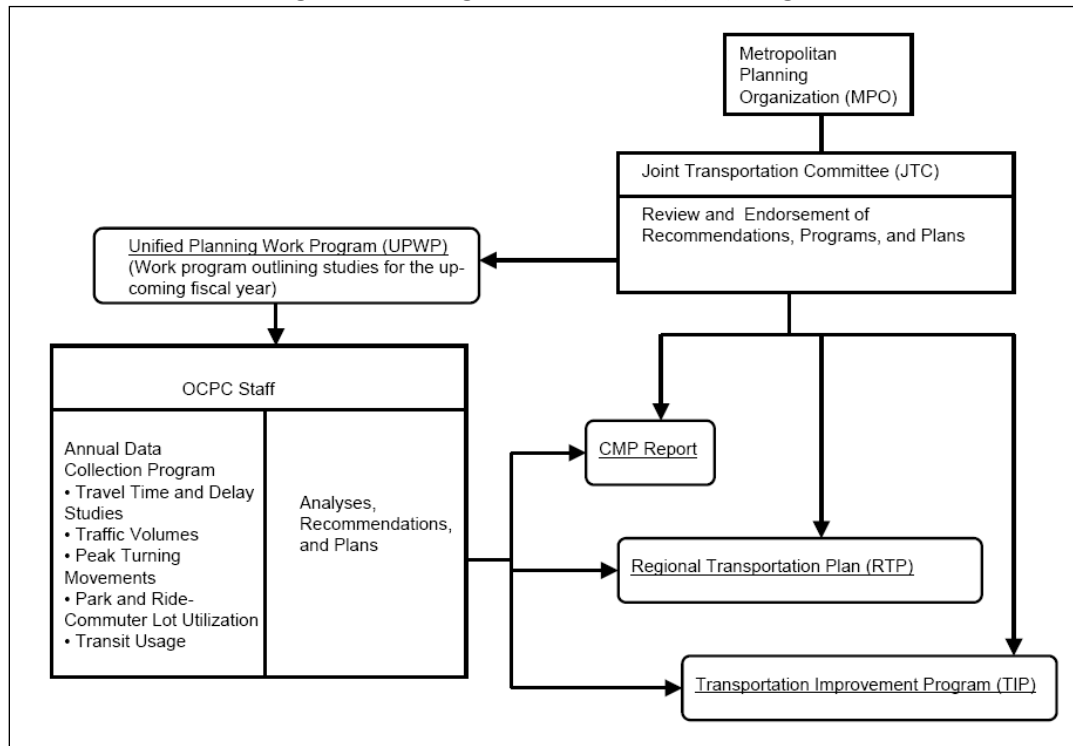
Congestion on a transportation facility may be defined as the level of performance that is deemed unacceptable due to traffic interference. The acceptable level of performance varies from state to state. In addition, the types of transportation modes and links also vary from place to place. Therefore,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

The CMP is, "a systematic process for managing congestion that provides information on transportation system performance and on alternative strategies for alleviating congestion and enhancing the mobility of persons and goods to levels that meet state and local needs." The CMP includes consideration of the implementation of strategies that provide the most efficient and effective use of existing and future transportation facilities. In both metropolitan and non-metropolitan areas, consideration needs to be given to strategies that reduce single occupancy vehicle (SOV) travel and improve existing transportation system efficiency. Documentation of the operational Congestion Management Process occurs during the Transportation Management Area (TMA) Certification Review conducted every four (4) years.

The figure below illustrates the integration of the Congestion Management Process within the overall planning process. This process allows for monitoring transportation systems for congestion, reviewing

and endorsing plans by local communities that make up the region, and revising monitoring of strategies and overall plans to account for a dynamic management system.

Congestion Management Process (CMP) Diagram



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

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

- Traffic Incidents – In addition to the physical capacity, external events can have a major effect on traffic flow. These include traffic incidents such as crashes and vehicle breakdowns; work zones; inclement weather; special events; and poorly timed traffic signals. When these events occur, their main impact is to subtract physical capacity from the roadway. Events also may cause changes in traffic demand by causing travelers to rethink their trips (e.g., snow and other types of severe weather). The level of congestion on a roadway is determined by the interaction of physical capacity with events that are taking place at a given time. The effect of a traffic

incident depends on how much physical capacity is present. Consider a traffic crash that blocks a single lane on a freeway. That incident has a much greater impact on traffic flow if only two normal lanes of travel are present than if three lanes are present. Therefore, strategies that improve the physical capacity of bottlenecks also lessen the impacts of roadway events such as traffic incidents, weather, and work zones.

Specific issues that contribute to congestion include:

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

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

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

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

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

4. Public Participation, Coordination, and Consultation

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Transportation planning is one component of the 3C Continuing, Cooperative, and 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 coordination, and consultation with appropriate agencies and groups on exiting projects. 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 agencies and groups. As such, a successful public participation model was developed and utilized. Legal advertisements are not a panacea for public participation. With that in mind, the staff engaged the public to the maximum extent possible. Various strategies were deployed, documented, and evaluated.

This FFY 2017-2021 Transportation Improvement Program was developed in accordance with the Public Participation Plan (PPP) for the Old Colony Region. Brockton Area Transit utilizes the Old Colony MPO's public participation as its public participation process. The public discussion of the Transportation Improvement Program (TIP) at Old Colony JTC, Old Colony MPO, and transportation meetings satisfies the Program of Projects (POP) public hearing requirements of the Federal Transit Administration (FTA).

Public participation in the TIP development process is welcomed and encouraged. The public is able to participate in the development of the TIP by attending meetings and reviews designated for the TIP, or by contacting the OCPC offices. To ensure that there is equity in the distribution of transportation resources and that there is reasonable access to the planning process, OCPC will continually conduct Title VI and Environmental Justice planning for the Old Colony Region.

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

- Old Colony Metropolitan Planning Organization (MPO) - The MPO provided oversight of the TIP development and has the responsibility of ultimately endorsing the TIP. Meetings typically take place on the third Tuesday of the month.
- Old Colony Planning Council (OCPC) - The Old Colony Planning Council discusses the TIP development and provides both planning and policy guidance at regularly scheduled Council meetings. Meetings take place typically during the last Wednesday of the month.
- Old Colony Joint Transportation Committee (JTC) - Functioning as the advisory group to the Old Colony MPO and Old Colony Planning Council, this group assists with the identification of transportation deficiencies and provides regular input and review of TIP products. The Committee consists of superintendents and or directors of highway department of public works, town planners, engineers, etc. Typically, meetings take place during the second Thursday of the month.
- Transit Providers – Council staff solicits input regarding transit issues from the Brockton Area Transit Regional Transit Authority (BAT), Greater Attleboro-Taunton Regional Transit Authority (GATRA), MBTA, and, the South Shore Community Action Council.

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- Coordination and consultation activities - Coordination and consultation, and/ or information dissemination activities take place with multiple agencies and groups. As such, these coordination and consultation activities routinely could take place with: Brockton Area Transit, Brockton 21st Century Cooperation, Cape Verdean Association of Brockton, Chief Elected Officials, Departments of Public Works and Highway Departments, Massachusetts Department of Transportation, Latino Health Institute, Greater Attleboro Taunton Transit Authority, Massachusetts Department of Transportation District 5, MBTA, Metro South Chamber of Commerce, NAACP, Plymouth and Brockton (P&B), Plymouth Area Chamber of Commerce, Plymouth County Development Council, South Shore Chamber of Commerce, and South Shore Community Action Council.
- Transportation Advisory Network (TAN) - The TAN Outreach Contact List consists of over 200 members. Members include chief elected officials, legislators, planning boards, Massachusetts Department of Transportation, Federal Highway Administration (FHWA), Federal Transit Administration (FTA), transit providers, minority groups, town clerks, and transportation officials. The objective is to provide continuing outreach to a wide network. Council staff provides announcements of product availability, upcoming events, and meetings associated with the TIP to the TAN. The TAN Outreach Contact List is shared with MassDOT-Office of Transportation Planning, and MassDOT-Office of Diversity and Civil Rights.
- Media Outlets and places of public convenience - Staff utilizes multiple media outlets and places of public convenience to solicit public comment, advertise meetings, and advertise TIP availability. The media outlets and places of public convenience consisted of newspaper legal advertisements (Brockton Enterprise, Ojournal, and Patriot Ledger), websites, town and city halls, local cable access, etc.
- Copies of the Draft TIP are posted on the OCPC website and are available in the Council's Office, so that reasonable access and opportunities to review the Draft TIP are provided. Copies of the Draft TIP are provided upon request.
- 30-Day Public Review Period - During the public review period for the Draft TIP, copies are available and their availability was advertised using multiple media outlets and the TAN. During the period, public meetings were held and the Council staff was available to discuss the Draft TIP with the public upon request.

The Brockton Area Transit Authority, the FTA Section 5307(c) applicant, has consulted with the Old Colony Metropolitan Planning Organization (MPO) and concurs that the public involvement process adopted by the MPO for development of the TIP satisfies the public hearing requirements that pertain to the development of the Program of Projects (POP) 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. The public discussion of the Transportation Improvement Program (TIP) at Old Colony JTC, Old Colony MPO, and transportation meetings satisfies the Program of Projects (POP) public hearing requirements of the Federal Transit Administration (FTA).

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

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environmental justice within projects and groups of projects, across the total plan, and in policy decisions. All reasonably foreseeable adverse social, economic, and environmental effects on minority populations and low-income populations must be identified and addressed. There are three fundamental Environmental Justice principles:

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

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

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

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

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

Examinations of potential benefits and burdens because of the implementation of the TIP were conducted. Examples of benefits considered were mobility, accessibility, infrastructure condition, environment, reliability, safety, security, load factors, efficiency, and consultation with riders in improving bus services to the transit-dependent. While examples of burdens considered were: air, noise, and water pollution and soil contamination, destruction or disruption of community cohesion or a community's economic vitality, destruction or disruption of the availability of public and private facilities and services, adverse employment effects, displacement of persons, businesses, farms, or nonprofit organizations, increased traffic congestion, isolation, exclusion, or separation of minority or low-income

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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 – 2021. 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 33.3 percent of the identified improvement projects, representing approximately 25.7 percent of the identified investment dollars on the FFY 2017-2021 TIP are located in or immediately adjacent to EJ communities. This percentage is close to the 27.9 percent of the region's population identified as living in EJ communities. Non-mappable projects, such as transit vehicle replacements or rehabilitations, bridge and roadway repair line items for future projects to be defined, and other non-location-specific projects are not included in this analysis. Moreover, many of the projects that are not located directly within an EJ community are projects of key regional significance, such as interstate highway improvements. These improvements benefit the region as a whole, and provide access to many key employment centers, including downtown Brockton and regional shopping centers.

Investment Value of TIP Projects 2017-2021 (Projects 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	27.9%	\$15,454,246	25.7%
Outside EJ Communities	261,353	72.1%	\$44,741,036	74.3%
Totals	362,406	100.0%	\$53,890,700	100%

OCPC undertook further analysis to determine the level of investments during the period of 2004-2016 through previous Transportation Improvement Programs. From that analysis, it was concluded that about 48.3 percent of the identified improvement projects, representing approximately 50.8 percent of the identified investment dollars allocated during the TIP years of 2004-2016 are located in or immediately adjacent to EJ communities. This exceeds the 27.9 percent of the region's population identified as living in EJ communities.

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Investment Value of TIP Projects 2004 - 2016 (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	27.9%	\$83,063,234	50.8%
Outside EJ Communities	261,353	72.1%	\$80,403,726	49.2%
Totals	362,406	100.0%	\$163,466,960	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 2017-2021 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.

HIGHWAY AND BRIDGE PROJECT LISTING BY COMMUNITY

1. Prioritization and Transportation Evaluation Criteria (TEC)

Several factors are considered when developing the prioritization and programming of TIP projects.

- Financial feasibility of project
- Level of impact of the project (ADTs, Location, NHS, Safety)
- Local and regional support for the project
- Need for project to be implemented (safety, congestion, etc.)
- Project has been derived from the Management Systems (Congestion, Land Use, Safety, and Pavement)
- Project has Project Review Committee (PRC) approval and/or a MassDOT ID
- Project must have reasonable progress in design, as to assure that the project can be implemented in the active year
- Project Readiness
- Results of Annual TIP Day
- Results of Evaluations Derived from Application of Transportation Evaluation Criteria (TEC)

Transportation Evaluation Criteria (TEC)

With transparency and reasonableness in mind, in 2004, the Old Colony MPO began utilizing TIP project transportation evaluation criteria to inform the process of evaluating and selecting projects for programming in the TIP. The evaluation criteria are a means of programming projects that will help the region attain the visions established by the Old Colony MPO, which include, to maintain a state of good repair, focus investments on existing activity centers, improve mobility for people and freight, reduce the level of greenhouse gas (GHG) emissions, minimize environmental burdens from transportation facilities on low-income and minority populations, and provide safe transportation for all modes. Projects with components and outcomes that help attain the goals of the Old Colony MPO receive higher scores.

The Old Colony MPO staff typically utilizes a Functional Design Report or Corridor Study to conduct a complete evaluation. The transportation evaluation criteria forms are included in Appendix H.

Evaluation of Projects

The evaluation results of projects being considered for the federal fiscal years (FFYs) 2017-2021 Transportation Improvement Program are included in the appendices. The scoring results of the Transportation Evaluation Criteria are included with the applicable projects listed in the Universe of Projects beginning on Page 18.

The TIP projects are evaluated and are scored in six of the seven criteria categories: (Condition, Mobility, Safety, Community Effects and support, Land Use and Economic Development, and Environmental Effects) on a scale of +3 to -3.

In general, this step scores the impact the evaluated project will have on each of the six criteria. The proposed rating scale is as follows:

- A score of +3 is highly beneficial,
- A score of zero is neutral or not applicable,
- A score of -3 is highly detrimental.

If there is no impact or the impact is mitigated so that there is no effect, the score is zero or not applicable. The score for each category should be the average of all of the individual criteria in each category.

The cost effectiveness category is not scored in order to mitigate concerns regarding equity among urban, suburban, and rural projects, but that the cost effectiveness ratios be calculated and shown for information purposes.

The category scores for a project are then combined into an overall score of between +18 and -18. Once the projects are scored, projects may be grouped by assigning each project, based on its score, to projects categories by range, to avoid false precision. For example, projects with scores of +15 to +18 may be deemed excellent, +10 to +14 very good, etc.

The staff uses evaluation ratings and project readiness information to prepare a First-Tier List of Projects. This is a list of the projects with the highest ratings that could be made ready for advertising

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within the TIP's time horizon (next four federal fiscal years). The staff relies on the MassDOT Highway Division to provide information about what year a project would be ready for advertising. In developing the recommendation for the draft TIP, the staff strongly considers the First-Tier List of Projects. The Old Colony MPO staff also factors in projects that are listed in the regional transportation plan in order to implement the RTP, considers geographic equity to help ensure that the list of projects addresses needs throughout the region, and accounts for cost to comply with fiscal constraint.

2. Universe of Projects and Geographic Distribution of Projects

The following is an informational list of identified projects regardless of priority and funding source. The projects listed are ranked, from high to low, by the Transportation Evaluation Criteria (TEC) Score. Program Year refers to which year the project is programmed or located if not programmed. The results of scoring results of the application of Transportation

PROJECT LOCATION AND DESCRIPTION	PROJECT ID#	PROGRAM YEAR	TEC
BROCKTON - CORRIDOR IMPROVEMENTS ON ROUTE 123 (BELMONT STREET), FROM ANGUS BEATON DRIVE TO WEST STREET	608088	2019	10.80
BROCKTON - FOREST AVENUE CORRIDOR (MAIN STREET TO BELMONT STREET)	PRE - PRC	NOT PROGRAMMED	10.12
WEST BRIDGEWATER - RECONSTRUCTION ON ROUTE 106, FROM ROUTE 28 (CENTRAL SQUARE) TO EASTON T.L.	603456	NOT PROGRAMMED	9.55
STOUGHTON- CORRIDOR IMPROVEMENTS ON ROUTE 138 FROM LINCOLN STREET TO CENTRAL STREET, INCLUDING INTERSECTION IMPROVEMENTS ROUTE 138 (WASHINGTON STREET) & CENTRAL STREET	607403	2021	9.32
WHITMAN - TRAFFIC SIGNAL IMPROVEMENTS & RELATED WORK ON BEDFORD STREET (ROUTE 18) AT 2 LOCATIONS: AUBURN STREET (ROUTE 14) & TEMPLE STREET (ROUTE 27)	607860	2018	9.25
BROCKTON- IMPROVEMENTS AND RELATED WORK ON CRESCENT STREET (ROUTE 27), INCLUDING REPLACEMENT OF GROVE STREET BRIDGE, B-25-005, OVER SALISBURY PLAIN RIVER	607818	NOT PROGRAMMED	9.07
KINGSTON - RECONSTRUCTION ON ROUTE 106 (MAIN STREET, WAPPING ROAD)	601164	NOT PROGRAMMED	9.00
BROCKTON- INTERSECTION IMPROVEMENTS @ CRESCENT STREET (ROUTE 27)/QUINCY STREET/MASSASOIT BOULEVARD	606143	2021	8.25
AVON - INTERSECTION IMPROVEMENTS AT HARRISON BOULEVARD AND POND STREET	608086	2019	8.20
BROCKTON - DOWNTOWN BROCKTON TWO-WAY TRAFFIC CIRCULATION	PRE - PRC	NOT PROGRAMMED	8.20
STOUGHTON - CENTRAL STREET & PEARL STREET INTERSECTION IMPROVEMENTS	PRE - PRC	NOT PROGRAMMED	8.20
ABINGTON/ BROCKTON - NORTH QUINCY STREET, CHESTNUT STREET, AND BOUNDARY AVENUE SIGNALIZATION AND GEOMETRIC IMPROVEMENTS	608143	2019	8.05
STOUGHTON - CANTON STREET (ROUTE 27) & SCHOOL STREET SIGNALIZATION AND GEOMETRIC IMPROVEMENTS	PRE - PRC	NOT PROGRAMMED	8.04

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PLYMOUTH - RECONSTRUCTION OF TAYLOR AVENUE, FROM WHITE HORSE ROAD TO MANOMET POINT ROAD, INCLUDES P-13-010	605038	2017	8.00
BROCKTON - PERKINS AVENUE RESURFACING & RELATED WORK FROM SUMMER STREET TO MAIN STREET	601642	NOT PROGRAMMED	8.00
PLYMOUTH - IMPROVEMENTS ON OBERY STREET, FROM SOUTH STREET TO A.C. CARANCI WAY/PLYMOUTH NORTH H.S. DRIVE INTERSECTION	606264	2018	7.97
EASTON - ROUTE 138 @ UNION STREET SIGNALIZATION AND GEOMETRIC IMPROVEMENTS	607438	2018	7.85
STOUGHTON - CENTRAL STREET AT CANTON STREET AND TOSCA DRIVE (ROUTE 27) SIGNALIZATION AND GEOMETRIC IMPROVEMENTS	PRE - PRC	NOT PROGRAMMED	7.78
EASTON - ROUTE 138 & ELM STREET INTERSECTION SIGNALIZATION AND GEOMETRIC IMPROVEMENTS	608195	NOT PROGRAMMED	7.72
PLYMOUTH - WATER STREET RECONSTRUCTION (SOUTH PARK AVENUE TO ROUTE 3A)	PRE - PRC	NOT PROGRAMMED	7.67
ABINGTON - SAFE ROUTES TO SCHOOL (CENTER SCHOOL)	605693	NOT PROGRAMMED	7.55
ABINGTON - HANCOCK STREET & CHESTNUT STREET SIGNALIZATION AND GEOMETRIC IMPROVEMENTS	PRE - PRC	NOT PROGRAMMED	7.39
EAST BRIDGEWATER - RESURFACING AND SIDEWALK CONSTRUCTION ON BEDFORD STREET (ROUTE 18), FROM WHITMAN STREET (ROUTE 106) TO CENTRAL STREET	607941	2019	7.14
PLYMOUTH - RESURFACING & RELATED WORK ON ROUTE 3	606524	NOT PROGRAMMED	7.05
STOUGHTON - WASHINGTON STREET (ROUTE 138) & YORK STREET SIGNALIZATION AND GEOMETRIC IMPROVEMENTS	PRE - PRC	NOT PROGRAMMED	7.05
EASTON - ROUTE 123 (DEPOT STREET) RECONSTRUCTION ON FROM NEWELL CIRCLE TO ROUTE 138	607217	2020	7.00
STOUGHTON - RECONSTRUCTION OF TURNPIKE STREET	607214	NOT PROGRAMMED	7.00
DUXBURY - SIGNAL INSTALLATION @ ROUTE 3 (NB & SB) RAMPS & ROUTE 3A (TREMONT STREET)	606002	NOT PROGRAMMED	6.88
HANSON - MAQUAN STREET (ROUTE 14) FROM INDIAN HEAD STREET TO THE PEMBROKE TOWN LINE ROADWAY IMPROVEMENTS	PRE - PRC	NOT PROGRAMMED	6.88
PEMBROKE- RESURFACING AND RELATED WORK ON ROUTE 53	608266	NOT PROGRAMMED	6.88
HANOVER- RESURFACING & RELATED WORK ROUTE 53	607715	TBD	6.88
PEMBROKE - ROUTE 53 AT PLEASANT STREET SIGNALIZATION AND GEOMETRIC IMPROVEMENTS	607337	2018	6.85
EASTON - ROUTE 138 & TURNPIKE STREET INTERSECTION SIGNALIZATION AND GEOMETRIC IMPROVEMENTS	604098	NOT PROGRAMMED	6.45
MIDDLEBORO- PLYMOUTH- RESURFACING & RELATED WORK ON ROUTE 44	607568	TBD	6.45

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PEMBROKE - REHABILITATION OF ROUTE 36 FROM ROUTE 27 TO ROUTE 14	600380	NOT PROGRAMMED	6.14
AVON - STOUGHTON- RESURFACING AND RELATED WORK ON ROUTE 24	608496	NOT PROGRAMMED	6.14
BROCKTON- STORMWATER IMPROVEMENTS ALONG ROUTE 28	607860	2017	6.07
KINGSTON - BRIDGE REPLACEMENT, K-01-014, SMITHS LANE OVER ROUTE 3 (PILGRIM HIGHWAY)	608615	2021	TBD
ABINGTON - ROUTE 18 & ROUTE 123 INTERSECTION IMPROVEMENTS	PRE - PRC	NOT PROGRAMMED	TBD
ABINGTON - ROUTE 18 & ROUTE 139 INTERSECTION IMPROVEMENTS	PRE - PRC	NOT PROGRAMMED	TBD
ABINGTON - SAFE ROUTES TO SCHOOL (WOODSDALE SCHOOL)	PRE - PRC	NOT PROGRAMMED	TBD
AVON - ROUTE 28 (EAST MAIN STREET) AT EAST/WEST SPRING STREET SIGNALIZATION AND GEOMETRIC IMPROVEMENTS	PRE - PRC	NOT PROGRAMMED	TBD
AVON - WEST MAIN STREET RECONSTRUCTION (HARRISON BOULEVARD TO ROUTE 28)	PRE - PRC	NOT PROGRAMMED	TBD
BRIDGEWATER - CENTRAL SQUARE IMPROVEMENTS	PRE - PRC	NOT PROGRAMMED	TBD
BRIDGEWATER - HIGH STREET RECONSTRUCTION FROM HAYWARD STREET TO PLYMOUTH STREET	PRE - PRC	NOT PROGRAMMED	TBD
BRIDGEWATER - MILL STREET RECONSTRUCTION FROM PLYMOUTH STREET TO HIGH STREET	PRE - PRC	NOT PROGRAMMED	TBD
BRIDGEWATER - ROUTE 104 & HAYWARD STREET/GREAT HILL DRIVE SIGNALIZATION AND GEOMETRIC IMPROVEMENTS	PRE - PRC	NOT PROGRAMMED	TBD
BRIDGEWATER - ROUTE 104 & SOUTH STREET SIGNALIZATION AND GEOMETRIC IMPROVEMENTS	PRE - PRC	NOT PROGRAMMED	TBD
BRIDGEWATER - SUMMER STREET RECONSTRUCTION FROM GROVE STREET TO FLAGG STREET	PRE - PRC	NOT PROGRAMMED	TBD
BRIDGEWATER - TOWN RIVER LANDING PEDESTRIAN BRIDGE ENHANCEMENT PROJECT	PRE - PRC	NOT PROGRAMMED	TBD
BROCKTON - MAIN STREET RECONSTRUCTION FROM WHITE AVENUE TO HAYWARD AVENUE	PRE - PRC	NOT PROGRAMMED	TBD
DUXBURY - ROUTE 3A & ROUTE 139 INTERSECTION IMPROVEMENTS	PRE - PRC	NOT PROGRAMMED	TBD
EAST BRIDGEWATER - ROUTE 106 & WASHINGTON STREET SIGNALIZATION AND GEOMETRIC IMPROVEMENTS	PRE - PRC	NOT PROGRAMMED	TBD
EAST BRIDGEWATER - ROUTE 18 & HIGHLAND STREET INTERSECTION IMPROVEMENTS	PRE - PRC	NOT PROGRAMMED	TBD
EAST BRIDGEWATER - ROUTE 18 & WEST STREET/EAST STREET INTERSECTION IMPROVEMENTS	PRE - PRC	NOT PROGRAMMED	TBD

FFY 2017-2021 OLD COLONY TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

EASTON - ROUTE 138 & PLYMOUTH STREET SIGNALIZATION AND GEOMETRIC IMPROVEMENT	PRE - PRC	NOT PROGRAMMED	TBD
KINGSTON - ROUTE 27 & ROUTE 106 SIGNAL REPLACEMENT AND GEOMETRIC IMPROVEMENTS	PRE - PRC	NOT PROGRAMMED	TBD
KINGSTON - ROUTE 3 AT EXIT 9 SIGNALIZE NORTHBOUND ON/OFF RAMPS	PRE - PRC	NOT PROGRAMMED	TBD
KINGSTON - ROUTE 3A & CRESCENT STREET SIGNALIZATION AND GEOMETRIC IMPROVEMENTS	PRE - PRC	NOT PROGRAMMED	TBD
KINGSTON - ROUTE 3A & ROUTE 106 SIGNALIZATION AND GEOMETRIC IMPROVEMENTS	PRE - PRC	NOT PROGRAMMED	TBD
PLYMOUTH - CARVER ROAD & SUMMER ST/FEDERAL FURNACE/SLEEPY HOLLOW ROAD SIGNALIZATION AND GEOMETRIC IMPROVEMENTS	PRE - PRC	NOT PROGRAMMED	TBD
PLYMOUTH - CHERRY STREET RECONSTRUCTION FROM INDUSTRIAL PARK ROAD TO COMMERCE WAY	PRE - PRC	NOT PROGRAMMED	TBD
PLYMOUTH - FEDERAL FURNACE ROAD RECONSTRUCTION FROM CARVER TOWN LINE TO SOUTH MEADOW ROAD	PRE - PRC	NOT PROGRAMMED	TBD
PLYMOUTH - JENNY GRIST MILL/ BILLINGTON SEA WALKWAY	PRE - PRC	NOT PROGRAMMED	TBD
PLYMOUTH - LONG POND ROAD RECONSTRUCTION (DREW ROAD TO CLARK ROAD)	PRE - PRC	NOT PROGRAMMED	TBD
PLYMOUTH - ROUTE 3, EXIT 2 (HERRING POND ROAD) SIGNALIZE NORTHBOUND AND SOUTHBOUND ON/OFF RAMPS	PRE - PRC	NOT PROGRAMMED	TBD
PLYMOUTH - ROUTE 3A & HERRING POND ROAD SIGNALIZATION AND GEOMETRIC IMPROVEMENTS	PRE - PRC	NOT PROGRAMMED	TBD
PLYMOUTH - ROUTE 3A & SOUTH STREET SIGNALIZATION AND GEOMETRIC IMPROVEMENTS	PRE - PRC	NOT PROGRAMMED	TBD
PLYMOUTH - ROUTE 3A & WATER STREET SIGNALIZATION AND GEOMETRIC IMPROVEMENTS	PRE - PRC	NOT PROGRAMMED	TBD
PLYMOUTH - SAMOSET STREET & MARC DRIVE/MOBILE HOME ESTATES SIGNALIZATION AND GEOMETRIC IMPROVEMENTS	PRE - PRC	NOT PROGRAMMED	TBD
PLYMOUTH - TOWN WHARF PEDESTRIAN AND ROADWAY IMPROVEMENTS	PRE - PRC	NOT PROGRAMMED	TBD
WEST BRIDGEWATER - ROUTE 106 & EAST STREET SIGNALIZATION AND GEOMETRIC IMPROVEMENTS	PRE - PRC	NOT PROGRAMMED	TBD
WEST BRIDGEWATER - ROUTE 106 & HOWARD STREET SIGNALIZATION AND GEOMETRIC IMPROVEMENTS	PRE - PRC	NOT PROGRAMMED	TBD
WEST BRIDGEWATER - ROUTE 28 & MATFIELD STREET SIGNALIZATION AND GEOMETRIC IMPROVEMENTS	PRE - PRC	NOT PROGRAMMED	TBD
WEST BRIDGEWATER - SOUTH STREET RESURFACING AND SIDEWALKS	PRE - PRC	NOT PROGRAMMED	TBD
ABINGTON- SUPERSTRUCTURE REPLACEMENT & SUBSTRUCTURE REHABILITATION, A-01-006, CENTRAL STREET OVER SHUMATUSCANT RIVER	607346	TBD	
BROCKTON- SUPERSTRUCTURE REPLACEMENT, B-25-047, ROUTE 24 OVER WEST CHESTNUT STREET	607266	TBD	

FFY 2017-2021 OLD COLONY TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

BROCKTON- WEST BRIDGEWATER- BRIDGEWATER- RAYNHAM- TAUNTON- FREETOWN- CLEANING, PAINTING & REPAIRING 11 STEEL BRIDGES ON/OVER ROUTE 24	606021	TBD	
DUXBURY- BRIDGE REPLACEMENT, D-14-010 (48H & 48J), ROUTE 3 (PILGRIM HIGHWAY) NB/SB OVER FRANKLIN STREET	605294	TBD	
HINGHAM- HANOVER- DUXBURY- KINGSTON- PLYMOUTH- CLEANING, PAINTING & REPAIRING 7 STEEL BRIDGES ON/OVER ROUTE 3	606023	TBD	
KINGSTON- SUPERSTRUCTURE REPLACEMENT, K-01-011, PILGRIM HIGHWAY (ROUTE 3) OVER JONES RIVER	607268	TBD	
NORWELL- PEMBROKE- BRIDGE REPLACEMENT, N-24-004=P-05-008, ROUTE 3 (NB & SB) OVER NORTH RIVER	607349	TBD	

Geographic Distribution of Projects

The Old Colony Planning Council staff monitors the geographic distribution of TIP projects over time. Table 1 provides the distribution of TIP projects from 2012 through 2021. To assist with providing context to the distribution, included in the table is 2010 Population and 2010-2014 Median Household Income.

From an examination of the distribution of TIP projects from 2012 through 2021, the following observations may be made:

- There are higher concentrations of projects within the more populated urban areas (i.e. Brockton at 34.6 percent of all projects). Such concentrations tend to follow areas with elevated levels of congestion and crash clusters.
- The towns of Easton (15.4%) and Pembroke (11.5%) also had higher concentration of projects. A potential explanation for such a trend is that these populous communities feature proximity to limited access highways, commuter rail, and academic institutions of higher learning. Such features, while beneficial in many respects, also lead to higher pedestrian, bicyclist and vehicle trips, and the need for additional multimodal and infrastructure.

FFY 2017-2021 OLD COLONY TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Table 1 - Geographic Distribution of Projects

Community	2010 Population	Median Household Income, 2010-2014	Number of TIP Projects, 2012 through 2021	Total TIP Project Value, 2012 through 2021	Percentage of Total Projects
Abington	15,985	\$81,500	1	\$2,080,416	3.8%
Avon	4,356	\$78,750	2	\$5,905,120	7.7%
Bridgewater	26,563	\$88,481	1	\$1,486,453	3.8%
Brockton	93,810	\$48,569	9	\$29,416,415	34.6%
Duxbury	15,059	\$120,253	0	\$0	0.0%
East Bridgewater	13,794	\$88,534	1	\$4,276,800	3.8%
Easton	23,112	\$95,372	4	\$12,015,702	15.4%
Halifax	7,518	\$69,917	0	\$0	0.0%
Hanover	13,879	\$98,750	0	\$0	0.0%
Hanson	10,209	\$93,771	0	\$0	0.0%
Kingston	12,629	\$86,339	0	\$0	0.0%
Pembroke	17,837	\$89,954	2	\$11,145,718	7.7%
Plymouth	56,468	\$76,925	3	\$18,231,289	11.5%
Plympton	2,820	\$94,505	0	\$0	0.0%
Stoughton	26,962	\$74,688	1	\$4,785,000	3.8%
West Bridgewater	6,916	\$81,573	1	\$3,375,180	3.8%
Whitman	14,489	\$76,494	1	\$2,941,200	3.8%
	362,406		26	\$95,659,293	100.0%

*Projects spanning multiple communities

Abington and Brockton - North Quincy Street at Chestnut Street and Boundary Avenue

**Does not include Bridge Projects

TIP - FEDERAL REQUIREMENTS AND PROJECT LISTS

1. Endorsements of the FFY 2017-2021 Old Colony TIP, Self-Compliance Statements of the Comprehensive, Continuing, Cooperative Transportation Planning Process, and Self Compliance Statements of the 310 CMR 60.05: Global Warming Solutions Act Requirements for the Transportation Sector and the Massachusetts Department of Transportation

The currently endorsed Unified Planning Work Program, Regional Transportation Plan, and Transportation Improvement Program, together with any amendments, were developed in accordance with FHWA/FTA regulations governing the implementation of the Moving Ahead for Progress in the 21st Century (MAP-21), the Fixing America's Surface Transportation Act (FAST Act), and EPA regulations governing the implementation of the Clean Air Act Amendments of 1990, and fully incorporate the applicable requirements of the 1964 Civil Rights Act and the Americans with Disabilities Act of 1990. From certification reviews conducted in 2006 and 2011, the FHWA and FTA have determined that the transportation planning process of the MPO substantially meets the requirements of the Metropolitan Planning Rule 23 CFR Part 450 Subpart C and 49 CFR Part 613. In addition, FHWA and FTA have jointly certified the transportation planning process.

Endorsement of FFY 2017-2021 Old Colony TIP is located in Appendix A.

Self-Compliance Statements of the Comprehensive, Continuing, Cooperative Transportation Planning Process is located in Appendix B.

Self-Compliance Statements of the 310 CMR 60.05: Global Warming Solutions Act Requirements for the Transportation Sector and the Massachusetts Department of Transportation is located in Appendix C.

2. Procedures for Amendments and Administrative Modifications

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

The procedures for changing the TIP are:

TIP Amendment

- A TIP Amendment is the most extensive change procedure that a TIP may undergo. A TIP Amendment requires the proposed changes to undergo a thirty-day public review period and be formally endorsed by the MPO. 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.

TIP Amendments are prompted by:

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

TIP Adjustment/ Administrative Modification

- A TIP Adjustment/ Administrative Modification is a minor Amendment. The Adjustment procedure generally requires an administrative action (the change), Joint Transportation Committee advice, and MPO signatory notification of the change. Adjustments or Administrative Modifications to the TIP 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.

TIP Adjustments are prompted by:

- ✓ A project currently on the TIP is moved into the active year element (FFY 2017), including Mega projects as long as the TIP remains financially constrained
- ✓ A modest funding change
- ✓ A project is split into one or more projects
- ✓ A project listed in the FFY 2016-2019 TIP, and is not advertised in FFY 2016 is moved into the FFY 2017-2021 TIP.

FFY 2017-2021 OLD COLONY TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

3. Financial Summary and Targets

The Massachusetts Department of Transportation Office of Transportation Planning, in consultation with the Regional Planning Agencies, provides each region with yearly-targeted federal funding levels with state match for highway and bridge projects, and separate yearly targets for projects that qualify for Congestion Mitigation Air Quality (CMAQ) funds, Highway Safety Improvement Program (HSIP) funds, and Transportation Alternative Program (TAP) funds. The State and Regional Funding Targets are located in Appendix I. The anticipated revenue from MassDOT is summarized below, in the summary of regional funding categories on page 26, and on each year of project programming (2017- Page 27, 2018 - Page 28, 2019 - Page 29, 2020 – Page 30, and 2021 - Page 31).

Highway Projects

Fiscal Year	Anticipated Revenues (Regional Targets, Statewide Funds, and Bridge Funds)	Total of Regional Projects Programmed
2017	\$ 12,507,609	\$ 11,872,392
2018	\$ 9,829,235	\$ 7,830,911
2019	\$ 16,200,537	\$ 14,861,232
2020	\$ 10,062,013	\$ 8,182,717
2021	\$ 22,850,433	\$ 21,997,358
Totals	\$ 71,449,827	\$ 64,744,610

Programmed amount includes projects funded with regional target funds (CMAQ, HSIP, TAP, STP) and statewide funds (FFYs 2017 and 2019)

Transit Projects

Fiscal Year	Federal, State, and Local Funds	Total Programmed
2017	\$ 10,456,000	\$ 10,456,000
2018	\$ 13,841,000	\$ 13,841,000
2019	\$ 14,710,634	\$ 14,710,634
2020	\$ 9,130,000	\$ 9,130,000
2021	\$ 7,610,000	\$ 7,610,000
Totals	\$ 55,747,634	\$ 55,747,634

Programmed amount include MAP and State Funds

The Transportation Improvement Program is financially constrained according to the definition in the Federal Register 23 CFR Part 450.324. Please note that project costs programmed in the TIP are expressed in Year of Expenditure (YOE) dollars. The cost inflation factor utilized is increased 4% annually (e.g. 2018 at 4%; 2019 at 8%; 2020 at 12%, and, 2021 at 16%). The projects programmed do not exceed the funding estimates of federal and state funds available in each of these fiscal years.

The financial plan contained herein is financially constrained, and reflects the highway program emphasis on the maintenance and operation of the current roadway and bridge system with the ability to provide for additional capital improvements. A fiscal constraint analysis is included on each of the highway program programming tables.

FFY 2017-2021 OLD COLONY TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

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

4. Summary of Regional Funding Categories (FFY 2017-2021)

Funding Category	2017	2018	2019	2020	2021	Total
BRIDGE	\$ -	\$ -	\$ -	\$ -	\$ 12,788,420	\$ 12,788,420
STATEWIDE CMAQ	\$ 2,941,200		\$ 6,371,300	\$ -	\$ -	\$ 9,312,500
STATEWIDE ENHANCEMENT	\$ 101,936					
CMAQ	\$ 1,424,858	\$ 1,139,886	\$ 1,139,886	\$ 1,139,886	\$ 1,139,886	\$ 5,984,402
HSIP	\$ 455,954	\$ 455,954	\$ 455,954	\$ 455,954	\$ 455,954	\$ 2,279,770
ITS	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
SRTS	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
STP	\$ 7,246,397	\$ 7,888,282	\$ 7,895,154	\$ 8,127,109	\$ 8,127,109	\$ 39,284,051
TAP	\$ 337,265	\$ 345,114	\$ 338,242	\$ 339,064	\$ 339,064	\$ 1,698,749
Subtotal FHWA/ State	\$ 12,507,609	\$ 9,829,235	\$ 16,200,537	\$ 10,062,013	\$ 22,850,433	\$ 71,449,827
5307 - Operating/ PM/ ADA	\$ 4,000,000	\$ 4,400,000	\$ 4,800,000	\$ 5,000,000	\$ 5,000,000	\$ 23,200,000
5307 - Capital	\$ 1,520,000	\$ 8,075,000	\$ 6,080,634	\$ 2,670,200	\$ 1,150,000	\$ 19,495,834
5339	\$ -	\$ -	\$ -	\$ -		\$ -
5310	\$ -	\$ -	\$ -	\$ -		\$ -
5311	\$ -	\$ -	\$ -	\$ -		\$ -
State	\$ 4,097,000	\$ 328,000	\$ 350,000	\$ 350,000	\$ 350,000	\$ 5,475,000
Local	\$ 839,000	\$ 1,038,000	\$ 3,480,000	\$ 1,110,000	\$ 1,080,000	\$ 7,547,000
TDC	\$ -	\$ -	\$ -	\$ -	\$ 30,000	\$ 30,000
Subtotal FTA/ State	\$ 10,456,000	\$ 13,841,000	\$ 14,710,634	\$ 9,130,200	\$ 7,610,000	\$ 55,747,834
Grand Total	\$ 22,963,609	\$ 23,670,235	\$ 30,911,171	\$ 19,192,213	\$ 30,460,433	\$ 127,197,661

Statewide CMAQ amounts represent the project specific amounts.
 Statewide Enhancement amount represent the project specific amounts.
 Bridge amounts represent the project specific amounts.

2017 Old Colony Region MPO Transportation Improvement Program

Amendment/ Adjustment Type ▼	MassDOT Project ID ▼	MPO ▼	Municipality Name ▼	MassDOT Project Description ▼	MassDOT District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼
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► Section 1A / Federal Aid Target Projects

► HSIP - Highway Safety Improvement Program

				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
HSIP Subtotal ►							\$ -	\$ -	\$ -	◀ 90% Federal + 10% Non-Federal

► CMAQ - Congestion Mitigation and Air Quality Improvement Program

	605038	Old Colony	Plymouth	PLYMOUTH- RECONSTRUCTION OF TAYLOR AVENUE, FROM WHITE HORSE ROAD TO MANOMET POINT ROAD, INCLUDES BRIDGE REPLACEMENT OF P-13-010	5	CMAQ	\$ 1,424,858	\$ 1,139,886	\$ 284,972	YOE is \$8,829,256; \$1,424,858 Section 1A CMAQ + \$7,404,398 Section 1A STP; 100% Design; TEC Score is 8.00; Phase is Construction.
				No Projects Programmed			\$ -	\$ -	\$ -	
CMAQ Subtotal ►							\$ 1,424,858	\$ 1,139,886	\$ 284,972	◀ 80% Federal + 20% Non-Federal

► TAP - Transportation Alternatives Program

				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
TAP Subtotal ►							\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal

► Non-CMAQ/HSIP/TAP (Other)

	605038	Old Colony	Plymouth	PLYMOUTH- RECONSTRUCTION OF TAYLOR AVENUE, FROM WHITE HORSE ROAD TO MANOMET POINT ROAD, INCLUDES BRIDGE REPLACEMENT OF P-13-010	5	NHPP	\$ 7,404,398	\$ 5,923,518	\$ 1,480,880	YOE is \$8,829,256; \$1,424,858 Section 1A CMAQ + \$7,404,398 Section 1A STP; 100% Design; TEC Score is 8.00; Phase is Construction.
				No Projects Programmed			\$ -	\$ -	\$ -	
Non-CMAQ/HSIP/TAP (Other) Subtotal ►							\$ 7,404,398	\$ 5,923,518	\$ 1,480,880	◀ 80% Federal + 20% Non-Federal

► Section 1A / Fiscal Constraint Analysis

Total Federal Aid Target Funds Programmed ►	\$ 8,829,256	\$ 9,464,473	◀ Total Target	\$ 635,217	Target Funds Available
Total Non-CMAQ/HSIP/TAP (Other) Programmed ►	\$ 7,404,398	\$ 7,246,397	◀ Max. Non-CMAQ/HSIP/TAP	\$ (158,001)	Non-CMAQ/HSIP/TAP (Other) Exceeds Maximum
Total HSIP Programmed ►	\$ -	\$ 455,954	◀ Min. HSIP	\$ 455,954	HSIP Recommended Not Met
Total CMAQ Programmed ►	\$ 1,424,858	\$ 1,424,858	◀ Min. CMAQ	\$ -	CMAQ Recommended Met
Total TAP Programmed ►	\$ -	\$ 337,265	◀ Min. TAP	\$ 337,265	TAP Recommended Not Met
Remaining HSIP, CMAQ, and TAP Funds \$ 793,219					

► Section 1B / Federal Aid Bridge Projects

► Statewide Systematic Maintenance Program

				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
Statewide Bridge Maintenance Program Subtotal ►							\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal

► On System

				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
On System Subtotal ►							\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal

► Off-System

				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
Off-System Subtotal ►							\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal

► Statewide Bridge Inspection Program

				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
Statewide Bridge Inspection Program Subtotal ►							\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal

2017 Old Colony Region MPO Transportation Improvement Program

Amendment/ Adjustment Type ▼	MassDOT Project ID ▼	MPO ▼	Municipality Name ▼	MassDOT Project Description ▼	MassDOT District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼
► Section 1C / Federal Aid Non-Target Projects										
► Other Federal Aid										
				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
Other Federal Aid Subtotal ►							\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source
► Section 1D / Federal Aid Major & State Category Projects										
► Regional Major Infrastructure										
				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
Regional Major Infrastructure Subtotal ►							\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
► Statewide Americans with Disability Act Implementation Plan										
				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
Statewide ADA Implementation Plan Subtotal ►							\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
► Statewide Congestion Mitigation and Air Quality										
				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
Statewide CMAQ Subtotal ►							\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
► Statewide HSIP Program										
				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
Statewide HSIP Program Subtotal ►							\$ -	\$ -	\$ -	◀ 90% Federal + 10% Non-Federal
► Statewide Infrastructure Program										
				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
Statewide Infrastructure Program Subtotal ►							\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
► Statewide Interstate Maintenance Program										
				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
Statewide Interstate Maintenance Program Subtotal ►							\$ -	\$ -	\$ -	◀ 90% Federal + 10% Non-Federal
► Statewide Intelligent Transportation Systems										
				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
Statewide ITS Subtotal ►							\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
► Statewide National Freight Program										
				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
Statewide National Freight Program Subtotal ►							\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
► Statewide National Highway System Preservation Program										
				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
Statewide NHS Preservation Program Subtotal ►							\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
► Statewide Planning Program										
				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
Statewide Planning Program Subtotal ►							\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
► Statewide Railroad Grade Crossings										
				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
Statewide RR Grade Crossings Subtotal ►							\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal

2017 Old Colony Region MPO Transportation Improvement Program

Amendment/ Adjustment Type ▼	MassDOT Project ID ▼	MPO ▼	Municipality Name ▼	MassDOT Project Description ▼	MassDOT District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼
► Statewide Safe Routes to Schools Program										
				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
Statewide Safe Routes to Schools Program Subtotal ►							\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source
► Statewide Stormwater Retrofits										
	608134	OLD COLONY	BROCKTON	BROCKTON- STORMWATER IMPROVEMENTS ALONG ROUTE 28	5	STP-TE	\$ 101,936	\$ 81,548	\$ 20,387	75% Design. Phase is Construction.
				No Projects Programmed			\$ -	\$ -	\$ -	
Statewide Stormwater Retrofits Subtotal ►							\$ 101,936	\$ 81,548	\$ 20,387	◀ 80% Federal + 20% Non-Federal
► Statewide Transportation Enhancements										
				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
Statewide Transportation Enhancements Subtotal ►							\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
► Other Statewide Items										
				ABP GANS Repayment			\$ -	\$ -	\$ -	
				Award Adjustments, Change Orders, Project Value Changes, Etc.			\$ -	\$ -	\$ -	
				DBEs, FAPO, Pavement Lab Retrofits, and Misc. Programs			\$ -	\$ -	\$ -	
				Planning			\$ -	\$ -	\$ -	
				Statewide Design and Right of Way			\$ -	\$ -	\$ -	
				Statewide Recreational Trails			\$ -	\$ -	\$ -	
Other Statewide Items Subtotal ►							\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source
► Section 2A / Non-Federal Projects										
► Non Federal Aid										
				No Projects Programmed		NFA	\$ -	\$ -	\$ -	
				No Projects Programmed		NFA	\$ -	\$ -	\$ -	
Non-Federal Aid Subtotal ►							\$ -	\$ -	\$ -	◀ 100% Non-Federal
► Section 2B / Non-Federal Bridge Projects										
► Section 2B / Non-Federal Bridge Projects										
				No Projects Programmed		NFA	\$ -	\$ -	\$ -	
				No Projects Programmed		NFA	\$ -	\$ -	\$ -	
Section 2B / Non-Federal Bridge Projects Subtotal ►							\$ -	\$ -	\$ -	◀ 100% Non-Federal

2017 Old Colony Region MPO TIP Summary

	TIP Section 1: ▼	TIP Section 2: ▼	Total of All Projects ▼	
Total ►	\$ 8,931,192	\$ -	\$ 8,931,192	◀ Total Spending in Region
Federal Funds ►	\$ 7,144,953	\$ -	\$ 7,144,953	◀ Total Federal Spending in Region
Non-Federal Funds ►	\$ 1,786,238	\$ -	\$ 1,786,238	◀ Total Non-Federal Spending in Region

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

2018 Old Colony Region MPO Transportation Improvement Program

Amendment/ Adjustment Type ▼	MassDOT Project ID ▼	MPO ▼	Municipality Name ▼	MassDOT Project Description ▼	MassDOT District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼
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► Section 1A / Federal Aid Target Projects

► HSIP - Highway Safety Improvement Program

	607337	Old Colony	Pembroke	PEMBROKE- INTERSECTION IMPROVEMENTS AND RELATED WORK AT WASHINGTON STREET (ROUTE 53) AND PLEASANT STREET	5	HSIP	\$ 455,954	\$ 410,359	\$ 45,595	YOE is \$1,957,841,000; \$455,954 Section 1A HSIP + \$1,501,887 Section 1A STIP; 75% Design; Phase is Construction.
				No Projects Programmed						
HSIP Subtotal ►							\$ 455,954	\$ 410,359	\$ 45,595	◀ 90% Federal + 10% Non-Federal

► CMAQ - Congestion Mitigation and Air Quality Improvement Program

	607438	Old Colony	Easton	EASTON- INTERSECTION IMPROVEMENTS AT WASHINGTON STREET (ROUTE 138) AND UNION STREET	5	CMAQ	\$ 1,062,986	\$ 850,389	\$ 212,597	YOE is \$1,062,986; 25% Design; Phase is Construction.
				No Projects Programmed						
CMAQ Subtotal ►							\$ 1,062,986	\$ 850,389	\$ 212,597	◀ 80% Federal + 20% Non-Federal

► TAP - Transportation Alternatives Program

	606264	Old Colony	Plymouth	PLYMOUTH- IMPROVEMENTS ON OBERY STREET, FROM SOUTH STREET TO A.A. CARANCI WAY/PLYMOUTH NORTH H.S. DRIVE INTERSECTION	5	TAP	\$ 345,114	\$ 276,091	\$ 69,023	YOE is \$4,810,084; \$345,114 Section 1A TAP + \$4,464,970 Section 1A STIP; 75% Design; Phase is Construction.
				No Projects Programmed			\$ -	\$ -	\$ -	
TAP Subtotal ►							\$ 345,114	\$ 276,091	\$ 69,023	◀ 80% Federal + 20% Non-Federal

► Non-CMAQ/HSIP/TAP (Other)

	606264	Old Colony	Plymouth	PLYMOUTH- IMPROVEMENTS ON OBERY STREET, FROM SOUTH STREET TO A.A. CARANCI WAY/PLYMOUTH NORTH H.S. DRIVE INTERSECTION	5	STP	\$ 4,464,970	\$ 3,571,976	\$ 892,994	YOE is \$4,810,084; \$345,114 Section 1A TAP + \$4,464,970 Section 1A STIP; 75% Design; Phase is Construction.
	607337	Old Colony	Pembroke	PEMBROKE- INTERSECTION IMPROVEMENTS AND RELATED WORK AT WASHINGTON STREET (ROUTE 53) AND PLEASANT STREET	5	STP	\$ 1,501,887	\$ 1,201,510	\$ 300,377	YOE is \$1,957,841,000; \$455,954 Section 1A HSIP + \$1,501,887 Section 1A STIP; 75% Design; Phase is Construction.
Non-CMAQ/HSIP/TAP (Other) Subtotal ►							\$ 5,966,857	\$ 4,773,486	\$ 1,193,371	◀ 80% Federal + 20% Non-Federal

► Section 1A / Fiscal Constraint Analysis

Total Federal Aid Target Funds Programmed ►	\$ 7,830,911	\$ 9,829,237	◀ Total Target	\$ 1,998,326	Target Funds Available
Total Non-CMAQ/HSIP/TAP (Other) Programmed ►	\$ 5,966,857	\$ 7,888,282	◀ Max. Non-CMAQ/HSIP/TAP	\$ 1,921,425	Non-CMAQ/HSIP/TAP (Other) Available
Total HSIP Programmed ►	\$ 455,954	\$ 455,954	◀ Min. HSIP	\$ -	HSIP Recommended Met
Total CMAQ Programmed ►	\$ 1,062,986	\$ 1,139,886	◀ Min. CMAQ	\$ 76,900	CMAQ Recommended Not Met
Total TAP Programmed ►	\$ 345,114	\$ 345,114	◀ Min. TAP	\$ -	TAP Recommended Met

Remaining HSIP, CMAQ, and TAP Funds \$ 76,900

► Section 1B / Federal Aid Bridge Projects

► Statewide Systematic Maintenance Program

				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
Statewide Bridge Maintenance Program Subtotal ►							\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal

► On System

				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
On System Subtotal ►							\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal

► Off-System

				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
Off-System Subtotal ►							\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal

► Statewide Bridge Inspection Program

				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	

2018 Old Colony Region MPO Transportation Improvement Program

Amendment/ Adjustment Type ▼	MassDOT Project ID ▼	MPO ▼	Municipality Name ▼	MassDOT Project Description ▼	MassDOT District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼
Statewide Bridge Inspection Program Subtotal ▶							\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal

► Section 1C / Federal Aid Non-Target Projects

► Other Federal Aid

				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
Other Federal Aid Subtotal ▶							\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source

► Section 1D / Federal Aid Major & State Category Projects

► Regional Major Infrastructure

				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
Regional Major Infrastructure Subtotal ▶							\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal

► Statewide Americans with Disability Act Implementation Plan

				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
Statewide ADA Implementation Plan Subtotal ▶							\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal

► Statewide Congestion Mitigation and Air Quality

	607860	OLD COLONY	WHITMAN	WHITMAN- TRAFFIC SIGNAL IMPROVEMENTS & RELATED WORK ON BEDFORD STREET (ROUTE 18) AT 2 LOCATIONS: AUBURN STREET (ROUTE 14) & TEMPLE STREET (ROUTE 27)	5	CMAQ	\$ 3,058,848	\$ 2,447,078	\$ 611,770	YOE is \$3,058,848; 25% Design; Phase is Construction.
				No Projects Programmed			\$ -	\$ -	\$ -	
Statewide CMAQ Subtotal ▶							\$ 3,058,848	\$ 2,447,078	\$ 611,770	◀ 80% Federal + 20% Non-Federal

► Statewide HSIP Program

				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
Statewide HSIP Program Subtotal ▶							\$ -	\$ -	\$ -	◀ 90% Federal + 10% Non-Federal

► Statewide Infrastructure Program

				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
Statewide Infrastructure Program Subtotal ▶							\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal

► Statewide Interstate Maintenance Program

				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
Statewide Interstate Maintenance Program Subtotal ▶							\$ -	\$ -	\$ -	◀ 90% Federal + 10% Non-Federal

► Statewide Intelligent Transportation Systems

				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
Statewide ITS Subtotal ▶							\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal

► Statewide National Freight Program

				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
Statewide National Freight Program Subtotal ▶							\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal

► Statewide National Highway System Preservation Program

				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
Statewide NHS Preservation Program Subtotal ▶							\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal

► Statewide Planning Program

				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	

2018 Old Colony Region MPO Transportation Improvement Program

Amendment/ Adjustment Type ▼	MassDOT Project ID ▼	MPO ▼	Municipality Name ▼	MassDOT Project Description ▼	MassDOT District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼
Statewide Planning Program Subtotal ▶							\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
► Statewide Railroad Grade Crossings										
				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
Statewide RR Grade Crossings Subtotal ▶							\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
► Statewide Safe Routes to Schools Program										
				No Projects Programmed		SRTS	\$ -	\$ -	\$ -	
				No Projects Programmed		SRTS	\$ -	\$ -	\$ -	
Statewide Safe Routes to Schools Program Subtotal ▶							\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source
► Statewide Stormwater Retrofits										
				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
Statewide Stormwater Retrofits Subtotal ▶							\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
► Statewide Transportation Enhancements										
				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
Statewide Transportation Enhancements Subtotal ▶							\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
► Other Statewide Items										
				ABP GANS Repayment			\$ -	\$ -	\$ -	
				Award Adjustments, Change Orders, Project Value Changes, Etc.			\$ -	\$ -	\$ -	
				DBEs, FAPO, Pavement Lab Retrofits, and Misc. Programs			\$ -	\$ -	\$ -	
				Planning			\$ -	\$ -	\$ -	
				Statewide Design and Right of Way			\$ -	\$ -	\$ -	
				Statewide Recreational Trails			\$ -	\$ -	\$ -	
Other Statewide Items Subtotal ▶							\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source
► Section 2A / Non-Federal Projects										
► Non Federal Aid										
				No Projects Programmed		NFA	\$ -	\$ -	\$ -	
				No Projects Programmed		NFA	\$ -	\$ -	\$ -	
Non-Federal Aid Subtotal ▶							\$ -	\$ -	\$ -	◀ 100% Non-Federal
► Section 2B / Non-Federal Bridge Projects										
► Section 2B / Non-Federal Bridge Projects										
				No Projects Programmed		NFA	\$ -	\$ -	\$ -	
				No Projects Programmed		NFA	\$ -	\$ -	\$ -	
Section 2B / Non-Federal Bridge Projects Subtotal ▶							\$ -	\$ -	\$ -	◀ 100% Non-Federal

2018 Old Colony Region MPO TIP Summary

	TIP Section 1: ▼	TIP Section 2: ▼	Total of All Projects ▼	
Total ▶	\$ 10,889,759	\$ -	\$ 10,889,759	◀ Total Spending in Region
Federal Funds ▶	\$ 8,757,403	\$ -	\$ 8,757,403	◀ Total Federal Spending in Region
Non-Federal Funds ▶	\$ 2,132,356	\$ -	\$ 2,132,356	◀ Total Non-Federal Spending in Region

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

2019 Old Colony Region MPO Transportation Improvement Program

Amendment/ Adjustment Type ▼	MassDOT Project ID ▼	MPO ▼	Municipality Name ▼	MassDOT Project Description ▼	MassDOT District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼
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► Section 1A / Federal Aid Target Projects

► HSIP - Highway Safety Improvement Program										
	608088	Old Colony	Brockton	BROCKTON- CORRIDOR IMPROVEMENTS ON ROUTE 123 (BELMONT STREET), FROM ANGUS BEATON DRIVE TO WEST STREET	5	HSIP	\$ 455,954	\$ 410,359	\$ 45,595	YOE is \$4,536,000; \$455,954 Section 1A TAP + \$3,487,746 Section 1A STP + \$592,300 Section 1D CMAQ; Pre-25% Design; Phase is
				No Projects Programmed			\$ -	\$ -	\$ -	
HSIP Subtotal ►							\$ 455,954	\$ 410,359	\$ 45,595	◀ 90% Federal + 10% Non-Federal

► CMAQ - Congestion Mitigation and Air Quality Improvement Program										
	608143	Old Colony	Brockton	BROCKTON- INTERSECTION IMPROVEMENTS AT NORTH QUINCY STREET, BOUNDARY AVENUE AND CHESTNUT STREET	5	CMAQ	\$ 1,139,886	\$ 911,909	\$ 227,977	YOE is \$2,160,432; \$1,139,886 Section 1A CMAQ + \$1,020,546 Section 1A STP; Pre-25% Design; Phase is Construction.
				No Projects Programmed			\$ -	\$ -	\$ -	
CMAQ Subtotal ►							\$ 1,139,886	\$ 911,909	\$ 227,977	◀ 80% Federal + 20% Non-Federal

► TAP - Transportation Alternatives Program										
				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
TAP Subtotal ►							\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal

► Non-CMAQ/HSIP/TAP (Other)										
	608143	Old Colony	Brockton	BROCKTON- INTERSECTION IMPROVEMENTS AT NORTH QUINCY STREET, BOUNDARY AVENUE AND CHESTNUT STREET	5	STP	\$ 1,020,546	\$ 816,437	\$ 204,109	YOE is \$2,160,432; \$1,139,886 Section 1A CMAQ + \$1,020,546 Section 1A STP; Pre-25% Design; Phase is Construction.
	608088	Old Colony	Brockton	BROCKTON- CORRIDOR IMPROVEMENTS ON ROUTE 123 (BELMONT STREET), FROM ANGUS BEATON DRIVE TO WEST STREET	5	STP	\$ 3,487,746	\$ 2,790,197	\$ 697,549	YOE is \$4,536,000; \$455,954 Section 1A TAP + \$3,487,746 Section 1A STP + \$592,300 Section 1D CMAQ; Pre-25% Design; Phase is
	607941	Old Colony	East Bridgewater	EAST BRIDGEWATER- RESURFACING AND SIDEWALK CONSTRUCTION ON BEDFORD STREET (ROUTE 18), FROM WHITMAN STREET (ROUTE 106) TO CENTRAL STREET	5	STP	\$ 2,385,800	\$ 1,908,640	\$ 477,160	YOE is \$4,276,800; \$2,385,800 Section 1A STP and \$1,891,000 Section 1D CMAQ; Pre-25% Design; Phase is Construction.
Non-CMAQ/HSIP/TAP (Other) Subtotal ►							\$ 5,873,546	\$ 4,698,837	\$ 1,174,709	◀ 80% Federal + 20% Non-Federal

► Section 1A / Fiscal Constraint Analysis

Total Federal Aid Target Funds Programmed ►	\$ 7,469,386	\$ 9,829,237	◀ Total Target	\$ 2,359,851	Target Funds Available
Total Non-CMAQ/HSIP/TAP (Other) Programmed ►	\$ 5,873,546	\$ 7,895,154	◀ Max. Non-CMAQ/HSIP/TAP	\$ 2,021,608	Non-CMAQ/HSIP/TAP (Other) Available
Total HSIP Programmed ►	\$ 455,954	\$ 455,954	◀ Min. HSIP	\$ -	HSIP Recommended Met
Total CMAQ Programmed ►	\$ 1,139,886	\$ 1,139,886	◀ Min. CMAQ	\$ -	CMAQ Recommended Met
Total TAP Programmed ►	\$ -	\$ 338,242	◀ Min. TAP	\$ 338,242	TAP Recommended Not Met

Remaining HSIP, CMAQ, and TAP Funds \$ 338,242

► Section 1B / Federal Aid Bridge Projects

► Statewide Systematic Maintenance Program										
				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
Statewide Bridge Maintenance Program Subtotal ►							\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal

► On System										
				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
On System Subtotal ►							\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal

► Off-System										
				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
Off-System Subtotal ►							\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal

► Statewide Bridge Inspection Program										
				No Projects Programmed			\$ -	\$ -	\$ -	

2019 Old Colony Region MPO Transportation Improvement Program

Amendment/ Adjustment Type ▼	MassDOT Project ID ▼	MPO ▼	Municipality Name ▼	MassDOT Project Description ▼	MassDOT District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼
				No Projects Programmed			\$ -	\$ -	\$ -	
Statewide Bridge Inspection Program Subtotal ▶							\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal

► Section 1C / Federal Aid Non-Target Projects

► Other Federal Aid

				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
Other Federal Aid Subtotal ▶							\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source

► Section 1D / Federal Aid Major & State Category Projects

► Regional Major Infrastructure

				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
Regional Major Infrastructure Subtotal ▶							\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal

► Statewide Americans with Disability Act Implementation Plan

				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
Statewide ADA Implementation Plan Subtotal ▶							\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal

► Statewide Congestion Mitigation and Air Quality

	608086	Old Colony	Avon	AVON - INTERSECTION IMPROVEMENTS AT HARRISON BOULEVARD AND POND STREET	5	CMAQ	\$ 3,888,000	\$ 3,110,400	\$ 777,600	YOE is \$3,888,000; \$3,888,000 Section 1D CMAQ; Pre-25% Design; Phase is Construction. YOE is \$4,536,000; \$455,954 Section 1A TAP + \$3,487,746 Section 1A STP + \$592,300 Section 1D CMAQ; Pre-25% Design; Phase is Construction. YOE is \$4,276,800; \$2,385,800 Section 1A STP and \$1,891,000 Section 1D CMAQ; Pre-25% Design; Phase is Construction.
	608088	Old Colony	Brockton	BROCKTON- CORRIDOR IMPROVEMENTS ON ROUTE 123 (BELMONT STREET), FROM ANGUS BEATON DRIVE TO WEST STREET	5	CMAQ	\$ 592,300	\$ 473,840	\$ 118,460	
	607941	Old Colony	East Bridgewater	EAST BRIDGEWATER- RESURFACING AND SIDEWALK CONSTRUCTION ON BEDFORD STREET (ROUTE 18), FROM WHITMAN STREET (ROUTE 106) TO CENTRAL STREET	5	CMAQ	\$ 1,891,000	\$ 1,512,800	\$ 378,200	
Statewide CMAQ Subtotal ▶							\$ 6,371,300	\$ 5,097,040	\$ 1,274,260	◀ 80% Federal + 20% Non-Federal

► Statewide HSIP Program

				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
Statewide HSIP Program Subtotal ▶							\$ -	\$ -	\$ -	◀ 90% Federal + 10% Non-Federal

► Statewide Infrastructure Program

				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
Statewide Infrastructure Program Subtotal ▶							\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal

► Statewide Interstate Maintenance Program

				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
Statewide Interstate Maintenance Program Subtotal ▶							\$ -	\$ -	\$ -	◀ 90% Federal + 10% Non-Federal

► Statewide Intelligent Transportation Systems

				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
Statewide ITS Subtotal ▶							\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal

► Statewide National Freight Program

				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
Statewide National Freight Program Subtotal ▶							\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal

► Statewide National Highway System Preservation Program

				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
Statewide NHS Preservation Program Subtotal ▶							\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal

2019 Old Colony Region MPO Transportation Improvement Program

Amendment/ Adjustment Type ▼	MassDOT Project ID ▼	MPO ▼	Municipality Name ▼	MassDOT Project Description ▼	MassDOT District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼
► Statewide Planning Program										
				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
Statewide Planning Program Subtotal ►							\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
► Statewide Railroad Grade Crossings										
				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
Statewide RR Grade Crossings Subtotal ►							\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
► Statewide Safe Routes to Schools Program										
				No Projects Programmed		SRTS	\$ -	\$ -	\$ -	
				No Projects Programmed		SRTS	\$ -	\$ -	\$ -	
Statewide Safe Routes to Schools Program Subtotal ►							\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source
► Statewide Stormwater Retrofits										
				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
Statewide Stormwater Retrofits Subtotal ►							\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
► Statewide Transportation Enhancements										
				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
Statewide Transportation Enhancements Subtotal ►							\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
► Other Statewide Items										
				ABP GANS Repayment			\$ -	\$ -	\$ -	
				Award Adjustments, Change Orders, Project Value Changes, Etc.			\$ -	\$ -	\$ -	
				DBEs, FAPO, Pavement Lab Retrofits, and Misc. Programs			\$ -	\$ -	\$ -	
				Planning			\$ -	\$ -	\$ -	
				Statewide Design and Right of Way			\$ -	\$ -	\$ -	
				Statewide Recreational Trails			\$ -	\$ -	\$ -	
Other Statewide Items Subtotal ►							\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source
► Section 2A / Non-Federal Projects										
► Non Federal Aid										
				No Projects Programmed		NFA	\$ -	\$ -	\$ -	
				No Projects Programmed		NFA	\$ -	\$ -	\$ -	
Non-Federal Aid Subtotal ►							\$ -	\$ -	\$ -	◀ 100% Non-Federal
► Section 2B / Non-Federal Bridge Projects										
► Section 2B / Non-Federal Bridge Projects										
				No Projects Programmed		NFA	\$ -	\$ -	\$ -	
				No Projects Programmed		NFA	\$ -	\$ -	\$ -	
Section 2B / Non-Federal Bridge Projects Subtotal ►							\$ -	\$ -	\$ -	◀ 100% Non-Federal

2019 Old Colony Region MPO TIP Summary

	TIP Section 1: ▼	TIP Section 2: ▼	Total of All Projects ▼	
Total ►	\$ 13,840,686	\$ -	\$ 13,840,686	◀ Total Spending in Region
Federal Funds ►	\$ 11,118,144	\$ -	\$ 11,118,144	◀ Total Federal Spending in Region
Non-Federal Funds ►	\$ 2,722,542	\$ -	\$ 2,722,542	◀ Total Non-Federal Spending in Region

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

2020 Old Colony Region MPO Transportation Improvement Program

Amendment/ Adjustment Type ▼	MassDOT Project ID ▼	MPO ▼	Municipality Name ▼	MassDOT Project Description ▼	MassDOT District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼
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► Section 1A / Federal Aid Target Projects

► HSIP - Highway Safety Improvement Program

				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
HSIP Subtotal ►							\$ -	\$ -	\$ -	◀ 90% Federal + 10% Non-Federal

► CMAQ - Congestion Mitigation and Air Quality Improvement Program

	607217	Old Colony	Easton	EASTON- CORRIDOR IMPROVEMENTS ON DEPOT STREET (ROUTE 123), FROM NEWELL CIRCLE TO WASHINGTON STREET (ROUTE 138)	5	CMAQ	\$ 1,139,886	\$ 911,909	\$ 227,977	
				No Projects Programmed			\$ -	\$ -	\$ -	
CMAQ Subtotal ►							\$ 1,139,886	\$ 911,909	\$ 227,977	◀ 80% Federal + 20% Non-Federal

► TAP - Transportation Alternatives Program

	607217	Old Colony	Easton	EASTON- CORRIDOR IMPROVEMENTS ON DEPOT STREET (ROUTE 123), FROM NEWELL CIRCLE TO WASHINGTON STREET (ROUTE 138)	5	TAP	\$ 339,064	\$ 271,251	\$ 67,813	
				No Projects Programmed			\$ -	\$ -	\$ -	
TAP Subtotal ►							\$ 339,064	\$ 271,251	\$ 67,813	◀ 80% Federal + 20% Non-Federal

► Non-CMAQ/HSIP/TAP (Other)

	607217	Old Colony	Easton	EASTON- CORRIDOR IMPROVEMENTS ON DEPOT STREET (ROUTE 123), FROM NEWELL CIRCLE TO WASHINGTON STREET (ROUTE 138)	5	STP	\$ 6,703,767	\$ 5,363,014	\$ 1,340,753	YOE is \$8,182,717; \$1,139,886 Section 1A CMAQ + \$339,064 Section 1A TAP + \$6,703,767 Section 1A STP; 25% Design;
				No Projects Programmed			\$ -	\$ -	\$ -	
Non-CMAQ/HSIP/TAP (Other) Subtotal ►							\$ 6,703,767	\$ 5,363,014	\$ 1,340,753	◀ 80% Federal + 20% Non-Federal

► Section 1A / Fiscal Constraint Analysis

Total Federal Aid Target Funds Programmed ►	\$ 8,182,717	\$ 10,062,013	◀ Total Target	\$ 1,879,296	Target Funds Available
Total Non-CMAQ/HSIP/TAP (Other) Programmed ►	\$ 6,703,767	\$ 8,127,109	◀ Max. Non-CMAQ/HSIP/TAP	\$ 1,423,342	Non-CMAQ/HSIP/TAP (Other) Available
Total HSIP Programmed ►	\$ -	\$ 455,954	◀ Min. HSIP	\$ 455,954	HSIP Recommended Not Met
Total CMAQ Programmed ►	\$ 1,139,886	\$ 1,139,886	◀ Min. CMAQ	\$ -	CMAQ Recommended Met
Total TAP Programmed ►	\$ 339,064	\$ 339,064	◀ Min. TAP	\$ -	TAP Recommended Met
Remaining HSIP, CMAQ, and TAP Funds \$ 455,954					

► Section 1B / Federal Aid Bridge Projects

► Statewide Systematic Maintenance Program

				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
Statewide Bridge Maintenance Program Subtotal ►							\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal

► On System

				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
On System Subtotal ►							\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal

► Off-System

				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
Off-System Subtotal ►							\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal

► Statewide Bridge Inspection Program

				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
Statewide Bridge Inspection Program Subtotal ►							\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal

► Section 1C / Federal Aid Non-Target Projects

2020 Old Colony Region MPO Transportation Improvement Program

Amendment/ Adjustment Type ▼	MassDOT Project ID ▼	MPO ▼	Municipality Name ▼	MassDOT Project Description ▼	MassDOT District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼
► Other Federal Aid										
				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
Other Federal Aid Subtotal ►							\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source
► Section 1D / Federal Aid Major & State Category Projects										
► Regional Major Infrastructure										
				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
Regional Major Infrastructure Subtotal ►							\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
► Statewide Americans with Disability Act Implementation Plan										
				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
Statewide ADA Implementation Plan Subtotal ►							\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
► Statewide Congestion Mitigation and Air Quality										
				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
Statewide CMAQ Subtotal ►							\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
► Statewide HSIP Program										
				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
Statewide HSIP Program Subtotal ►							\$ -	\$ -	\$ -	◀ 90% Federal + 10% Non-Federal
► Statewide Infrastructure Program										
				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
Statewide Infrastructure Program Subtotal ►							\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
► Statewide Interstate Maintenance Program										
				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
Statewide Interstate Maintenance Program Subtotal ►							\$ -	\$ -	\$ -	◀ 90% Federal + 10% Non-Federal
► Statewide Intelligent Transportation Systems										
				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
Statewide ITS Subtotal ►							\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
► Statewide National Freight Program										
				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
Statewide National Freight Program Subtotal ►							\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
► Statewide National Highway System Preservation Program										
				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
Statewide NHS Preservation Program Subtotal ►							\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
► Statewide Planning Program										
				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
Statewide Planning Program Subtotal ►							\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
► Statewide Railroad Grade Crossings										
				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
Statewide RR Grade Crossings Subtotal ►							\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal

2020 Old Colony Region MPO Transportation Improvement Program

Amendment/ Adjustment Type ▼	MassDOT Project ID ▼	MPO ▼	Municipality Name ▼	MassDOT Project Description ▼	MassDOT District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼
► Statewide Safe Routes to Schools Program										
				No Projects Programmed		SRTS	\$ -	\$ -	\$ -	
				No Projects Programmed		SRTS	\$ -	\$ -	\$ -	
Statewide Safe Routes to Schools Program Subtotal ►							\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source
► Statewide Stormwater Retrofits										
				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
Statewide Stormwater Retrofits Subtotal ►							\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
► Statewide Transportation Enhancements										
				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
Statewide Transportation Enhancements Subtotal ►							\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
► Other Statewide Items										
				ABP GANS Repayment			\$ -	\$ -	\$ -	
				Award Adjustments, Change Orders, Project Value Changes, Etc.			\$ -	\$ -	\$ -	
				DBEs, FAPO, Pavement Lab Retrofits, and Misc. Programs			\$ -	\$ -	\$ -	
				Planning			\$ -	\$ -	\$ -	
				Statewide Design and Right of Way			\$ -	\$ -	\$ -	
				Statewide Recreational Trails			\$ -	\$ -	\$ -	
Other Statewide Items Subtotal ►							\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source
► Section 2A / Non-Federal Projects										
► Non Federal Aid										
				No Projects Programmed		NFA	\$ -	\$ -	\$ -	
				No Projects Programmed		NFA	\$ -	\$ -	\$ -	
Non-Federal Aid Subtotal ►							\$ -	\$ -	\$ -	◀ 100% Non-Federal
► Section 2B / Non-Federal Bridge Projects										
► Section 2B / Non-Federal Bridge Projects										
				No Projects Programmed		NFA	\$ -	\$ -	\$ -	
				No Projects Programmed		NFA	\$ -	\$ -	\$ -	
Section 2B / Non-Federal Bridge Projects Subtotal ►							\$ -	\$ -	\$ -	◀ 100% Non-Federal

2020 Old Colony Region MPO TIP Summary

	TIP Section 1: ▼	TIP Section 2: ▼	Total of All Projects ▼	
Total ►	\$ 8,182,717	\$ -	\$ 8,182,717	◀ Total Spending in Region
Federal Funds ►	\$ 6,546,174	\$ -	\$ 6,546,174	◀ Total Federal Spending in Region
Non-Federal Funds ►	\$ 1,636,543	\$ -	\$ 1,636,543	◀ Total Non-Federal Spending in Region

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

2021 Old Colony Region MPO Transportation Improvement Program

Amendment/ Adjustment Type ▼	MassDOT Project ID ▼	MPO ▼	Municipality Name ▼	MassDOT Project Description ▼	MassDOT District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼
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► Section 1A / Federal Aid Target Projects

► HSIP - Highway Safety Improvement Program										
	606143	Old Colony	Brockton	BROCKTON- INTERSECTION IMPROVEMENTS @ CRESCENT STREET (ROUTE 27)/QUINCY STREET/MASSASOIT BOULEVARD	5	HSIP	\$ 455,954	\$ 410,359	\$ 45,595	YOE is \$4,423,938; \$455,954 Section 1A HSIP + \$1,139,886 Section 1A CMAQ + \$2,828,098 Section 1A STP; 25% Design; Phase is Construction.
				No Projects Programmed			\$ -	\$ -	\$ -	
HSIP Subtotal ►							\$ 455,954	\$ 410,359	\$ 45,595	◀ 90% Federal + 10% Non-Federal

► CMAQ - Congestion Mitigation and Air Quality Improvement Program										
	606143	Old Colony	Brockton	BROCKTON- INTERSECTION IMPROVEMENTS @ CRESCENT STREET (ROUTE 27)/QUINCY STREET/MASSASOIT BOULEVARD	5	CMAQ	\$ 1,139,886	\$ 911,909	\$ 227,977	YOE is \$4,423,938; \$455,954 Section 1A HSIP + \$1,139,886 Section 1A CMAQ + \$2,828,098 Section 1A STP; 25% Design; Phase is Construction.
				No Projects Programmed			\$ -	\$ -	\$ -	
CMAQ Subtotal ►							\$ 1,139,886	\$ 911,909	\$ 227,977	◀ 80% Federal + 20% Non-Federal

► TAP - Transportation Alternatives Program										
	607403	Old Colony	Stoughton	STOUGHTON- CORRIDOR IMPROVEMENTS ON ROUTE 138 FROM LINCOLN STREET TO CENTRAL STREET, INCLUDING INTERSECTION IMPROVEMENTS ROUTE 138 (WASHINGTON STREET) & CENTRAL STREET	6	TAP	\$ 339,064	\$ 271,251	\$ 67,813	YOE is \$4,785,000; \$339,064 Section 1A TAP + \$4,445,936; Pre-25% Design; Phase is Construction.
				No Projects Programmed			\$ -	\$ -	\$ -	
TAP Subtotal ►							\$ 339,064	\$ 271,251	\$ 67,813	◀ 80% Federal + 20% Non-Federal

► Non-CMAQ/HSIP/TAP (Other)										
	606143	Old Colony	Brockton	BROCKTON- INTERSECTION IMPROVEMENTS @ CRESCENT STREET (ROUTE 27)/QUINCY STREET/MASSASOIT BOULEVARD	5	STP	\$ 2,828,098	\$ 2,262,478	\$ 565,620	YOE is \$4,423,938; \$455,954 Section 1A HSIP + \$1,139,886 Section 1A CMAQ + \$2,828,098 Section 1A STP; 25% Design; Phase is Construction.
	607403	Old Colony	Stoughton	STOUGHTON- CORRIDOR IMPROVEMENTS ON ROUTE 138 FROM LINCOLN STREET TO CENTRAL STREET, INCLUDING INTERSECTION IMPROVEMENTS ROUTE 138 (WASHINGTON STREET) & CENTRAL STREET	5	STP	\$ 4,445,936	\$ 3,556,749	\$ 889,187	YOE is \$4,785,000; \$339,064 Section 1A TAP + \$4,445,936; Pre-25% Design; Phase is Construction.
Non-CMAQ/HSIP/TAP (Other) Subtotal ►							\$ 7,274,034	\$ 5,819,227	\$ 1,454,807	◀ 80% Federal + 20% Non-Federal

► Section 1A / Fiscal Constraint Analysis

Total Federal Aid Target Funds Programmed ►	\$ 9,208,938	\$ 10,062,013	◀ Total Target	\$ 853,075	Target Funds Available
Total Non-CMAQ/HSIP/TAP (Other) Programmed ►	\$ 7,274,034	\$ 8,127,109	◀ Max. Non-CMAQ/HSIP/TAP	\$ 853,075	Non-CMAQ/HSIP/TAP (Other) Available
Total HSIP Programmed ►	\$ 455,954	\$ 455,954	◀ Min. HSIP	\$ -	HSIP Recommended Met
Total CMAQ Programmed ►	\$ 1,139,886	\$ 1,139,886	◀ Min. CMAQ	\$ -	CMAQ Recommended Met
Total TAP Programmed ►	\$ 339,064	\$ 339,064	◀ Min. TAP	\$ -	TAP Recommended Met

Remaining HSIP, CMAQ, and TAP Funds \$ -

► Section 1B / Federal Aid Bridge Projects

► Statewide Systematic Maintenance Program

				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
Statewide Bridge Maintenance Program Subtotal ►							\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal

► On System

				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
On System Subtotal ►							\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal

► Off-System

	608615	OLD COLONY	KINGSTON	KINGSTON - BRIDGE REPLACEMENT, K-01-014, SMITHS LANE OVER ROUTE 3 (PILGRIM HIGHWAY)	D5	STP-BR-OFF	\$ 12,788,420	\$ 10,230,736	\$ 2,557,684	
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2021 Old Colony Region MPO Transportation Improvement Program

Amendment/ Adjustment Type ▼	MassDOT Project ID ▼	MPO ▼	Municipality Name ▼	MassDOT Project Description ▼	MassDOT District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼
				No Projects Programmed			\$ -	\$ -	\$ -	
Off-System Subtotal ▶							\$ 12,788,420	\$ 10,230,736	\$ 2,557,684	◀ 80% Federal + 20% Non-Federal
▶ Statewide Bridge Inspection Program										
				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
Statewide Bridge Inspection Program Subtotal ▶							\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
▶ Section 1C / Federal Aid Non-Target Projects										
▶ Other Federal Aid										
				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
Other Federal Aid Subtotal ▶							\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source
▶ Section 1D / Federal Aid Major & State Category Projects										
▶ Regional Major Infrastructure										
				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
Regional Major Infrastructure Subtotal ▶							\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
▶ Statewide Americans with Disability Act Implementation Plan										
				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
Statewide ADA Implementation Plan Subtotal ▶							\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
▶ Statewide Congestion Mitigation and Air Quality										
				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
Statewide CMAQ Subtotal ▶							\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
▶ Statewide HSIP Program										
				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
Statewide HSIP Program Subtotal ▶							\$ -	\$ -	\$ -	◀ 90% Federal + 10% Non-Federal
▶ Statewide Infrastructure Program										
				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
Statewide Infrastructure Program Subtotal ▶							\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
▶ Statewide Interstate Maintenance Program										
				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
Statewide Interstate Maintenance Program Subtotal ▶							\$ -	\$ -	\$ -	◀ 90% Federal + 10% Non-Federal
▶ Statewide Intelligent Transportation Systems										
				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
Statewide ITS Subtotal ▶							\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
▶ Statewide National Freight Program										
				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
Statewide National Freight Program Subtotal ▶							\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
▶ Statewide National Highway System Preservation Program										
				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
Statewide NHS Preservation Program Subtotal ▶							\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal

2021 Old Colony Region MPO Transportation Improvement Program

Amendment/ Adjustment Type ▼	MassDOT Project ID ▼	MPO ▼	Municipality Name ▼	MassDOT Project Description ▼	MassDOT District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼
► Statewide Planning Program										
				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
Statewide Planning Program Subtotal ►							\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
► Statewide Railroad Grade Crossings										
				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
Statewide RR Grade Crossings Subtotal ►							\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
► Statewide Safe Routes to Schools Program										
				No Projects Programmed		SRTS	\$ -	\$ -	\$ -	
				No Projects Programmed		SRTS	\$ -	\$ -	\$ -	
Statewide Safe Routes to Schools Program Subtotal ►							\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source
► Statewide Stormwater Retrofits										
				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
Statewide Stormwater Retrofits Subtotal ►							\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
► Statewide Transportation Enhancements										
				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
Statewide Transportation Enhancements Subtotal ►							\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
► Other Statewide Items										
				ABP GANS Repayment			\$ -	\$ -	\$ -	
				Award Adjustments, Change Orders, Project Value Changes, Etc.			\$ -	\$ -	\$ -	
				DBEs, FAPO, Pavement Lab Retrofits, and Misc. Programs			\$ -	\$ -	\$ -	
				Planning			\$ -	\$ -	\$ -	
				Statewide Design and Right of Way			\$ -	\$ -	\$ -	
				Statewide Recreational Trails			\$ -	\$ -	\$ -	
Other Statewide Items Subtotal ►							\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source
► Section 2A / Non-Federal Projects										
► Non Federal Aid										
				No Projects Programmed		NFA	\$ -	\$ -	\$ -	
				No Projects Programmed		NFA	\$ -	\$ -	\$ -	
Non-Federal Aid Subtotal ►							\$ -	\$ -	\$ -	◀ 100% Non-Federal
► Section 2B / Non-Federal Bridge Projects										
► Section 2B / Non-Federal Bridge Projects										
				No Projects Programmed		NFA	\$ -	\$ -	\$ -	
				No Projects Programmed		NFA	\$ -	\$ -	\$ -	
Section 2B / Non-Federal Bridge Projects Subtotal ►							\$ -	\$ -	\$ -	◀ 100% Non-Federal

2021 Old Colony Region MPO TIP Summary

	TIP Section 1: ▼	TIP Section 2: ▼	Total of All Projects ▼	
Total ►	\$ 21,997,358	\$ -	\$ 21,997,358	◀ Total Spending in Region
Federal Funds ►	\$ 17,643,482	\$ -	\$ 17,643,482	◀ Total Federal Spending in Region
Non-Federal Funds ►	\$ 4,353,876	\$ -	\$ 4,353,876	◀ Total Non-Federal Spending in Region

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

Transportation Improvement Program (TIP)

Project List (FY2017)

FTA Program	Project Number	Transit Agency	FTA Activity Line Item	Project Description	Carryover (unobligated)	Federal Funds	State Funds	TDC	Local Funds	Total Cost
5307										
	5307 RTD0004778	Brockton Area Transit Authority	300900	Operating/PM/ADA		\$2,000,000	\$2,000,000	\$0	\$0	\$4,000,000
	5307 RTD0004962	Brockton Area Transit Authority	111302	BUY 35-FT BUS FOR EXPANSION - 2		\$266,000	\$1,064,000	\$0	\$0	\$1,330,000
	5307 RTD0005029	Brockton Area Transit Authority	114206	ACQUIRE - SHOP EQUIPMENT - 3 Lifts REHAB/RENOVATE - MAINTENANCE		\$120,000	\$30,000	\$0	\$0	\$150,000
	5307 RTD0005030	Brockton Area Transit Authority	114402	FACILITY		\$24,000	\$6,000	\$0	\$0	\$30,000
	5307 RTD0005032	Brockton Area Transit Authority	114241	ACQUIRE - EXCLUSIVE BICYCLE EQUIP SUPP TRANSIT CAPITAL INVESTMT DECISIONS THROUGH EFFECTIVE SYS		\$8,000	\$2,000	\$0	\$0	\$10,000
	5307 RTD0005423	Brockton Area Transit Authority	442615	PLANNING		\$40,000	\$0	\$0	\$10,000	\$50,000
					Subtotal	\$2,458,000	\$3,102,000	\$0	\$10,000	\$5,570,000
5309										
					Subtotal	\$0	\$0	\$0	\$0	\$0
5310										
					Subtotal	\$0	\$0	\$0	\$0	\$0
5311										
					Subtotal	\$0	\$0	\$0	\$0	\$0
5337										
					Subtotal	\$0	\$0	\$0	\$0	\$0
5339										
					Subtotal	\$0	\$0	\$0	\$0	\$0
5320										
					Subtotal	\$0	\$0	\$0	\$0	\$0
Other Federal										
					Subtotal	\$0	\$0	\$0	\$0	\$0
Other Non-Federal										
Other Non-Federal	RTD0004765	Brockton Area Transit Authority	114406	ACQUIRE MISC SUPPORT EQUIPMENT (Match in FY16)		\$0	\$4,000	\$0	\$0	\$4,000
Other Non-Federal	RTD0004766	Brockton Area Transit Authority	111240	BUY ASSOC CAP MAINT ITEMS (Match in FY16)		\$0	\$24,000	\$0	\$0	\$24,000
Other Non-Federal	RTD0004767	Brockton Area Transit Authority	114211	ACQUIRE - SUPPORT VEHICLES (1) (Match in FY16)		\$0	\$7,000	\$0	\$0	\$7,000
Other Non-Federal	RTD0004775	Brockton Area Transit Authority	114220	ACQUIRE - MISC SUPPORT EQUIPMENT (Match in FY16)		\$0	\$15,000	\$0	\$0	\$15,000
Other Non-Federal	RTD0004777	Brockton Area Transit Authority	111202	BUY REPLACEMENT 35-FT BUS (4) (Match in FY16)		\$0	\$1,600,000	\$0	\$0	\$1,600,000
Other Non-Federal	RTD0004779	Brockton Area Transit Authority	300900	Operating: Saturday Evening Service		\$0	\$37,500	\$0	\$37,500	\$75,000
Other Non-Federal	RTD0004790	Brockton Area Transit Authority	111204	BUY REPLACEMENT <30 FT BUS (7)		\$0	\$0	\$0	\$485,000	\$485,000
Other Non-Federal	RTD0004793	Brockton Area Transit Authority	111215	BUY REPLACEMENT VAN COA (3) CONSTRUCT - YARDS AND SHOPS (Match in FY16)		\$0	\$0	\$0	\$190,000	\$190,000
Other Non-Federal	RTD0004797	Brockton Area Transit Authority	114305	FY16)		\$0	\$50,000	\$0	\$0	\$50,000
Other Non-Federal	RTD0004798	Brockton Area Transit Authority	300900	OPERATING ASSISTANCE - Sunday Service		\$0	\$87,500	\$0	\$87,500	\$175,000
Other Non-Federal	RTD0004799	Brockton Area Transit Authority	300900	OPERATING ASSISTANCE - Avon/Stoughton		\$0	\$14,000	\$0	\$14,000	\$28,000
Other Non-Federal	RTD0004820	Brockton Area Transit Authority	300900	OPERATING ASSISTANCE - Rockland		\$0	\$25,000	\$0	\$25,000	\$50,000
Other Non-Federal	RTD0004823	Brockton Area Transit Authority	111201	BUY REPLACEMENT 40-FT BUS (4) VEH OVERHAUL (UP TO 20% VEH MAINT)		\$0	\$1,568,000	\$0	\$0	\$1,568,000
Other Non-Federal	RTD0004825	Brockton Area Transit Authority	111700	(5) (Match in FY16)		\$0	\$640,000	\$0	\$0	\$640,000
Other Non-Federal	RTD0004826	Brockton Area Transit Authority	114210	ACQUIRE - MOBILE FARE COLL EQUIP - Student Pass (Match in FY16)		\$0	\$5,000	\$0	\$0	\$5,000
Other Non-Federal	RTD0004827	Brockton Area Transit Authority	114400	REHAB/RENOVATE BUS SUPPORT FACIL Garage Sealant (Match in FY16)		\$0	\$20,000	\$0	\$0	\$20,000
					Subtotal	\$0	\$4,097,000	\$0	\$839,000	\$4,936,000
					Total	\$2,458,000	\$7,199,000	\$0	\$849,000	\$10,506,000

Funds listed under the Carry Over column are included in the Federal Amount

Transportation Improvement Program (TIP)

Project List (FY2018)

FTA Program	Project Number	Transit Agency	FTA Activity Line Item	Project Description	Carryover (unobligated)	Federal Funds	State Funds	TDC	Local Funds	Total Cost
5307										
	5307 RTD0004772	Brockton Area Transit Authority	114220	ACQUIRE - MISC SUPPORT EQUIPMENT	2016 - \$80,000	\$80,000	\$20,000	\$0	\$0	\$100,000
	5307 RTD0004773	Brockton Area Transit Authority	111240	BUY ASSOC CAP MAINT ITEMS REHAB/RENOVATE - MOBILE FARE COLL	2016 - \$96,000	\$96,000	\$24,000	\$0	\$0	\$120,000
	5307 RTD0004776	Brockton Area Transit Authority	114410	EQUIP	2016 - \$400,000	\$400,000	\$100,000	\$0	\$0	\$500,000
	5307 RTD0004787	Brockton Area Transit Authority	300900	Operating/PM/ADA	2016 - \$65,718; 2017 - \$2,134,282	\$2,200,000	\$0	\$0	\$2,200,000	\$4,400,000
	5307 RTD0004824	Brockton Area Transit Authority	111201	BUY REPLACEMENT 40-FT BUS (4)	2016 - \$410,000	\$410,000	\$1,640,000	\$0	\$0	\$2,050,000
	5307 RTD0005034	Brockton Area Transit Authority	111202	BUY REPLACEMENT 35-FT BUS (6)	2016 - \$600,000	\$600,000	\$2,400,000	\$0	\$0	\$3,000,000
	5307 RTD0004770	Brockton Area Transit Authority	119202	PURCHASE BUS SHELTERS	2016 - \$32,000	\$32,000	\$8,000	\$0	\$0	\$40,000
	5307 RTD0005035	Brockton Area Transit Authority	114211	ACQUIRE - SUPPORT VEHICLES	2016 - \$76,000	\$76,000	\$19,000	\$0	\$0	\$95,000
	5307 RTD0005050	Brockton Area Transit Authority	111302	BUY 35-FT BUS FOR EXPANSION (2) VEH OVERHAUL (UP TO 20% VEH MAINT)	2016 - \$266,000	\$266,000	\$1,064,000	\$0	\$0	\$1,330,000
	5307 RTD0005056	Brockton Area Transit Authority	111700	(4) REHAB/RENOVATE - SHOP EQUIPMENT	2016 - \$140,000	\$140,000	\$560,000	\$0	\$0	\$700,000
	5307 RTD0005057	Brockton Area Transit Authority	114406	Waste Oil Heater REHAB/RENOVATE - MAINTENANCE	2016 - \$12,000	\$12,000	\$3,000	\$0	\$0	\$15,000
	5307 RTD0005058	Brockton Area Transit Authority	114402	FACILITY Windows REHAB/RENOVATE - BUS TERMINAL -	2016 - \$60,000	\$60,000	\$15,000	\$0	\$0	\$75,000
	5307 RTD0005059	Brockton Area Transit Authority	113401	Pavement Mgmt.	2016 - \$40,000	\$40,000	\$10,000	\$0	\$0	\$50,000
Subtotal						\$4,412,000	\$5,863,000	\$0	\$2,200,000	\$12,475,000
5309										
Subtotal						\$0	\$0	\$0	\$0	\$0
5310										
Subtotal						\$0	\$0	\$0	\$0	\$0
5311										
Subtotal						\$0	\$0	\$0	\$0	\$0
5337										
Subtotal						\$0	\$0	\$0	\$0	\$0
5339										
Subtotal						\$0	\$0	\$0	\$0	\$0
5320										
Subtotal						\$0	\$0	\$0	\$0	\$0
Other Federal										
Subtotal						\$0	\$0	\$0	\$0	\$0
Other Non-Federal										
Other Non-Federal	RTD0004791	Brockton Area Transit Authority	111204	BUY REPLACEMENT <30 FT BUS (7)		\$0	\$0	\$0	\$515,000	\$515,000
Other Non-Federal	RTD0004794	Brockton Area Transit Authority	111215	BUY REPLACEMENT VAN COA (3)		\$0	\$0	\$0	\$195,000	\$195,000
Other Non-Federal	RTD0004800	Brockton Area Transit Authority	300900	OPERATING ASSISTANCE - Rockland Service		\$0	\$50,000	\$0	\$50,000	\$100,000
Other Non-Federal	RTD0004801	Brockton Area Transit Authority	300900	OPERATING ASSISTANCE - Avon-Stoughton OPERATING ASSISTANCE - Saturday Evening		\$0	\$28,000	\$0	\$28,000	\$56,000
Other Non-Federal	RTD0004802	Brockton Area Transit Authority	300900	Service		\$0	\$75,000	\$0	\$75,000	\$150,000
Other Non-Federal	RTD0004803	Brockton Area Transit Authority	300900	OPERATING ASSISTANCE - Sunday Service		\$0	\$175,000	\$0	\$175,000	\$350,000
Subtotal						\$0	\$328,000	\$0	\$1,038,000	\$1,366,000
Total						\$4,412,000	\$6,191,000	\$0	\$3,238,000	\$13,841,000

Funds listed under the Carry Over column are included in the Federal Amount

Transportation Improvement Program (TIP)

Project List (FY2019)

FTA Program	Project Number	Transit Agency	FTA Activity Line Item	Project Description	Carryover (unobligated)	Federal Funds	State Funds	TDC	Local Funds	Total Cost
5307										
	5307 RTD0004780	Brockton Area Transit Authority	114220	ACQUIRE - MISC SUPPORT EQUIPMENT	2018 - \$80,000	\$80,000	\$20,000	\$0	\$0	\$100,000
	5307 RTD0004781	Brockton Area Transit Authority	111240	BUY ASSOC CAP MAINT ITEMS	2018 - \$120,000	\$120,000	\$30,000	\$0	\$0	\$150,000
	5307 RTD0004782	Brockton Area Transit Authority	114211	ACQUIRE - SUPPORT VEHICLES	2018 - \$48,000	\$48,000	\$12,000	\$0	\$0	\$60,000
	5307 RTD0004783	Brockton Area Transit Authority	111201	BUY REPLACEMENT 40-FT BUS (2) REHAB/RENOVATE - MOBILE	2017 - \$214,000	\$214,000	\$856,000	\$0	\$0	\$1,070,000
	5307 RTD0004784	Brockton Area Transit Authority	114409	SURVEILL/SECURITY EQUIP	2018 - \$280,000	\$280,000	\$70,000	\$0	\$0	\$350,000
	5307 RTD0004785	Brockton Area Transit Authority	114220	ACQUIRE - MISC SUPPORT EQUIPMENT	2018 - \$320,000	\$320,000	\$80,000	\$0	\$0	\$400,000
	5307 RTD0004788	Brockton Area Transit Authority	300900	Operating/PM/ADA	2018 - \$2,003,716	\$2,400,000	\$0	\$0	\$2,400,000	\$4,800,000
	5307 RTD0004816	Brockton Area Transit Authority	111203	BUY REPLACEMENT 30-FT BUS (4 BSU)	2017 - \$297,149; 2018 - \$62,851	\$360,000	\$1,208,967	\$0	\$0	\$1,568,967
	5307 RTD0004768	Brockton Area Transit Authority	111202	BUY REPLACEMENT 35-FT BUS (3) VEH OVERHAUL (UP TO 20% VEH MAINT)	2017 - \$400,000	\$400,000	\$1,066,667	\$0	\$0	\$1,466,667
	5307 RTD0005063	Brockton Area Transit Authority	111700	(5) REHAB/RENOVATE - MOBILE	2018 - \$175,000	\$175,000	\$700,000	\$0	\$0	\$875,000
	5307 RTD0005064	Brockton Area Transit Authority	114409	SURVEILL/SECURITY EQUIP	2018 - \$32,000	\$32,000	\$8,000	\$0	\$0	\$40,000
				Subtotal		\$4,429,000	\$4,051,634	\$0	\$2,400,000	\$10,880,634
5309										
				Subtotal		\$0	\$0	\$0	\$0	\$0
5310										
				Subtotal		\$0	\$0	\$0	\$0	\$0
5311										
				Subtotal		\$0	\$0	\$0	\$0	\$0
5337										
				Subtotal		\$0	\$0	\$0	\$0	\$0
5339										
				Subtotal		\$0	\$0	\$0	\$0	\$0
5320										
				Subtotal		\$0	\$0	\$0	\$0	\$0
Other Federal										
				Subtotal		\$0	\$0	\$0	\$0	\$0
Other Non-Federal										
Other Non-Federal	RTD0004792	Brockton Area Transit Authority	111204	BUY REPLACEMENT <30 FT BUS DAB (7)		\$0	\$0	\$0	\$530,000	\$530,000
Other Non-Federal	RTD0004795	Brockton Area Transit Authority	111215	BUY REPLACEMENT VAN COA (3)		\$0	\$0	\$0	\$200,000	\$200,000
Other Non-Federal	RTD0004804	Brockton Area Transit Authority	300900	OPERATING ASSISTANCE - Rockland		\$0	\$50,000	\$0	\$50,000	\$100,000
Other Non-Federal	RTD0004805	Brockton Area Transit Authority	300900	OPERATING ASSISTANCE - Avon-Stoughton OPERATING ASSISTANCE - Saturday Evening		\$0	\$30,000	\$0	\$30,000	\$60,000
Other Non-Federal	RTD0004806	Brockton Area Transit Authority	300900	Service		\$0	\$75,000	\$0	\$75,000	\$150,000
Other Non-Federal	RTD0004821	Brockton Area Transit Authority	300900	OPERATING ASSISTANCE - Sunday Service		\$0	\$175,000	\$0	\$175,000	\$350,000
Other Non-Federal	RTD0005047	Brockton Area Transit Authority	111207	BUY REPLACEMENT COMMUTER BUS CONSTRUCTION OF BUS SUPPORT		\$0	\$0	\$0	\$1,800,000	\$1,800,000
Other Non-Federal	RTD0005049	Brockton Area Transit Authority	114300	EQUIP/FACIL		\$0	\$0	\$0	\$600,000	\$600,000
Other Non-Federal	RTD0005065	Brockton Area Transit Authority	300901	UP TO 50% FEDERAL SHARE		\$0	\$20,000	\$0	\$20,000	\$40,000
				Subtotal		\$0	\$350,000	\$0	\$3,480,000	\$3,830,000
				Total		\$4,429,000	\$4,401,634	\$0	\$5,880,000	\$14,710,634

Funds listed under the Carry Over column are included in the Federal Amount

**Transportation Improvement Program (TIP)
Project List (FY2020)**

FTA Program	Project Number	Transit Agency	FTA Activity Line Item	Project Description	Carryover (unobligated)	Federal Funds	State Funds	TDC	Local Funds	Total Cost
5307										
	5307 RTD0004811	Brockton Area Transit Authority	111240	BUY ASSOC CAP MAINT ITEMS	2019 - \$120,000	\$120,000	\$30,000	\$0	\$0	\$150,000
	5307 RTD0004812	Brockton Area Transit Authority	114220	ACQUIRE - MISC SUPPORT EQUIPMENT	2019 - \$80,000	\$80,000	\$20,000	\$0	\$0	\$100,000
	5307 RTD0004813	Brockton Area Transit Authority	114211	ACQUIRE - SUPPORT VEHICLES	2019 - \$24,000	\$24,000	\$6,000	\$0	\$0	\$30,000
	5307 RTD0004814	Brockton Area Transit Authority	116203	PURCHASE RADIOS	2019 - \$72,000	\$72,000	\$18,000	\$0	\$0	\$90,000
	5307 RTD0004817	Brockton Area Transit Authority	300900	OPERATING ASSISTANCE	2019 - \$1,651,322	\$2,500,000	\$0	\$0	\$2,500,000	\$5,000,000
	5307 RTD0004822	Brockton Area Transit Authority	119202	PURCHASE BUS SHELTERS	2019 - \$32,000	\$32,000	\$8,000	\$0	\$0	\$40,000
	5307 RTD0004828	Brockton Area Transit Authority	111202	BUY REPLACEMENT 35-FT BUS (3) VEH OVERHAUL (UP TO 20% VEH MAINT)	2019 - \$420,000	\$420,000	\$840,000	\$0	\$0	\$1,260,000
	5307 RTD0005081	Brockton Area Transit Authority	111700	(4) REHAB/RENOVATE - YARDS AND SHOPS	2019 - \$140,000	\$140,000	\$560,000	\$0	\$0	\$700,000
	5307 RTD0005082	Brockton Area Transit Authority	114405	Diesel Fuel Tanks REHAB/RENOVATE - MAINTENANCE	2019 - \$160,000	\$160,000	\$40,000	\$0	\$0	\$200,000
	5307 RTD0005083	Brockton Area Transit Authority	114402	FACILITY - Roof	2019 - \$80,000	\$80,000	\$20,000	\$0	\$0	\$100,000
				Subtotal		\$3,628,000	\$1,542,000	\$0	\$2,500,000	\$7,670,000
5309										
				Subtotal		\$0	\$0	\$0	\$0	\$0
5310										
				Subtotal		\$0	\$0	\$0	\$0	\$0
5311										
				Subtotal		\$0	\$0	\$0	\$0	\$0
5337										
				Subtotal		\$0	\$0	\$0	\$0	\$0
5339										
				Subtotal		\$0	\$0	\$0	\$0	\$0
5320										
				Subtotal		\$0	\$0	\$0	\$0	\$0
Other Federal										
				Subtotal		\$0	\$0	\$0	\$0	\$0
Other Non-Federal										
Other Non-Federal	RTD0004807	Brockton Area Transit Authority	300900	OPERATING ASSISTANCE - Rockland		\$0	\$50,000	\$0	\$50,000	\$100,000
Other Non-Federal	RTD0004808	Brockton Area Transit Authority	300900	OPERATING ASSISTANCE - Avon-Stoughton OPERATING ASSISTANCE - Saturday Evening		\$0	\$30,000	\$0	\$30,000	\$60,000
Other Non-Federal	RTD0004809	Brockton Area Transit Authority	300900	Service		\$0	\$75,000	\$0	\$75,000	\$150,000
Other Non-Federal	RTD0004810	Brockton Area Transit Authority	300900	OPERATING ASSISTANCE - Sunday Service BUY REPLACEMENT <30 FT BUS (7)		\$0	\$175,000	\$0	\$175,000	\$350,000
Other Non-Federal	RTD0004818	Brockton Area Transit Authority	111204	Paratransit		\$0	\$0	\$0	\$550,000	\$550,000
Other Non-Federal	RTD0004819	Brockton Area Transit Authority	111215	BUY REPLACEMENT VAN (3)		\$0	\$0	\$0	\$210,000	\$210,000
Other Non-Federal	RTD0005085	Brockton Area Transit Authority	300901	UP TO 50% FEDERAL SHARE - Easton		\$0	\$20,000	\$0	\$20,000	\$40,000
				Subtotal		\$0	\$350,000	\$0	\$1,110,000	\$1,460,000
				Total		\$3,628,000	\$1,892,000	\$0	\$3,610,000	\$9,130,000

Funds listed under the Carry Over column are included in the Federal Amount

Transportation Improvement Program (TIP)

Project List (FY2021)

FTA Program	Project Number	Transit Agency	FTA Activity Line Item	Project Description	Carryover (unobligated)	Federal Funds	State Funds	TDC	Local Funds	Total Cost
5307										
	5307 RTD0005087	Brockton Area Transit Authority	114220	ACQUIRE - MISC SUPPORT EQUIPMENT	2020 - \$80,000	\$80,000	\$20,000	\$0	\$0	\$100,000
	5307 RTD0005088	Brockton Area Transit Authority	111240	BUY ASSOC CAP MAINT ITEMS	2020 - \$120,000	\$120,000	\$30,000	\$0	\$0	\$150,000
	5307 RTD0005089	Brockton Area Transit Authority	114211	ACQUIRE - SUPPORT VEHICLES	2020 - \$20,000	\$20,000	\$5,000	\$0	\$0	\$25,000
				VEH OVERHAUL (UP TO 20% VEH MAINT)						
	5307 RTD0005090	Brockton Area Transit Authority	111700 (5)		2020 - \$456,088	\$456,088	\$418,912	\$0	\$0	\$875,000
	5307 RTD0005091	Brockton Area Transit Authority	300901	UP TO 50% FEDERAL SHARE	2020 - \$2,015,918	\$2,500,000	\$0	\$0	\$2,500,000	\$5,000,000
				Subtotal		\$3,176,088	\$473,912	\$0	\$2,500,000	\$6,150,000
5309					Subtotal	\$0	\$0	\$0	\$0	\$0
5310					Subtotal	\$0	\$0	\$0	\$0	\$0
5311					Subtotal	\$0	\$0	\$0	\$0	\$0
5337					Subtotal	\$0	\$0	\$0	\$0	\$0
5339					Subtotal	\$0	\$0	\$0	\$0	\$0
5320					Subtotal	\$0	\$0	\$0	\$0	\$0
Other Federal					Subtotal	\$0	\$0	\$0	\$0	\$0
Other Non-Federal										
Other Non-Federal	RTD0005092	Brockton Area Transit Authority	300901	UP TO 50% FEDERAL SHARE - Rockland UP TO 50% FEDERAL SHARE - Sunday		\$0	\$50,000	\$0	\$50,000	\$100,000
Other Non-Federal	RTD0005093	Brockton Area Transit Authority	300901	Service UP TO 50% FEDERAL SHARE -		\$0	\$175,000	\$0	\$175,000	\$350,000
Other Non-Federal	RTD0005094	Brockton Area Transit Authority	300901	Avon/Stoughton UP TO 50% FEDERAL SHARE - Saturday		\$0	\$30,000	\$30,000	\$0	\$30,000
Other Non-Federal	RTD0005095	Brockton Area Transit Authority	300901	Evening		\$0	\$75,000	\$0	\$75,000	\$150,000
Other Non-Federal	RTD0005096	Brockton Area Transit Authority	300901	UP TO 50% FEDERAL SHARE- Easton		\$0	\$20,000	\$0	\$20,000	\$40,000
Other Non-Federal	RTD0005191	Brockton Area Transit Authority	111204	BUY REPLACEMENT <30 FT BUS		\$0	\$0	\$0	\$550,000	\$550,000
Other Non-Federal	RTD0005192	Brockton Area Transit Authority	111204	BUY REPLACEMENT <30 FT BUS		\$0	\$0	\$0	\$210,000	\$210,000
				Subtotal		\$0	\$350,000	\$30,000	\$1,080,000	\$1,430,000
				Total		\$3,176,088	\$823,912	\$30,000	\$3,580,000	\$7,580,000

Funds listed under the Carry Over column are included in the Federal Amount

6. Air Quality Conformity Documentation

Since most of all of Massachusetts (with limited exceptions) was designated on 5/21/12 by the United States Environmental Protection Agency as “unclassifiable/ attainment” for the latest ozone standard, a conformity determination for the FFY 2017-2021 Old Colony TIP is not required. Further details and background information are provided below:

Introduction

The 1990 Clean Air Act Amendments (CAAA) require metropolitan planning organizations within nonattainment and maintenance areas to perform air quality conformity determinations prior to the approval of Regional Transportation Plans (RTPs) and Transportation Improvement Programs (TIPs), and at such other times as required by regulation. A nonattainment area is one that the U.S. Environmental Protection Agency (EPA) has designated as not meeting certain air quality standards. A maintenance area is a nonattainment area that now meets the standards and has been re-designated as maintaining the standard. A conformity determination is a demonstration that plans, programs, and projects are consistent with the State Implementation Plan (SIP) for attaining the air quality standards. The CAAA requirement to perform a conformity determination ensures that federal approval and funding go to transportation activities that are consistent with air quality goals.

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

2008 Ozone Nonattainment Area

As of July 20, 2013, Dukes County, Massachusetts [Dukes County Wampanoag Tribe of Gay Head (Aquinnah) of Massachusetts] is nonattainment, classification marginal, for the 2008 8-Hour Ozone National Ambient Air Quality Standard (NAAQS), also known as the 2008 ozone standard. Final Rule: “Air Quality Designations for the 2008 Ozone National Ambient Air Quality Standards,” Monday, May 21, 2012; (77 FR 30088); effective July 20, 2012.

Interagency Transportation Conformity Consultation has determined Dukes County, Massachusetts to be an isolated rural nonattainment area for the 2008 8-hour ozone standard.

Isolated rural nonattainment and maintenance areas are areas that do not contain or are not part of any metropolitan planning area as designated under the transportation planning regulations. Isolated rural areas do not have federally required metropolitan transportation plans or TIPs and do not have projects that are part of the emissions analysis of any MPO's metropolitan transportation plan or TIP. Projects in such areas are instead included in statewide transportation improvement programs. These areas are not donut areas. See 40 CFR Section 109(g) for conformity in isolated rural nonattainment and maintenance areas.

1997 Ozone Nonattainment Areas

As of July 20, 2013, the 1997 8-Hour Ozone NAAQS (the 1997 ozone standard) is revoked for transportation conformity purposes in the Boston-Lawrence-Worcester (E. Mass), Massachusetts and the Springfield (W. Mass), Massachusetts area. Transportation conformity no longer applies to the 1997 ozone NAAQS in Massachusetts. Final Rule: "Implementation of the 2008 National Ambient Air Quality Standards for Ozone: Nonattainment Area Classifications Approach, Attainment Deadlines and Revocation of the 1997 Ozone Standards for Transportation Conformity Purposes," Monday, May 21, 2012; (77 FR 30160); effective July 20, 2012.

Transportation conformity requirements under 40 CFR 93.109(b) that continue to apply:

These requirements must be addressed by Interagency Consultation and as appropriate the Transportation Plan (TP)/Transportation Improvement Program (TIP)/Transportation conformity evaluation document.

Latest Planning Assumptions

Latest emissions model

Consultation (including:

- Evaluating events which will trigger new conformity determinations in addition to those triggering events established in §93.104;
- Which projects should be considered to have a significant change in design concept and scope from the transportation plan or TIP;
- Whether projects otherwise exempted should be treated as non-exempt in cases where potential adverse emissions impacts may exist;
- Past obstacles to implementation of TCMs which are behind the schedule established in the applicable implementation plan have been identified and are being overcome;
- Whether State and local agencies with influence over approvals or funding for TCMs are giving maximum priority to approval or funding for TCMs; [This process shall also consider whether delays in TCM implementation necessitate revisions to the applicable implementation plan to remove TCMs or substitute TCMs or other emission reduction measures).

Congestion Mitigation and Air Quality Improvement (CMAQ) Program

The Congestion Mitigation and Air Quality Improvement (CMAQ) Program was created under the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991, continued under the Transportation Equity Act for the 21st Century (TEA-21), the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), and the Moving Ahead for Progress in the 21st Century (MAP-21). The goals of the CMAQ program support: promoting operational and technological improvements, targeting major freight bottlenecks, and relieving urban congestion.

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

FFY 2017-2021 OLD COLONY TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

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

Eligible projects and programs include:

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

FFY 2017-2021 OLD COLONY TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

APPENDICES

- A. FFY 2017-2021 OLD COLONY TIP ENDORSEMENT
- B. §450.334 - SELF CERTIFICATION COMPLIANCE STATEMENT – 3C PROCESS
- C. SELF-CERTIFICATION COMPLIANCE STATEMENT - 310 CMR 60.05: GLOBAL WARMING SOLUTIONS ACT REQUIREMENTS FOR THE TRANSPORTATION SECTOR AND MASSDOT
- D. SYSTEM LEVEL ESTIMATE OF NEEDS AND COST FOR MAINTAINING AND OPERATING THE HIGHWAY SYSTEM
- E. GLOSSARY OF TERMS AND ACRONYMS
- F. COMPLETED HIGHWAY AND TRANSIT PROJECTS (2015 TO PRESENT)
- G. ANNUAL LISTING OF OBLIGATED (ADVERTISED) PROJECTS
- H. TRANSPORTATION EVALUATION CRITERIA FORMS
- I. FEDERAL REGIONAL FUNDING TARGETS AND STATEWIDE SUMMARIES
- J. OPERATIONS AND MAINTENANCE EXPENDITURES (STATEWIDE AND REGIONAL)
- K. GREENHOUSE GAS (GHG) EMISSIONS ANALYSIS
- L. THIRTY DAY PUBLIC REVIEW - NOTICE OF AVAILABILITY AND PUBLIC COMMENTS
- M. ADMINISTRATIVE MODIFICATIONS AND AMENDMENTS

APPENDIX A - FFY 2017-2021 OLD COLONY TIP ENDORSEMENT


OLD COLONY METROPOLITAN PLANNING ORGANIZATION (MPO)

FFY 2017-2021 OLD COLONY TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

ENDORSEMENT OF

FFY 2017-2021 OLD COLONY TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

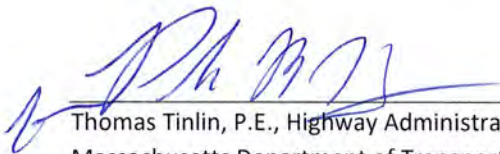
This is to certify that the Signatories of the Old Colony Metropolitan Planning Organization, at their Old Colony MPO meeting on July 26, 2016 hereby approve and endorse the FFY 2017-2021 Old Colony Transportation Improvement Program (TIP) in its entirety for the Old Colony Region, in accordance with the certified 3C Transportation Planning Process.


Stephanie Pollack, Secretary and CEO
Massachusetts Department of Transportation

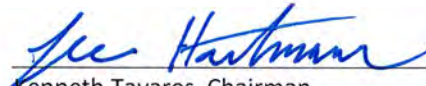
Date

The Honorable Bill Carpenter, Mayor
City of Brockton


Date


Thomas Tinlin, P.E., Highway Administrator
Massachusetts Department of Transportation

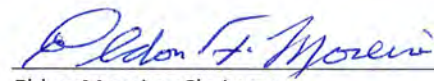
7/26/16
Date
for


Kenneth Tavares, Chairman
Plymouth, Board of Selectmen

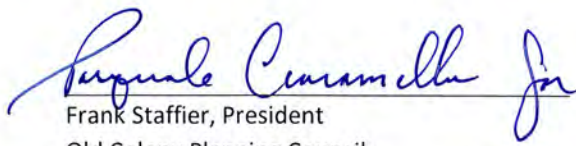
7/26/16
Date

For RGL: 
Reinald G. Ledoux, Jr., Administrator
Brockton Area Transit


7/26/16
Date


Eldon Moreira, Chairman
West Bridgewater, Board of selectmen

7/26/16
Date


Frank Staffier, President
Old Colony Planning Council

7-26-16
Date


Daniel Salvucci, Vice-Chairman
Whitman, Board of selectmen

7/26/16
Date

Ex-Officio Members

Noreen O'Toole, Chairperson
Old Colony Joint Transportation Committee (JTC)

Jeff McEwen, Massachusetts Division Administrator
Federal Highway Administration (FHWA)


Mary Beth Mello, Region 1 Administrator
Federal Transit Administration (FTA)

**APPENDIX B - §450.334 - SELF CERTIFICATION COMPLIANCE
STATEMENT – 3C PROCESS**

§450.334 - Old Colony MPO Self Certification Compliance Statement

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

1. 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
2. In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 1101(b) of the SAFETEA-LU (Pub. L. 109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 *et seq.*) and 49 CFR parts 27, 37, and 38;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

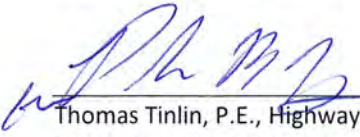


 Stephanie Pollack, Secretary and CEO
 Massachusetts Department of Transportation

 Date

 The Honorable Bill Carpenter, Mayor
 City of Brockton

 Date



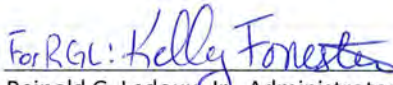
 Thomas Tinlin, P.E., Highway Administrator
 Massachusetts Department of Transportation

7/26/16

 Date

 Kenneth Tavares, Chairman
 Plymouth, Board of Selectmen

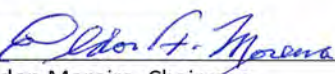
 Date

For RGL: 

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

7/26/16

 Date



 Eldon Moreira, Chairman
 West Bridgewater, Board of Selectmen
 7/26/16

 Date



 Frank Staffier, President
 Old Colony Planning Council

7-26-16

 Date

 Daniel Salvucci, Vice-Chairman
 Whitman, Board of Selectmen

 Date

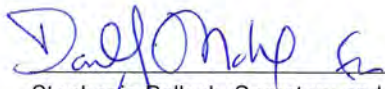
**APPENDIX C - SELF-CERTIFICATION COMPLIANCE STATEMENT - 310
CMR 60.05: GLOBAL WARMING SOLUTIONS ACT REQUIREMENTS FOR
THE TRANSPORTATION SECTOR AND MASSDOT**

310 CMR 60.05: Global Warming Solutions Act Requirements for the Transportation Sector and the Massachusetts Department of Transportation

Self-Certification Compliance Statement for Metropolitan Planning Organizations

This will certify that the FFY 2017-2021 Old Colony Transportation Improvement Program (TIP) for the Old Colony Metropolitan Planning Organization (MPO) is in compliance with all applicable requirements in the State Regulation 310 CMR 60.05: Global Warming Solutions Act Requirements for the Transportation Sector and the Massachusetts Department of Transportation. The regulation requires the Metropolitan Planning Organizations (MPOs) to:

1. 310 CMR 60.05, 3(b)(1)(a): Evaluate and track the GHG emissions and impacts of RTPs and TIPs;
2. 310 CMR 60.05, 3(b)(1)(b): In consultation with MassDOT, develop and utilize procedures to prioritize and select projects in RTPs, TIPs, and STIPs based on factors that include GHG emissions and impacts;
3. 310 CMR 60.05, 3(b)(1)(c): Quantify net GHG emissions and impacts resulting from the projects in RTPs and TIPs and have made efforts to minimize GHG emissions and impacts;
4. 310 CMR 60.05, 3(b)(1)(d): Determine in consultation with MassDOT that the appropriate planning assumptions used for GHG emissions modeling are consistent with local land use policies, or that local authorities have made documented and credible commitments to establishing such consistency;
5. 310 CMR 60.05, 4(a)(2)(e): Develop public consultation procedures for GHG reporting and related GWSA requirements consistent with current and approved regional public participation plans;
6. 310 CMR 60.05, 4(c): Prior to making final endorsements on the RTPs, TIPs, STIPs, and projects included in these plans, MassDOT and the MPOs shall include the GHG Assessment and information on related GWSA activities in RTPs and TIPs and provide an opportunity for public review and comment on the RTPs, and TIPs.
7. 310 CMR 60.05, 6(a): After a final GHG assessment has been made by MassDOT and the MPOs, MassDOT and the MPOs shall submit MPO-endorsed RTPs and TIPs within 30 days of endorsement to the Department for review of the GHG assessment.

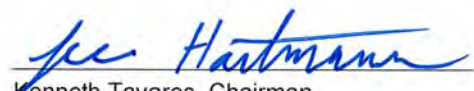


 Stephanie Pollack, Secretary and CEO
 Massachusetts Department of Transportation

 Date The Honorable Bill Carpenter, Mayor
 City of Brockton

 Date

 Thomas Tinlin, P.E., Highway Administrator
 Massachusetts Department of Transportation



 Date *For* Kenneth Tavares, Chairman
 Plymouth, Board of Selectmen

 Date *7/26/16*

For RGL: 

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 Brockton Area Transit

7/26/16

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 Date *7/26/16*



 Frank Staffier, President
 Old Colony Planning Council

7-26-16

 Date Daniel Salvucci, Vice-Chairman
 Whitman, Board of Selectmen

 Date *7/26/16*

**APPENDIX D - SYSTEM LEVEL ESTIMATE OF NEEDS AND COST FOR
MAINTAINING AND OPERATING THE HIGHWAY SYSTEM**

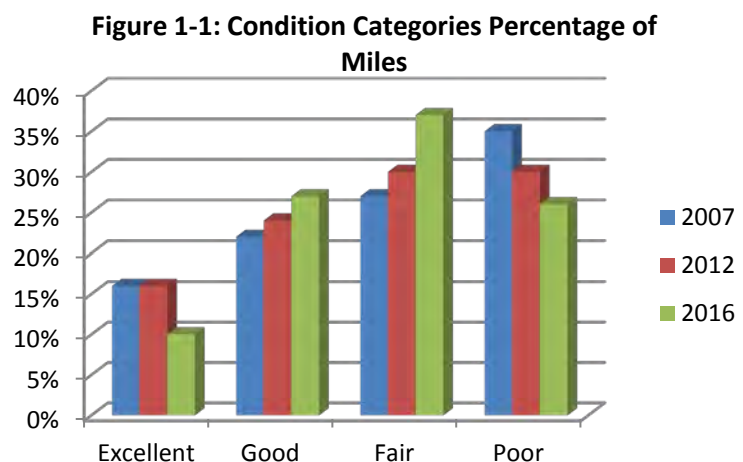
System Level Estimate of Needs and Cost for Maintaining and Operating the Highway System

Given the limited funding, competing priorities, and the comprehensive list of transportation needs, it is crucial to maintain and operate the current system at optimal efficiency, in a safe manner, and in a state of good repair. Also, various management and operation methodologies such as ITS, Transportation Demand Management strategies, Park and Ride Lots, Transit Signal Priority, and Corridor Management strategies such as traffic signal coordination will help the region obtain its goals of improving mobility, improving safety, reducing greenhouse gases, improving sustainability, and promoting economic development.

As such in order to develop a system level estimate of needs and cost for maintaining and operating the highway system, the Old Colony MPO has refined and updated its pavement management system (PMS) in keeping with the principles of objectives-driven, performance-based planning, and in fulfilling its goal of keeping the highway system in a state of good repair. A well-maintained system in good repair reduces delays (due to long reconstruction periods), enhances freight movement, improves economic vitality, and provides opportunities to implement Complete Streets strategies (improving the sidewalk and bicycle facilities network). The PMS calculates the rate of deterioration of pavement and the implications for the cost of repairs. It calculates a Pavement Condition Index (PCI) score between 0 and 100 for the surveyed road segments and recommends a repair and cost based on the PCI score. Each road or road segment is placed in a condition category based on the PCI, which includes “Poor” (PCI = 0 to 64), “Fair” (PCI = 65 to 84), “Good” (PCI = 85 to 94), and “Excellent (PCI = 95 to 100).

The Old Colony MPO updates field inspections of the pavement surface every four years and supplements the data on an ongoing basis, as pavement reconstruction and resurfacing projects are completed on federal aid roads through the Old Colony Transportation Improvement Program (TIP). The repairs recommended by the PMS, based on the road condition, include five general default repair strategies.

The total federal-aid road mileage in the region included in Old Colony’s PMS has increased to a total of 642 miles with the recent addition of Duxbury as an Old Colony member community. Figure 5-4 summarizes the percentage of the federal aid mileage in each of the condition categories for the 2016 Old Colony RTP and for previous RTPs in 2012 and 2007. Figure 1-1 shows that in the previous 2012 RTP, 16 percent of the federal aid roads were in the “Excellent” category, 24 percent in the “Good” category, 30 percent were in



the “Fair” category, and 30 percent were in the “Poor” category. In the 2007 RTP, 16 percent of the federal aid roads were in the “Excellent” category, 22 percent were in the “Good” category, 27 percent were in the “Fair” category, 35 percent were in the “Poor” category. The condition survey results from the 2014 pavement data survey show that although there are less roads in the “Poor” category, more of the federal aid roads have slipped into the “Good” and “Fair” categories (27 percent and 37 percent compared to the previous 24 percent and 30 percent). Old Colony has set a goal to achieve 50% of federal-aid eligible roadways with PCI-based pavement ranking of "Excellent" or "Good" within 10 years. The total cost in improving all federal aid roads to a state of good repair is estimated by the PMS at \$213,891,765. The overall average PCI for all federal-aid roads is 77.

APPENDIX E - GLOSSARY OF TERMS AND ACRONYMS

GLOSSARY OF TERMS AND ACRONYMS

List of Acronyms

3C:	Comprehensive, Cooperative, and Continuing Planning Process
ADA:	Americans with Disabilities Act
BAT:	Brockton Area Transit Authority
CAAA:	Clean Air Act Amendments of 1990
CMP:	Congestion Management Process
DEP:	Department of Environmental Protection
EIR:	Environmental Impact Report
EJ:	Environmental Justice
ENF:	Environmental Notification Form
EPA:	Environmental Protection Agency
FAST Act:	Fixing America's Surface Transportation (FAST) Act
FHWA:	Federal Highway Administration
FTA:	Federal Transit Administration
GATRA:	Greater Attleboro-Taunton Regional Transit Authority
JTC:	Joint Transportation Committee
LAP:	Language Access Plan
LEP:	Limited English Proficient
LUMS:	Land Use Management System
MassDOT:	Massachusetts Department of Transportation
MBTA:	Massachusetts Bay Transportation Authority
MOU:	Memorandum of Understanding
MPO:	Metropolitan Planning Organization
NHS:	National Highway System
PMS:	Pavement Management System
PPP:	Public Participation Plan
RTP:	Regional Transportation Plan
SIP:	State Implementation Plan
SMS:	Safety Management System
STP:	Surface Transportation Program
TCM:	Transportation Control Measure
TIP:	Transportation Improvement Program

APPENDIX F - COMPLETED HIGHWAY AND TRANSIT PROJECTS (2015 TO PRESENT)

Old Colony Region MPO Completed Highway Projects GHG

MassDOT Project ID ▼	MassDOT Project Description ▼	Total Programmed Funds ▼	GHG Analysis Type ▼	GHG CO ₂ Impact (kg/yr) ▼	GHG Impact Description ▼	Additional Description ▼	Fiscal Year of Contract Award (2015 and forward) ▼
603660	BRIDGEWATER- SIGNAL & INTERSECTION IMPROVEMENTS AT STATE ROUTE 18 & HIGH STREET	\$ 1,259,683	Quantified	94,020.393	Quantified Decrease in Emissions from Traffic Operational Improvement	75% Design; Total Cost YOE is \$1,259,683; Funded by CMAQ	2015
601644	WORK ON WEST ELM STREET, FROM WARREN AVENUE TO WEST STREET (6,800 FT.)	\$ 5,022,800	Quantified	358,738.067	Quantified Decrease in Emissions from Traffic Operational Improvement	75% Design; Total Cost YOE is \$5,022,800; Funded by STP, CMAQ, and HSIP	2015
606071	IMPROVEMENTS @ ROUTE 138 (TURNPIKE STREET) AND ROUTE 106 (FOUNDRY STREET)	\$ 1,377,744	Quantified	59,301.843	Quantified Decrease in Emissions from Traffic Operational Improvement	25% Design; Total Cost YOE is 1,377,744; Funded by STP	2015
604957	PEMBROKE- RECONSTRUCTION ON ROUTE 14, FROM THE HANSON T.L. TO WASHINGTON STREET (ROUTE 53) AC PHASE 1 OF 2	\$ 9,188,746	Quantified	729.893	Quantified Decrease in Emissions from Traffic Operational Improvement	CMAQ/ TAP/ STP; YOE is \$6,732,869; 100 Percent Design; TEC Score is 7; Total cost is \$9,188,746.	2016
608085	AVON - INSTALLATION OF A MEDIAN BARRIER ON HARRISON BOULEVARD	\$ 2,305,120	Qualitative		No assumed impact/negligible impact on emissions	Total Cost = \$1,963,420 Section 1A STP + \$341,700 Section 1D STP; Change Funding from HSIP to STP; PS&E Design; TEC Score is 2.15; Phase is Construction	2016
606036	BROCKTON - SIGNAL & INTERSECTION IMPROVEMENTS @ ROUTE 123 (BELMONT STREET)/LINWOOD STREET/ LORRAINE AVENUE	\$ 4,646,985	Quantified	73,162.02	Quantified Decrease in Emissions from Other Improvements	Total Cost = \$460,000 Section 1A HSIP + \$3,081,396 Section 1A CMAQ + \$98,964 Section 1D HSIP; \$1,006,625 Section 1D CMAQ; 100% Design; TEC Score is 8.10; Phase is Construction	2016
608134	BROCKTON - STORMWATER IMPROVEMENTS ALONG ROUTE 28	\$ 101,936	Qualitative		No assumed impact/negligible impact on emissions	Total Cost is \$101,935.55. Phase is Construction.	2016
607175	PLYMOUTH - RESURFACING & RELATED WORK ON ROUTE 3	\$ 15,745,980	Qualitative		No assumed impact/negligible impact on emissions	Total Cost is \$15,745,980. Phase is Construction.	2016

Old Colony Region MPO Completed Transit Projects GHG

FTA Activity Line Item ▼	Transit Agency ▼	Project Description ▼	Total Cost ▼	GHG Analysis Type ▼	GHG CO ₂ Impact (kg/yr) ▼	GHG Impact Description ▼	Additional Description ▼	Fiscal Year Programmed (2015 and forward) ▼
111201	BAT	BUY REPLACEMENT 40-FT BUS (4)	\$ 1,960,000	Quantified	9383.318	Quantified Decrease in Emissions from Bus Replacement	Federal share \$392,000 (2016) and State Share \$1,568,000 (2017)	2016
111202	BAT	BUY REPLACEMENT 35-FT BUS (4)	\$ 2,000,000	Quantified	9899.523	Quantified Decrease in Emissions from Bus Replacement	Federal Share \$400,000 (2016) and State Share \$1,600,000 (2017)	2016

**APPENDIX G - ANNUAL LISTING OF OBLIGATED (ADVERTISED)
PROJECTS**

Annual List of Obligated Projects - Advertised Projects (FFY 2016)

COMMUNITY	ID	ADVERTISED	DESCRIPTION	TOTAL COST	FEDERAL	STATE
AVON	608085	8/6/2016	AVON - INSTALLATION OF A MEDIAN BARRIER ON HARRISON BOULEVARD	\$ 2,305,120	\$ 1,844,096	\$ 461,024
BROCKTON	606036	*	BROCKTON - SIGNAL & INTERSECTION IMPROVEMENTS @ ROUTE 123 (BELMONT STREET)/LINWOOD STREET/ LORRAINE AVENUE	\$ 4,646,985	\$ 3,717,588	\$ 929,397
BROCKTON	608134	*	BROCKTON - STORMWATER IMPROVEMENTS ALONG ROUTE 28	\$ 101,935	\$ 81,548	\$ 20,387
PEMBROKE	604957	9/12/2015	PEMBROKE - RECONSTRUCTION ON ROUTE 14, FROM THE HANSON T.L. TO ROUTE 53, (Advance Construction Phase 2 of 2)	\$ 2,455,008	\$ 1,964,006	\$ 491,002
PLYMOUTH	607175	6/4/2016	PLYMOUTH - RESURFACING & RELATED WORK ON ROUTE 3	\$ 15,745,980	\$ 12,596,784	\$ 3,149,196
			Total Cost of Projects Advertised:	\$ 25,255,028	\$ 20,204,022	\$ 5,051,006

* Projects anticipated to be advertised by October 1, 2016

APPENDIX H - TRANSPORTATION EVALUATION CRITERIA FORMS

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

APPENDIX I - FEDERAL REGIONAL FUNDING TARGETS AND STATEWIDE SUMMARIES

TITLE 23 - TRANSPORTATION FUNDING

FEDERAL FISCAL YEAR 2017
FFY 2017-2021 STIP
FEDERAL REGIONAL TARGETS

	Obligation Authority	Obl. Auth. Matching State Funds	Total Funding Based On Obl. Auth.
Base Obligation Authority	\$585,525,568		
Redistribution, as Estimated by MassDOT	\$29,474,432		
Total Estimated Obligation Authority Available:	\$615,000,000		
ABP GANS Repayment	\$59,150,000		
Total Non-Earmarked Available Statewide - (Including State Match)	\$555,850,000	\$125,591,156	\$681,441,156
Statewide Infrastructure Items:			
Statewide Infrastructure Program	\$12,000,000	\$3,000,000	\$15,000,000
Statewide Safety Program	\$24,273,676	\$2,697,075	\$26,970,751
Statewide Safe Routes to Schools Program	\$5,000,000	\$1,250,000	\$6,250,000
Statewide CMAQ Program	\$12,000,000	\$3,000,000	\$15,000,000
Statewide Intelligent Transportation System Program	\$10,000,000	\$2,500,000	\$12,500,000
Statewide Interstate Maintenance Program	\$63,000,000	\$7,000,000	\$70,000,000
Statewide National Freight Program	\$0	\$0	\$0
Statewide NHS Preservation Program	\$36,000,000	\$9,000,000	\$45,000,000
Statewide RR Grade Crossings	\$7,111,110	\$1,777,778	\$8,888,888
Statewide Stormwater Retrofits	\$5,000,000	\$1,250,000	\$6,250,000
Statewide ADA Implementation Plan	\$4,000,000	\$1,000,000	\$5,000,000
Subtotal Statewide Infrastructure Items:	\$178,384,786	\$32,474,853	\$210,859,639
Other Statewide Items:			
Award Adjustments, Change Orders, Etc.	\$25,621,324	\$6,405,331	\$32,026,655
Planning	\$22,704,000	\$5,676,000	\$28,380,000
Recreational Trails	\$1,186,729	\$296,682	\$1,483,411
DBEs, Misc Programs	\$800,000	\$200,000	\$1,000,000
Design and Right of Way	\$3,436,323	\$859,081	\$4,295,403
Subtotal Other Statewide Items:	\$53,748,376	\$13,437,094	\$67,185,470
Regional Major Infrastructure Projects:	\$7,200,000	\$1,800,000	\$9,000,000
Bridge Program:			
Statewide Systematic Maintenance Program	\$8,000,000	\$2,000,000	\$10,000,000
Statewide Off-System Bridge Program	\$28,456,838	\$7,114,210	\$35,571,048
Statewide On System Bridge Program	\$108,000,000	\$27,000,000	\$135,000,000
Statewide Bridge Inspection Program	\$5,000,000	\$1,250,000	\$6,250,000
Subtotal Federal Aid Bridge Program:	\$149,456,838	\$37,364,210	\$186,821,048
Total Regional Targets:			
CMAQ - Congestion Mitigation and Air Quality Improvement Program	\$25,000,000	\$6,250,000	\$31,250,000
HSIP - Highway Safety Improvement Program	\$9,000,000	\$1,000,000	\$10,000,000
TAP - Transportation Alternatives Program	\$5,884,000	\$1,471,000	\$7,355,000
Regional Non-CMAQ / HSIP Component:	\$127,176,000	\$31,794,000	\$158,970,000
Total Regional Target	167,060,000	40,515,000	207,575,000

Region	Regional Share (%)	Regional HSIP Component With State Match	Regional CMAQ Component With State Match	Regional TAP Component With State Match	Total Regional Target With State Match	NonCMAQ/ HSIP/TAP with State Match
Berkshire Region	3.5596	\$355,964	\$1,112,389	\$0	\$7,388,931	\$5,920,578
Boston Region	42.9671	\$4,296,710	\$13,427,220	\$2,902,060	\$89,188,965	\$68,562,975
Cape Cod	4.5851	\$458,514	\$1,432,857	\$193,036	\$9,517,607	\$7,433,201
Central Mass	8.6901	\$869,013	\$2,715,666	\$984,220	\$18,038,539	\$13,469,640
Franklin Region	2.5397	\$253,975	\$793,671	\$0	\$5,271,878	\$4,224,233
Martha's Vineyard	0.3100	\$30,997	\$96,865	\$0	\$643,418	\$515,556
Merrimack Valley	4.4296	\$442,956	\$1,384,237	\$344,036	\$9,194,653	\$7,023,424
Montachusett	4.4596	\$445,955	\$1,393,611	\$120,756	\$9,256,919	\$7,296,597
Nantucket	0.2200	\$21,998	\$68,743	\$0	\$456,619	\$365,878
Northern Middlesex	3.9096	\$390,961	\$1,221,753	\$276,316	\$8,115,371	\$6,226,341
Old Colony	4.5595	\$455,954	\$1,424,858	\$337,265	\$9,464,473	\$7,246,397
Pioneer Valley	10.8099	\$1,080,992	\$3,378,100	\$1,250,000	\$22,438,689	\$16,729,598
Southeastern Mass	8.9601	\$896,010	\$2,800,033	\$947,311	\$18,598,936	\$13,955,582
Total:	100.00	\$10,000,000	\$31,250,000	\$7,355,000	\$207,575,000	\$158,970,000

TITLE 23 - TRANSPORTATION FUNDING

FEDERAL FISCAL YEAR 2018
FFY 2017-2021 STIP
FEDERAL REGIONAL TARGETS

	Obligation Authority	Obl. Auth. Matching State Funds	Total Funding Based On Obl. Auth.
Base Obligation Authority	\$598,178,885		
Redistribution, as Estimated by MassDOT	\$26,821,115		
Total Estimated Obligation Authority Available:	\$625,000,000		
ABP GANS Repayment	\$68,463,700		
Total Non-Earmarked Available Statewide - (Including State Match)	\$556,536,300	\$129,584,075	\$686,120,375
Statewide Infrastructure Items:			
Statewide Infrastructure Program	\$8,500,000	\$2,125,000	\$10,625,000
Statewide Safety Program	\$26,460,000	\$2,940,000	\$29,400,000
Statewide Safe Routes to Schools Program	\$6,000,000	\$1,500,000	\$7,500,000
Statewide CMAQ Program	\$43,000,000	\$10,750,000	\$53,750,000
Statewide Intelligent Transportation System Program	\$10,000,000	\$2,500,000	\$12,500,000
Statewide Interstate Maintenance Program	\$33,300,000	\$3,700,000	\$37,000,000
Statewide National Freight Program	\$0	\$0	\$0
Statewide NHS Preservation Program	\$41,000,000	\$10,250,000	\$51,250,000
Statewide RR Grade Crossings	\$4,250,000	\$1,062,500	\$5,312,500
Statewide Stormwater Retrofits	\$6,000,000	\$1,500,000	\$7,500,000
Statewide ADA Implementation Plan	\$0	\$0	\$0
Subtotal Statewide Infrastructure Items:	\$178,510,000	\$36,327,500	\$214,837,500
Other Statewide Items:			
Award Adjustments, Change Orders, Etc.	\$33,952,975	\$8,488,244	\$42,441,219
Planning	\$22,696,960	\$5,674,240	\$28,371,200
Recreational Trails	\$1,186,729	\$296,682	\$1,483,411
DBEs, Misc Programs	\$800,000	\$200,000	\$1,000,000
Design and Right of Way	\$4,472,797	\$1,118,199	\$5,590,996
Subtotal Other Statewide Items:	\$63,109,461	\$15,777,365	\$78,886,826
Regional Major Infrastructure Projects:	\$0	\$0	\$0
Bridge Program:			
Statewide Systematic Maintenance Program	\$8,000,000	\$2,000,000	\$10,000,000
Statewide Off-System Bridge Program	\$28,456,838	\$7,114,210	\$35,571,048
Statewide On System Bridge Program	\$100,000,000	\$25,000,000	\$125,000,000
Statewide Bridge Inspection Program	\$5,000,000	\$1,250,000	\$6,250,000
Subtotal Federal Aid Bridge Program:	\$141,456,838	\$35,364,210	\$176,821,048
Total Regional Targets:			
CMAQ - Congestion Mitigation and Air Quality Improvement Program	\$20,000,000	\$5,000,000	\$25,000,000
HSIP - Highway Safety Improvement Program	\$9,000,000	\$1,000,000	\$10,000,000
TAP - Transportation Alternatives Program	\$4,555,000	\$1,138,750	\$5,693,750
Regional Non-CMAQ / HSIP Component:	\$139,905,001	\$34,976,250	\$174,881,251
Total Regional Target	173,460,001	42,115,000	215,575,001

Region	Regional Share (%)	Regional HSIP Component With State Match	Regional CMAQ Component With State Match	Regional TAP Component With State Match	Total Regional Target With State Match	NonCMAQ/ HSIP/TAP with State Match
Berkshire Region	3.5596	\$355,964	\$889,911	\$0	\$7,673,703	\$6,427,827
Boston Region	42.9671	\$4,296,710	\$10,741,776	\$2,927,554	\$92,626,334	\$74,660,294
Cape Cod	4.5851	\$458,514	\$1,146,285	\$210,307	\$9,884,419	\$8,069,312
Central Mass	8.6901	\$869,013	\$2,172,533	\$475,200	\$18,733,750	\$15,217,005
Franklin Region	2.5397	\$253,975	\$634,937	\$0	\$5,475,057	\$4,586,146
Martha's Vineyard	0.3100	\$30,997	\$77,492	\$0	\$668,216	\$559,727
Merrimack Valley	4.4296	\$442,956	\$1,107,389	\$350,938	\$9,549,018	\$7,647,735
Montachusett	4.4596	\$445,955	\$1,114,889	\$85,141	\$9,613,684	\$7,967,699
Nantucket	0.2200	\$21,998	\$54,995	\$0	\$474,218	\$397,225
Northern Middlesex	3.9096	\$390,961	\$977,402	\$281,859	\$8,428,140	\$6,777,917
Old Colony	4.5595	\$455,954	\$1,139,886	\$345,114	\$9,829,237	\$7,888,282
Pioneer Valley	10.8099	\$1,080,992	\$2,702,480	\$540,000	\$23,303,483	\$18,980,011
Southeastern Mass	8.9601	\$896,010	\$2,240,026	\$477,637	\$19,315,744	\$15,702,071
Total:	100.00	\$10,000,000	\$25,000,000	\$5,693,750	\$215,575,001	\$174,881,251

TITLE 23 - TRANSPORTATION FUNDING

FEDERAL FISCAL YEAR 2019
FFY 2017-2021 STIP
FEDERAL REGIONAL TARGETS

	Obligation Authority	Obl. Auth. Matching State Funds	Total Funding Based On Obl. Auth.
Base Obligation Authority	\$611,680,644		
Redistribution, as Estimated by MassDOT	\$18,319,356		
Total Estimated Obligation Authority Available:	\$630,000,000		
ABP GANS Repayment	\$73,525,150		
Total Non-Earmarked Available Statewide - (Including State Match)	\$556,474,850	\$130,310,043	\$686,784,893
Statewide Infrastructure Items:			
Statewide Infrastructure Program	\$10,000,000	\$2,500,000	\$12,500,000
Statewide Safety Program	\$29,206,936	\$3,868,064	\$33,075,000
Statewide Safe Routes to Schools Program	\$5,000,000	\$1,250,000	\$6,250,000
Statewide CMAQ Program	\$31,000,000	\$7,750,000	\$38,750,000
Statewide Intelligent Transportation System Program	\$10,000,000	\$2,500,000	\$12,500,000
Statewide Interstate Maintenance Program	\$29,700,000	\$3,300,000	\$33,000,000
Statewide National Freight Program	\$0	\$0	\$0
Statewide NHS Preservation Program	\$59,200,000	\$14,800,000	\$74,000,000
Statewide RR Grade Crossings	\$3,800,000	\$950,000	\$4,750,000
Statewide Stormwater Retrofits	\$2,000,000	\$500,000	\$2,500,000
Statewide ADA Implementation Plan	\$1,400,000	\$350,000	\$1,750,000
Subtotal Statewide Infrastructure Items:	\$181,306,936	\$37,768,064	\$219,075,000
Other Statewide Items:			
Award Adjustments, Change Orders, Etc.	\$25,000,000	\$6,250,000	\$31,250,000
Planning	\$22,619,520	\$5,654,880	\$28,274,400
Recreational Trails	\$1,186,729	\$296,682	\$1,483,411
DBEs, Misc Programs	\$800,000	\$200,000	\$1,000,000
Design and Right of Way	\$4,644,827	\$1,161,207	\$5,806,034
Subtotal Other Statewide Items:	\$54,251,076	\$13,562,769	\$67,813,845
Regional Major Infrastructure Projects:	\$0	\$0	\$0
Bridge Program:			
Statewide Systematic Maintenance Program	\$8,000,000	\$2,000,000	\$10,000,000
Statewide Off-System Bridge Program	\$28,456,838	\$7,114,210	\$35,571,048
Statewide On System Bridge Program	\$106,000,000	\$26,500,000	\$132,500,000
Statewide Bridge Inspection Program	\$5,000,000	\$1,250,000	\$6,250,000
Subtotal Federal Aid Bridge Program:	\$147,456,838	\$36,864,210	\$184,321,048
Total Regional Targets:			
CMAQ - Congestion Mitigation and Air Quality Improvement Program	\$20,000,000	\$5,000,000	\$25,000,000
HSIP - Highway Safety Improvement Program	\$9,000,000	\$1,000,000	\$10,000,000
TAP - Transportation Alternatives Program	\$4,540,000	\$1,135,000	\$5,675,000
Regional Non-CMAQ / HSIP Component:	\$139,920,000	\$34,980,000	\$174,900,000
Total Regional Target	173,460,000	42,115,000	215,575,000

Region	Regional Share (%)	Regional HSIP Component With State Match	Regional CMAQ Component With State Match	Regional TAP Component With State Match	Total Regional Target With State Match	NonCMAQ/HSIP/TAP with State Match
Berkshire Region	3.5596	\$355,964	\$889,911	\$0	\$7,673,703	\$6,427,827
Boston Region	42.9671	\$4,296,710	\$10,741,776	\$2,882,340	\$92,626,333	\$74,705,507
Cape Cod	4.5851	\$458,514	\$1,146,285	\$193,036	\$9,884,419	\$8,086,583
Central Mass	8.6901	\$869,013	\$2,172,533	\$488,961	\$18,733,750	\$15,203,244
Franklin Region	2.5397	\$253,975	\$634,937	\$0	\$5,475,057	\$4,586,146
Martha's Vineyard	0.3100	\$30,997	\$77,492	\$0	\$668,216	\$559,727
Merrimack Valley	4.4296	\$442,956	\$1,107,389	\$345,082	\$9,549,018	\$7,653,590
Montachusett	4.4596	\$445,955	\$1,114,889	\$85,118	\$9,613,684	\$7,967,722
Nantucket	0.2200	\$21,998	\$54,995	\$0	\$474,218	\$397,225
Northern Middlesex	3.9096	\$390,961	\$977,402	\$277,156	\$8,428,140	\$6,782,620
Old Colony	4.5595	\$455,954	\$1,139,886	\$338,242	\$9,829,237	\$7,895,154
Pioneer Valley	10.8099	\$1,080,992	\$2,702,480	\$537,500	\$23,303,483	\$18,982,511
Southeastern Mass	8.9601	\$896,010	\$2,240,026	\$527,565	\$19,315,744	\$15,652,143
Total:	100.00	\$10,000,000	\$25,000,000	\$5,675,000	\$215,575,000	\$174,900,000

TITLE 23 - TRANSPORTATION FUNDING

FEDERAL FISCAL YEAR 2020
FFY 2017-2021 STIP
FEDERAL REGIONAL TARGETS

	Obligation Authority	Obl. Auth. Matching State Funds	Total Funding Based On Obl. Auth.
Base Obligation Authority	\$626,330,019		
Redistribution, as Estimated by MassDOT	\$8,669,981		
Total Estimated Obligation Authority Available:	\$635,000,000		
ABP GANS Repayment	\$77,951,600		
Total Non-Earmarked Available Statewide - (Including State Match)	\$557,048,400	\$138,087,100	\$695,135,500
Statewide Infrastructure Items:			
Statewide Infrastructure Program	\$12,000,000	\$3,000,000	\$15,000,000
Statewide Safety Program	\$26,460,000	\$2,940,000	\$29,400,000
Statewide Safe Routes to Schools Program	\$5,000,000	\$1,250,000	\$6,250,000
Statewide CMAQ Program	\$27,000,000	\$15,000,000	\$42,000,000
Statewide Intelligent Transportation System Program	\$10,000,000	\$2,500,000	\$12,500,000
Statewide Interstate Maintenance Program	\$32,400,000	\$3,600,000	\$36,000,000
Statewide National Freight Program	\$0	\$0	\$0
Statewide NHS Preservation Program	\$60,000,000	\$15,000,000	\$75,000,000
Statewide RR Grade Crossings	\$2,000,000	\$500,000	\$2,500,000
Statewide Stormwater Retrofits	\$4,000,000	\$1,000,000	\$5,000,000
Statewide ADA Implementation Plan	\$0	\$0	\$0
Subtotal Statewide Infrastructure Items:	\$178,860,000	\$44,790,000	\$223,650,000
Other Statewide Items:			
Award Adjustments, Change Orders, Etc.	\$28,926,493	\$7,231,623	\$36,158,116
Planning	\$23,457,280	\$5,864,320	\$29,321,600
Recreational Trails	\$1,186,729	\$296,682	\$1,483,411
DBEs, Misc Programs	\$800,000	\$200,000	\$1,000,000
Design and Right of Way	\$4,816,858	\$1,204,214	\$6,021,072
Subtotal Other Statewide Items:	\$59,187,360	\$14,796,840	\$73,984,200
Regional Major Infrastructure Projects:	\$0	\$0	\$0
Bridge Program:			
Statewide Systematic Maintenance Program	\$8,000,000	\$2,000,000	\$10,000,000
Statewide Off-System Bridge Program	\$28,456,838	\$7,114,210	\$35,571,048
Statewide On System Bridge Program	\$100,000,000	\$25,000,000	\$125,000,000
Statewide Bridge Inspection Program	\$5,000,000	\$1,250,000	\$6,250,000
Subtotal Federal Aid Bridge Program:	\$141,456,838	\$35,364,210	\$176,821,048
Total Regional Targets:			
CMAQ - Congestion Mitigation and Air Quality Improvement Program	\$20,000,000	\$5,000,000	\$25,000,000
HSIP - Highway Safety Improvement Program	\$9,000,000	\$1,000,000	\$10,000,000
TAP - Transportation Alternatives Program	\$4,485,000	\$1,121,250	\$5,606,250
Regional Non-CMAQ / HSIP Component:	\$144,059,202	\$36,014,801	\$180,074,003
Total Regional Target	177,544,202	43,136,051	220,680,253

Region	Regional Share (%)	Regional HSIP Component With State Match	Regional CMAQ Component With State Match	Regional TAP Component With State Match	Total Regional Target With State Match	NonCMAQ/HSIP/TAP with State Match
Berkshire Region	3.5596	\$355,964	\$889,911	\$0	\$7,855,431	\$6,609,556
Boston Region	42.9671	\$4,296,710	\$10,741,776	\$2,892,035	\$94,819,913	\$76,889,391
Cape Cod	4.5851	\$458,514	\$1,146,285	\$203,196	\$10,118,502	\$8,310,507
Central Mass	8.6901	\$869,013	\$2,172,533	\$486,527	\$19,177,403	\$15,649,330
Franklin Region	2.5397	\$253,975	\$634,937	\$0	\$5,604,718	\$4,715,807
Martha's Vineyard	0.3100	\$30,997	\$77,492	\$0	\$684,040	\$575,551
Merrimack Valley	4.4296	\$442,956	\$1,107,389	\$345,082	\$9,775,158	\$7,879,731
Montachusett	4.4596	\$445,955	\$1,114,889	\$84,245	\$9,841,355	\$8,196,266
Nantucket	0.2200	\$21,998	\$54,995	\$0	\$485,448	\$408,456
Northern Middlesex	3.9096	\$390,961	\$977,402	\$277,156	\$8,627,735	\$6,982,216
Old Colony	4.5595	\$455,954	\$1,139,886	\$339,064	\$10,062,013	\$8,127,109
Pioneer Valley	10.8099	\$1,080,992	\$2,702,480	\$537,500	\$23,855,357	\$19,534,385
Southeastern Mass	8.9601	\$896,010	\$2,240,026	\$697,696	\$19,773,180	\$15,939,448
Total:	100.00	\$10,000,000	\$25,000,000	\$5,606,250	\$220,680,253	\$179,817,753

TITLE 23 - TRANSPORTATION FUNDING

FEDERAL FISCAL YEAR 2021
FFY 2017-2021 STIP
FEDERAL REGIONAL TARGETS

	Obligation Authority	Obl. Auth. Matching State Funds	Total Funding Based On Obl. Auth.
Base Obligation Authority	\$626,330,019		
Redistribution, as Estimated by MassDOT	\$13,669,981		
Total Estimated Obligation Authority Available:	\$640,000,000		
ABP GANS Repayment	\$82,588,050		
Total Non-Earmarked Available Statewide - (Including State Match)	\$557,411,950	\$131,927,987	\$689,339,937
Statewide Infrastructure Items:			
Statewide Infrastructure Program	\$59,000,000	\$14,750,000	\$73,750,000
Statewide Safety Program	\$26,460,000	\$2,940,000	\$29,400,000
Statewide Safe Routes to Schools Program	\$5,000,000	\$1,250,000	\$6,250,000
Statewide CMAQ Program	\$32,000,000	\$10,000,000	\$42,000,000
Statewide Intelligent Transportation System Program	\$10,000,000	\$2,500,000	\$12,500,000
Statewide Interstate Maintenance Program	\$32,400,000	\$3,600,000	\$36,000,000
Statewide National Freight Program	\$0	\$0	\$0
Statewide NHS Preservation Program	\$60,000,000	\$15,000,000	\$75,000,000
Statewide RR Grade Crossings	\$2,000,000	\$500,000	\$2,500,000
Statewide Stormwater Retrofits	\$4,000,000	\$1,000,000	\$5,000,000
Statewide ADA Implementation Plan	\$1,400,000	\$350,000	\$1,750,000
Subtotal Statewide Infrastructure Items:	\$232,260,000	\$51,890,000	\$284,150,000
Other Statewide Items:			
Award Adjustments, Change Orders, Etc.	\$22,880,252	\$5,720,063	\$28,600,315
Planning	\$24,295,040	\$6,073,760	\$30,368,800
Recreational Trails	\$1,186,729	\$296,682	\$1,483,411
DBEs, Misc Programs	\$800,000	\$200,000	\$1,000,000
Design and Right of Way	\$4,988,888	\$1,247,222	\$6,236,111
Subtotal Other Statewide Items:	\$54,150,909	\$13,537,727	\$67,688,637
Regional Major Infrastructure Projects:	\$0	\$0	\$0
Bridge Program:			
Statewide Systematic Maintenance Program	\$8,000,000	\$2,000,000	\$10,000,000
Statewide Off-System Bridge Program	\$28,456,838	\$7,114,210	\$35,571,048
Statewide On System Bridge Program	\$52,000,000	\$13,000,000	\$65,000,000
Statewide Bridge Inspection Program	\$5,000,000	\$1,250,000	\$6,250,000
Subtotal Federal Aid Bridge Program:	\$93,456,838	\$23,364,210	\$116,821,048
Total Regional Targets:			
CMAQ - Congestion Mitigation and Air Quality Improvement Program	\$20,000,000	\$5,000,000	\$25,000,000
HSIP - Highway Safety Improvement Program	\$9,000,000	\$1,000,000	\$10,000,000
TAP - Transportation Alternatives Program	\$4,690,000	\$1,172,500	\$5,862,500
Regional Non-CMAQ / HSIP Component:	\$143,854,202	\$35,963,551	\$179,817,753
Total Regional Target	177,544,202	43,136,051	220,680,253

Region	Regional Share (%)	Regional HSIP Component With State Match	Regional CMAQ Component With State Match	Regional TAP Component With State Match	Total Regional Target With State Match	NonCMAQ/HSIP/TAP with State Match
Berkshire Region	3.5596	\$355,964	\$889,911	\$0	\$7,855,431	\$6,609,556
Boston Region	42.9671	\$4,296,710	\$10,741,776	\$2,892,035	\$94,819,913	\$76,889,391
Cape Cod	4.5851	\$458,514	\$1,146,285	\$203,196	\$10,118,502	\$8,310,507
Central Mass	8.6901	\$869,013	\$2,172,533	\$486,527	\$19,177,403	\$15,649,330
Franklin Region	2.5397	\$253,975	\$634,937	\$0	\$5,604,718	\$4,715,807
Martha's Vineyard	0.3100	\$30,997	\$77,492	\$0	\$684,040	\$575,551
Merrimack Valley	4.4296	\$442,956	\$1,107,389	\$345,082	\$9,775,158	\$7,879,731
Montachusett	4.4596	\$445,955	\$1,114,889	\$84,245	\$9,841,355	\$8,196,266
Nantucket	0.2200	\$21,998	\$54,995	\$0	\$485,448	\$408,456
Northern Middlesex	3.9096	\$390,961	\$977,402	\$277,156	\$8,627,735	\$6,982,216
Old Colony	4.5595	\$455,954	\$1,139,886	\$339,064	\$10,062,013	\$8,127,109
Pioneer Valley	10.8099	\$1,080,992	\$2,702,480	\$537,500	\$23,855,357	\$19,534,385
Southeastern Mass	8.9601	\$896,010	\$2,240,026	\$697,696	\$19,773,180	\$15,939,448
Total:	100.00	\$10,000,000	\$25,000,000	\$5,862,500	\$220,680,253	\$179,817,753

APPENDIX J - OPERATIONS AND MAINTENANCE EXPENDITURES

Massachusetts Department of Transportation
 Summary of Operating and Maintenance Expenditures
 State Total - Part 1: Non-Federal Aid
 as of May 20, 2016

Non Federal Aid Maintenance Projects - State Bondfunds

Program Group/Sub Group	Estimated SFY 2017 Expenditures	Estimated SFY 2018 Expenditures	Estimated SFY 2019 Expenditures	Estimated SFY 2020 Expenditures	Estimated SFY 2021 Expenditures
01 - Bridge Repair & Replacement					
New Bridge (Excluded)	n/a	n/a	n/a	n/a	n/a
Bridge Replacement (Excluded)	n/a	n/a	n/a	n/a	n/a
Bridge Reconstruction/Rehab	\$33,519,818	\$33,737,676	\$32,549,024	\$33,268,839	\$33,185,180
Drawbridge Maintenance	\$6,558,629	\$6,541,360	\$6,469,051	\$6,523,013	\$6,511,142
Structures Maintenance	\$55,082,841	\$54,278,812	\$53,806,086	\$54,389,247	\$54,158,048
02 - Bridge Painting					
Painting - Structural	\$2,026,835	\$2,101,739	\$2,032,633	\$2,053,736	\$2,062,703
03 - Roadway Reconstruction					
Hwy Relocation (Excluded)	n/a	n/a	n/a	n/a	n/a
Hwy Recon. - Added Capacity (Excluded)	n/a	n/a	n/a	n/a	n/a
New Construction (Excluded)	n/a	n/a	n/a	n/a	n/a
Hwy Reconstr - Restir and Rehab	\$407,539	\$386,651	\$212,713	\$268,968	\$222,777
Hwy Reconstr - No Added Capacity	\$361,593	\$125,966	\$164,064	\$217,208	\$169,079
Hwy Reconstr - Minor Widening	\$1,123,095	\$1,478,852	\$1,791,900	\$1,464,616	\$1,578,456
Hwy Reconstr - Major Widening	\$2,562,144	\$2,647,016	\$2,531,887	\$2,580,349	\$2,586,418
04 - Roadway Resurfacing					
Resurfacing	\$41,786,147	\$46,173,175	\$40,419,973	\$42,793,098	\$43,128,749
05 - Intersection & Safety					
Impact Attenuators	\$402,876	\$454,129	\$435,388	\$430,798	\$440,105
Safety Improvements	\$0	\$0	\$0	\$0	\$0
Traffic Signals	\$2,792,697	\$2,594,426	\$2,440,993	\$2,609,372	\$2,548,264
06 - Signs & Lighting					
Electrical	\$1,811,724	\$1,847,913	\$1,834,655	\$1,831,431	\$1,838,000
Sign Installation / Upgrading	\$573,731	\$491,387	\$439,997	\$501,705	\$477,696
Structural Signing	\$466,454	\$417,544	\$436,398	\$440,132	\$431,358
07 - Guardrail					
Guard Rail and Fencing	\$4,837,759	\$5,374,294	\$5,614,681	\$5,275,578	\$5,421,518
08 - Maintenance					
Catch Basin Cleaning	\$5,397,124	\$5,446,604	\$5,136,815	\$5,326,848	\$5,303,422
Contract Highway Maintenance	\$1,004,657	\$551,139	\$524,958	\$693,584	\$589,894
Crack Sealing	\$7,142,254	\$6,643,654	\$6,165,195	\$6,650,368	\$6,486,406
Landscaping	\$4,461,845	\$4,271,234	\$4,147,973	\$4,295,684	\$4,237,650
Mowing and Spraying	\$984,894	\$1,174,528	\$1,487,618	\$1,215,680	\$1,292,608
Pavement Marking	\$3,940,701	\$3,813,562	\$3,625,737	\$3,793,333	\$3,744,211
Process/Recycle/Transport Soils	\$131,322	\$46,806	\$60,709	\$79,613	\$62,376
Sewer and Water	\$596,872	\$734,687	\$803,068	\$711,542	\$749,766
09 - Facilities					
Chemical Storage Sheds	\$903,196	\$921,251	\$900,711	\$908,386	\$910,116
Vertical Construction	\$12,766,702	\$11,623,042	\$12,456,670	\$12,282,138	\$12,120,616
10 - Bikeways (Excluded)	n/a	n/a	n/a	n/a	n/a
11 - Other					
Demolition	\$102,207	\$51,501	\$53,347	\$69,018	\$57,955
Drilling & Boring	\$6,328	\$8,437	\$6,642	\$7,136	\$7,405
Highway Sweeping	\$650,015	\$633,814	\$550,093	\$611,307	\$598,404
Intelligent Transportation System	\$83,347	\$80,756	\$64,322	\$76,142	\$73,740
Marine Construction	\$0	\$0	\$0	\$0	\$0
Miscellaneous / No prequal	\$2,346,038	\$2,366,321	\$2,429,539	\$2,380,632	\$2,392,164
Reclamation	\$289,906	\$386,541	\$413,689	\$363,379	\$387,870
Underground Tank Removal/Replace	\$0	\$0	\$0	\$0	\$0
Hazardous Waste Remediation	\$17,805	\$5,935	\$7,913	\$10,551	\$8,133
Unknown	\$1,356,608	\$1,636,167	\$1,551,127	\$1,514,634	\$1,567,309
Section I Total:	\$196,495,704	\$198,846,919	\$191,565,570	\$195,636,064	\$195,349,518
Section II - Non Federal Aid Highway Operations - State Operating Budget Funding					
12 - Snow and Ice Operations & Materials	\$110,899,956	\$115,607,787	\$114,526,326	\$105,356,633	\$111,597,675
13 - District Maintenance Payroll (Mowing, Litter Management, Sight Distance Clearing, Etc.)	\$38,438,161	\$38,409,044	\$37,745,292	\$36,858,690	\$37,862,797
Section II Total:	\$149,338,117	\$154,016,831	\$152,271,618	\$142,215,323	\$149,460,472
Grand Total NFA:	\$345,833,822	\$352,863,750	\$343,837,188	\$337,851,388	\$344,809,990

Massachusetts Department of Transportation
 Summary of Operating and Maintenance Expenditures
 State Total - Part 2: Federal Aid
 as of May 20, 2016

Federal Aid Maintenance Projects

Program Group/Sub Group	Estimated SFY 2017 Expenditures	Estimated SFY 2018 Expenditures	Estimated SFY 2019 Expenditures	Estimated SFY 2020 Expenditures	Estimated SFY 2021 Expenditures
01 - Bridge Repair & Replacement					
New Bridge (Excluded)	n/a	n/a	n/a	n/a	n/a
Bridge Replacement (Excluded)	n/a	n/a	n/a	n/a	n/a
Bridge Reconstruction/Rehab	\$192,537,060	\$184,253,340	\$174,736,422	\$183,842,274	\$180,944,012
Drawbridge Maintenance	\$0	\$0	\$0	\$0	\$0
Structures Maintenance	\$19,410,398	\$22,030,361	\$21,003,679	\$20,814,812	\$21,282,950
02 - Bridge Painting					
Painting - Structural	\$1,862,396	\$1,223,296	\$1,505,484	\$1,530,392	\$1,419,724
03 - Roadway Reconstruction					
Hwy Relocation (Excluded)	n/a	n/a	n/a	n/a	n/a
Hwy Recon. - Added Capacity (Excluded)	n/a	n/a	n/a	n/a	n/a
New Construction (Excluded)	n/a	n/a	n/a	n/a	n/a
Hwy Reconstr - Restr and Rehab	\$34,273,785	\$37,386,882	\$36,021,263	\$35,893,977	\$36,434,041
Hwy Reconstr - No Added Capacity	\$41,683,394	\$45,828,931	\$43,559,156	\$43,690,494	\$44,359,527
Hwy Reconstr - Minor Widening	\$20,023,911	\$22,058,273	\$21,765,090	\$21,282,424	\$21,701,929
Hwy Reconstr - Major Widening	\$2,172,779	\$2,555,886	\$2,305,088	\$2,344,584	\$2,401,853
04 - Roadway Resurfacing					
Resurfacing	\$106,561,879	\$103,852,675	\$101,009,470	\$103,808,008	\$102,890,051
05 - Intersection & Safety					
Impact Attenuators	\$0	\$0	\$0	\$0	\$0
Safety Improvements	\$1,800	\$600	\$800	\$1,066	\$822
Traffic Signals	\$9,950,226	\$11,306,096	\$10,407,814	\$10,554,712	\$10,756,207
06 - Signs & Lighting					
Electrical	\$986,518	\$583,287	\$585,349	\$718,384	\$629,007
Sign Installation / Upgrading	\$2,339,176	\$2,169,688	\$1,661,002	\$2,056,622	\$1,962,437
Structural Signing	\$6,133,609	\$6,039,073	\$6,375,971	\$6,182,885	\$6,199,310
07 - Guardrail					
Guard Rail and Fencing	\$1,045,699	\$765,621	\$621,832	\$811,051	\$732,835
08 - Maintenance					
Catch Basin Cleaning	\$9,639	\$12,852	\$7,497	\$9,996	\$10,115
Contract Highway Maintenance	\$133,246	\$175,210	\$106,311	\$138,256	\$139,925
Crack Sealing	\$0	\$0	\$0	\$0	\$0
Landscaping	\$460,767	\$594,890	\$701,958	\$585,872	\$627,573
Mowing and Spraying	\$0	\$0	\$0	\$0	\$0
Pavement Marking	\$398,904	\$487,460	\$519,534	\$468,633	\$491,876
Process/Recycle/Transport Soils	\$526,704	\$702,272	\$936,363	\$721,780	\$786,805
Sewer and Water	\$82,673	\$110,230	\$146,974	\$113,292	\$123,499
09 - Facilities					
Chemical Storage Sheds	\$0	\$0	\$0	\$0	\$0
Vertical Construction	\$4,778,711	\$6,367,594	\$8,490,125	\$6,545,476	\$7,134,398
10 - Bikeways (Excluded)	n/a	n/a	n/a	n/a	n/a
11 - Other					
Demolition	\$0	\$0	\$0	\$0	\$0
Drilling & Boring	\$305	\$102	\$136	\$181	\$139
Highway Sweeping	\$0	\$0	\$0	\$0	\$0
Intelligent Transportation System	\$8,809,822	\$9,747,224	\$11,144,514	\$9,900,520	\$10,264,086
Marine Construction	\$885,249	\$295,083	\$393,444	\$524,592	\$404,373
Miscellaneous / No prequal	\$622,756	\$684,518	\$615,078	\$640,784	\$646,793
Reclamation	\$589,444	\$780,688	\$470,451	\$613,527	\$621,555
Underground Tank Removal Replace	\$0	\$0	\$0	\$0	\$0
Unknown	\$443	\$591	\$345	\$460	\$465
Grand Total Federal Aid:	\$456,281,291	\$460,012,722	\$445,091,146	\$453,795,053	\$452,966,307

Massachusetts Department of Transportation - Highway Division
 Summary of Operating and Maintenance Expenditures
 Statewide Contracts - Part 1: Non-Federal Aid
 as of May 20, 2016

Non Federal Aid Maintenance Projects - State Bondfunds

Program Group/Sub Group	Estimated SFY 2017 Expenditures	Estimated SFY 2018 Expenditures	Estimated SFY 2019 Expenditures	Estimated SFY 2020 Expenditures	Estimated SFY 2021 Expenditures
01 - Bridge Repair & Replacement					
New Bridge (Excluded)					
Bridge Replacement (Excluded)					
Bridge Reconstruction/Rehab	\$818,992	\$976,172	\$658,509	\$817,891	\$817,524
Drawbridge Maintenance	\$6,222,343	\$6,273,905	\$6,267,804	\$6,254,684	\$6,265,464
Structures Maintenance	\$29,570,731	\$27,473,077	\$27,267,652	\$28,103,820	\$27,614,850
02 - Bridge Painting					
Painting - Structural	\$908,739	\$882,812	\$782,346	\$857,966	\$841,041
03 - Roadway Reconstruction					
Hwy Relocation (Excluded)	n/a	n/a	n/a	n/a	n/a
Hwy Recon. - Added Capacity (Excluded)	n/a	n/a	n/a	n/a	n/a
New Construction (Excluded)	n/a	n/a	n/a	n/a	n/a
Hwy Reconstr - Restr and Rehab	\$373,528	\$159,748	\$190,114	\$241,130	\$196,998
Hwy Reconstr - No Added Capacity	\$0	\$0	\$0	\$0	\$0
Hwy Reconstr - Minor Widening	\$0	\$0	\$0	\$0	\$0
Hwy Reconstr - Major Widening	\$0	\$0	\$0	\$0	\$0
04 - Roadway Resurfacing					
Resurfacing	\$26,795,308	\$26,327,308	\$24,585,035	\$25,902,551	\$25,604,965
05 - Intersection & Safety					
Impact Attenuators	\$402,876	\$454,129	\$435,388	\$430,798	\$440,105
Safety Improvements	\$0	\$0	\$0	\$0	\$0
Traffic Signals	\$2,784,931	\$2,584,072	\$2,434,953	\$2,601,319	\$2,540,115
06 - Signs & Lighting					
Electrical	\$1,809,483	\$1,847,166	\$1,833,659	\$1,830,102	\$1,836,976
Sign Installation / Upgrading	\$573,731	\$491,387	\$439,997	\$501,705	\$477,696
Structural Signing	\$466,454	\$417,544	\$436,398	\$440,132	\$431,358
07 - Guardrail					
Guard Rail and Fencing	\$4,836,843	\$5,373,073	\$5,613,969	\$5,274,628	\$5,420,557
08 - Maintenance					
Catch Basin Cleaning	\$5,397,124	\$5,446,604	\$5,136,815	\$5,326,848	\$5,303,422
Crack Sealing	\$1,004,657	\$551,139	\$524,958	\$693,584	\$589,894
Landscaping	\$7,142,254	\$6,643,654	\$6,165,195	\$6,650,368	\$6,486,406
Mowing and Spraying	\$4,459,801	\$4,268,509	\$4,146,384	\$4,291,565	\$4,235,486
Pavement Marking	\$984,894	\$1,174,528	\$1,487,618	\$1,215,680	\$1,292,608
Sewer and Water	\$3,939,428	\$3,813,137	\$3,625,171	\$3,792,579	\$3,743,629
Process/Recycle/Trnsprt Soils	\$0	\$0	\$0	\$0	\$0
Contract Hwy Maint.	\$594,912	\$732,074	\$801,544	\$709,510	\$747,709
09 - Facilities					
Chemical Storage Sheds	\$903,196	\$921,251	\$900,711	\$908,386	\$910,116
Vertical Construction	\$6,031,111	\$6,611,411	\$7,018,249	\$6,553,590	\$6,727,750
10 - Bikeways (Excluded)					
	n/a	n/a	n/a	n/a	n/a
11 - Other					
Demolition	\$0	\$0	\$0	\$0	\$0
Drilling & Boring	\$6,328	\$8,437	\$6,642	\$7,136	\$7,405
Highway Sweeping	\$650,015	\$633,814	\$550,093	\$611,307	\$598,404
Intelligent Transportation System	\$73,955	\$69,932	\$49,890	\$64,592	\$61,471
Marine Construction	\$0	\$0	\$0	\$0	\$0
Miscellaneous / No prequal	\$2,129,491	\$2,196,357	\$2,204,095	\$2,176,648	\$2,192,367
Reclamation	\$0	\$0	\$0	\$0	\$0
Underground Tank Removal Replace	\$0	\$0	\$0	\$0	\$0
Hazardous Waste Remediation	\$17,805	\$5,935	\$7,913	\$10,551	\$8,133
Unknown	\$1,356,608	\$1,636,167	\$1,551,127	\$1,514,634	\$1,567,309
Section II Total:	\$149,338,117	\$154,016,831	\$152,271,618	\$142,215,323	\$149,460,472
Grand Total NFA:	\$259,593,656	\$261,990,171	\$257,393,846	\$249,999,026	\$256,420,229

Massachusetts Department of Transportation - Highway Division
 Summary of Operating and Maintenance Expenditures
 Statewide Contracts - Part 2: Federal Aid
 as of May 20, 2016

Federal Aid Maintenance Projects

Program Group/Sub Group	Estimated SFY 2017 Expenditures	Estimated SFY 2018 Expenditures	Estimated SFY 2019 Expenditures	Estimated SFY 2020 Expenditures	Estimated SFY 2021 Expenditures
01 - Bridge Repair & Replacement					
New Bridge (Excluded)					
Bridge Replacement (Excluded)					
Bridge Reconstruction/Rehab	\$0	\$0	\$0	\$0	\$0
Drawbridge Maintenance	\$0	\$0	\$0	\$0	\$0
Structures Maintenance	\$4,683,906	\$5,457,286	\$5,306,780	\$5,149,324	\$5,304,463
02 - Bridge Painting					
Painting - Structural	\$0	\$0	\$0	\$0	\$0
03 - Roadway Reconstruction					
Hwy Relocation (Excluded)	n/a	n/a	n/a	n/a	n/a
Hwy Recon. - Added Capacity (Excluded)	n/a	n/a	n/a	n/a	n/a
New Construction (Excluded)	n/a	n/a	n/a	n/a	n/a
Hwy Reconstr - Restr and Rehab	\$1,327,895	\$1,371,005	\$1,228,748	\$1,309,216	\$1,302,990
Hwy Reconstr - No Added Capacity	\$743,411	\$941,877	\$917,368	\$867,552	\$908,933
Hwy Reconstr - Minor Widening	\$0	\$0	\$0	\$0	\$0
Hwy Reconstr - Major Widening	\$0	\$0	\$0	\$0	\$0
04 - Roadway Resurfacing					
Resurfacing	\$1,063,258	\$1,417,677	\$1,872,846	\$1,451,260	\$1,580,595
05 - Intersection & Safety					
Impact Attenuators	\$0	\$0	\$0	\$0	\$0
Safety Improvements	\$0	\$0	\$0	\$0	\$0
Traffic Signals	\$578,370	\$771,160	\$786,837	\$712,123	\$756,707
06 - Signs & Lighting					
Electrical	\$711,277	\$332,457	\$366,109	\$469,948	\$389,505
Sign Installation / Upgrading	\$2,732	\$2,014	\$2,686	\$2,477	\$2,392
Structural Signing	\$0	\$0	\$0	\$0	\$0
07 - Guardrail					
Guard Rail and Fencing	\$0	\$0	\$0	\$0	\$0
08 - Maintenance					
Catch Basin Cleaning	\$9,639	\$12,852	\$7,497	\$9,996	\$10,115
Contract Highway Maintenance	\$133,246	\$175,210	\$106,311	\$138,256	\$139,925
Crack Sealing	\$0	\$0	\$0	\$0	\$0
Landscaping	\$9,823	\$13,098	\$17,464	\$13,462	\$14,674
Mowing and Spraying	\$0	\$0	\$0	\$0	\$0
Pavement Marking	\$398,904	\$487,460	\$519,534	\$468,633	\$491,876
Process/Recycle/Transport Soils	\$0	\$0	\$0	\$0	\$0
Sewer and Water	\$0	\$0	\$0	\$0	\$0
09 - Facilities					
Chemical Storage Sheds	\$0	\$0	\$0	\$0	\$0
Vertical Construction	\$11,714	\$15,329	\$20,439	\$15,827	\$17,198
10 - Bikeways (Excluded)	n/a	n/a	n/a	n/a	n/a
11 - Other					
Demolition	\$0	\$0	\$0	\$0	\$0
Drilling & Boring	\$305	\$102	\$136	\$181	\$139
Highway Sweeping	\$0	\$0	\$0	\$0	\$0
Intelligent Transportation System	\$6,251,591	\$7,097,285	\$8,114,072	\$7,154,316	\$7,455,224
Marine Construction	\$0	\$0	\$0	\$0	\$0
Miscellaneous / No prequal	\$3,235	\$1,078	\$1,438	\$1,917	\$1,478
Reclamation	\$0	\$0	\$0	\$0	\$0
Underground Tank Removal/Replace	\$0	\$0	\$0	\$0	\$0
Unknown	\$443	\$591	\$345	\$460	\$465
Grand Total Federal Aid:	\$15,929,752	\$18,096,483	\$19,268,609	\$17,764,948	\$18,376,680

Massachusetts Department of Transportation - Highway Division
 Summary of Operating and Maintenance Expenditures
 Old Colony Region - Part 1: Non-Federal Aid
 as of May 20, 2016

Non Federal Aid Maintenance Projects - State Bondfunds

Program Group/Sub Group	Estimated SFY 2017 Expenditures	Estimated SFY 2018 Expenditures	Estimated SFY 2019 Expenditures	Estimated SFY 2020 Expenditures	Estimated SFY 2021 Expenditures
01 - Bridge Repair & Replacement					
New Bridge (Excluded)	n/a	n/a	n/a	n/a	n/a
Bridge Replacement (Excluded)	n/a	n/a	n/a	n/a	n/a
Bridge Reconstruction/Rehab	\$0	\$0	\$0	\$0	\$0
Drawbridge Maintenance	\$0	\$0	\$0	\$0	\$0
Structures Maintenance	\$42,401	\$47,800	\$31,734	\$40,645	\$40,060
02 - Bridge Painting					
Painting - Structural	\$0	\$0	\$0	\$0	\$0
03 - Roadway Reconstruction					
Hwy Relocation (Excluded)	n/a	n/a	n/a	n/a	n/a
Hwy Recon. - Added Capacity (Excluded)	n/a	n/a	n/a	n/a	n/a
New Construction (Excluded)	n/a	n/a	n/a	n/a	n/a
Hwy Reconstr - Restr and Rehab	\$0	\$0	\$0	\$0	\$0
Hwy Reconstr - No Added Capacity	\$0	\$0	\$0	\$0	\$0
Hwy Reconstr - Minor Widening	\$0	\$0	\$0	\$0	\$0
Hwy Reconstr - Major Widening	\$842	\$1,123	\$1,498	\$1,154	\$1,258
04 - Roadway Resurfacing					
Resurfacing	\$0	\$0	\$0	\$0	\$0
05 - Intersection & Safety					
Impact Attenuators	\$0	\$0	\$0	\$0	\$0
Safety Improvements	\$0	\$0	\$0	\$0	\$0
Traffic Signals	\$0	\$0	\$0	\$0	\$0
06 - Signs & Lighting					
Electrical	\$0	\$0	\$0	\$0	\$0
Sign Installation / Upgrading	\$0	\$0	\$0	\$0	\$0
Structural Signing	\$0	\$0	\$0	\$0	\$0
07 - Guardrail					
Guard Rail and Fencing	\$0	\$0	\$0	\$0	\$0
08 - Maintenance					
Catch Basin Cleaning	\$0	\$0	\$0	\$0	\$0
Crack Sealing	\$0	\$0	\$0	\$0	\$0
Landscaping	\$0	\$0	\$0	\$0	\$0
Mowing and Spraying	\$0	\$0	\$0	\$0	\$0
Pavement Marking	\$0	\$0	\$0	\$0	\$0
Sewer and Water	\$0	\$0	\$0	\$0	\$0
Process/Recycle/Tmsprt Soils	\$0	\$0	\$0	\$0	\$0
Contract Hwy Maint.	\$0	\$0	\$0	\$0	\$0
09 - Facilities					
Chemical Storage Sheds	\$0	\$0	\$0	\$0	\$0
Vertical Construction	\$742,118	\$989,490	\$667,391	\$799,666	\$818,849
10 - Bikeways (Excluded)	n/a	n/a	n/a	n/a	n/a
11 - Other					
Demolition	\$0	\$0	\$0	\$0	\$0
Drilling & Boring	\$0	\$0	\$0	\$0	\$0
Highway Sweeping	\$0	\$0	\$0	\$0	\$0
Intelligent Transportation System	\$0	\$0	\$0	\$0	\$0
Marine Construction	\$0	\$0	\$0	\$0	\$0
Miscellaneous / No prequal	\$0	\$0	\$0	\$0	\$0
Reclamation	\$0	\$0	\$0	\$0	\$0
Underground Tank Removal Replace	\$0	\$0	\$0	\$0	\$0
Unknown	\$0	\$0	\$0	\$0	\$0
	\$0	\$0	\$0	\$0	\$0
Grand Total NFA:	\$785,361	\$1,038,414	\$700,623	\$841,466	\$860,167

Massachusetts Department of Transportation - Highway Division
 Summary of Operating and Maintenance Expenditures
 Old Colony Region - Part 2: Federal Aid
 as of May 20, 2016

Federal Aid Maintenance Projects

Program Group/Sub Group	Estimated SFY 2017 Expenditures	Estimated SFY 2018 Expenditures	Estimated SFY 2019 Expenditures	Estimated SFY 2020 Expenditures	Estimated SFY 2021 Expenditures
01 - Bridge Repair & Replacement					
New Bridge (Excluded)	n/a	n/a	n/a	n/a	n/a
Bridge Replacement (Excluded)	n/a	n/a	n/a	n/a	n/a
Bridge Reconstruction/Rehab	\$0	\$0	\$0	\$0	\$0
Drawbridge Maintenance	\$0	\$0	\$0	\$0	\$0
Structures Maintenance	\$0	\$0	\$0	\$0	\$0
02 - Bridge Painting					
Painting - Structural	\$0	\$0	\$0	\$0	\$0
03 - Roadway Reconstruction					
Hwy Relocation (Excluded)	n/a	n/a	n/a	n/a	n/a
Hwy Recon. - Added Capacity (Excluded)	n/a	n/a	n/a	n/a	n/a
New Construction (Excluded)	n/a	n/a	n/a	n/a	n/a
Hwy Reconstr - Restr and Rehab	\$1,170,708	\$1,556,162	\$1,556,355	\$1,427,742	\$1,513,420
Hwy Reconstr - No Added Capacity	\$1,039,130	\$1,368,181	\$1,543,556	\$1,316,955	\$1,409,564
Hwy Reconstr - Minor Widening	\$38,997	\$22,371	\$25,726	\$29,031	\$25,710
Hwy Reconstr - Major Widening	\$0	\$0	\$0	\$0	\$0
04 - Roadway Resurfacing					
Resurfacing	\$3,969,476	\$2,568,701	\$2,445,701	\$2,994,626	\$2,669,676
05 - Intersection & Safety					
Impact Attenuators	\$0	\$0	\$0	\$0	\$0
Safety Improvements	\$0	\$0	\$0	\$0	\$0
Traffic Signals	\$734,631	\$923,604	\$1,053,996	\$904,077	\$960,559
06 - Signs & Lighting					
Electrical	\$0	\$0	\$0	\$0	\$0
Sign Installation / Upgrading	\$0	\$0	\$0	\$0	\$0
Structural Signing	\$0	\$0	\$0	\$0	\$0
07 - Guardrail					
Guard Rail and Fencing	\$0	\$0	\$0	\$0	\$0
08 - Maintenance					
Catch Basin Cleaning	\$0	\$0	\$0	\$0	\$0
Contract Highway Maintenance	\$0	\$0	\$0	\$0	\$0
Crack Sealing	\$0	\$0	\$0	\$0	\$0
Landscaping	\$0	\$0	\$0	\$0	\$0
Mowing and Spraying	\$0	\$0	\$0	\$0	\$0
Pavement Marking	\$0	\$0	\$0	\$0	\$0
Process/Recycle/Transport Soils	\$0	\$0	\$0	\$0	\$0
Sewer and Water	\$0	\$0	\$0	\$0	\$0
09 - Facilities					
Chemical Storage Sheds	\$0	\$0	\$0	\$0	\$0
Vertical Construction	\$0	\$0	\$0	\$0	\$0
10 - Bikeways (Excluded)	n/a	n/a	n/a	n/a	n/a
11 - Other					
Demolition	\$0	\$0	\$0	\$0	\$0
Drilling & Boring	\$0	\$0	\$0	\$0	\$0
Highway Sweeping	\$0	\$0	\$0	\$0	\$0
Intelligent Transportation System	\$0	\$0	\$0	\$0	\$0
Marine Construction	\$0	\$0	\$0	\$0	\$0
Miscellaneous / No prequal	\$0	\$0	\$0	\$0	\$0
Reclamation	\$0	\$0	\$0	\$0	\$0
Underground Tank Removal Replace	\$0	\$0	\$0	\$0	\$0
Unknown	\$0	\$0	\$0	\$0	\$0
Grand Total Federal Aid:	\$6,952,941	\$6,439,019	\$6,625,334	\$6,672,432	\$6,578,928

**Old Colony MPO
Operations and Maintenance Summary Table
For the Brockton Area Transit Authority
State Fiscal Year 2017-2021**

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

Operating Revenue	Previous	Current	Year Two	Year Three	Year Four	Year Five
	2016	2017	2018	2019	2020	2021
Farebox	\$ 2,906,235	\$ 2,925,000	\$ 2,998,125	\$ 3,073,078	\$ 3,149,905	\$ 3,149,905
Section 5307	\$ 1,837,011	\$ 1,615,969	\$ 1,656,368	\$ 1,697,777	\$ 1,740,222	\$ 1,740,222
Section 5311						
CMAQ/TDM						
Fully Funded *	\$ 1,103,540	\$ 1,098,540	\$ 1,126,004	\$ 1,154,154	\$ 1,183,007	\$ 1,183,007
JARC Sunday	\$ 165,000	\$ 82,000	\$ -	\$ -	\$ -	\$ -
JARC/ New Freedom New Service	\$ 133,250	\$ 62,000	\$ -	\$ -	\$ -	\$ -
Auxillary Revenue	\$ 270,000	\$ 235,000	\$ 240,875	\$ 246,897	\$ 253,069	\$ 253,069
Interest Income	\$ 6,800	\$ 10,000	\$ 10,250	\$ 10,506	\$ 10,769	\$ 10,769
State Contract Assistance **	\$ 6,983,107	\$ 7,157,685	\$ 7,336,627	\$ 7,520,043	\$ 7,708,044	\$ 7,708,044
Local Assessment	\$ 2,813,877	\$ 2,914,224	\$ 2,987,080	\$ 3,061,757	\$ 3,138,301	\$ 3,138,301
TOTAL	\$ 16,218,820	\$ 16,100,418	\$ 16,355,328	\$ 16,764,212	\$ 17,183,317	\$ 17,183,317
Operating Expenses ***	Previous	Current	Year Two	Year Three	Year Four	Year Five
	2016	2017	2018	2019	2020	2021
TOTAL (See Description Below)	\$ 16,218,820	\$ 16,100,418	\$ 16,355,328	\$ 16,764,212	\$ 17,183,317	\$ 17,183,317

Footnotes:

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

** Operating assistance provided by the State

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

6/7/2016

APPENDIX K - GREENHOUSE GAS (GHG) EMISSIONS ANALYSIS

2017-2021 Transportation Improvement Program Greenhouse Gas Monitoring and Evaluation

Introduction

This section summarizes the greenhouse gas (GHG) impacts that are anticipated to result from the projects that are included in this FFY 2017-2021 Transportation Improvement Program (TIP). It includes a summary of the state laws and policies that call for reducing greenhouse gas in order to mitigate global climate change, actions that are being to respond to these state laws and policies, the role of regional planning and TIP development in reducing GHG emission and tracking these reductions, and the projected GHG emission impacts from the projects programmed in the TIP.

State Policy Context

The Global Warming Solutions Act (GWSA), which was signed into law in August 2008, makes Massachusetts a leader in setting aggressive and enforceable GHG reduction targets, and implementing policies and initiatives to achieve these targets. In keeping with the law, on December 29, 2010 the Massachusetts Executive Office of Energy and Environmental Affairs (EOEEA), in consultation with other state agencies and the public, released the Massachusetts *Clean Energy and Climate Plan for 2020*. In December 2014 the Department of Environmental Protection issued new regulations that require Metropolitan Planning Organizations to quantify impacts from project investments, track progress towards reductions, and consider impacts in the prioritization of GHG impacts from project investments. The targets for overall statewide GHG emissions are:



GreenDOT Policy

The transportation sector is the single largest emitter of greenhouse gases, accounting for over a third of GHG emissions, and therefore the transportation sector is a key focus of the *Clean Energy and Climate Plan*. MassDOT's approach to supporting the implementation of the plan is set forth in its GreenDOT Policy Directive, a comprehensive sustainability initiative that sets three principal objectives:





Reduce greenhouse gas (GHG) emissions. MassDOT will achieve this by taking GHG emissions into account in all of its responsibilities, from strategic planning to project design and construction and system operations.



Promote the healthy transportation modes of walking, bicycling, and public transit. MassDOT will achieve this by pursuing multi-modal, “complete streets” design standards; providing choice in transportation services; and by working with MPOs and other partners to prioritize and program a balance of projects that serve drivers, pedestrians, bicyclists, and public transit riders.



To support smart growth development. MassDOT will achieve this by working with MPOs and other partners to make transportation investments that enable denser, smart growth development patterns that support reduced GHG emissions.

GreenDOT Policy and Metropolitan Planning Organizations

The Commonwealth’s thirteen metropolitan planning organizations (MPOs) are integrally involved in helping to achieve the GreenDOT goals and supporting the GHG reductions mandated under the GWSA. The MPOs are most directly involved in helping to achieve the GHG emissions reductions under the second goal – to promote healthy transportation modes through prioritizing and programming an appropriate balance of roadway, transit, bicycle and pedestrian investments – and assist in the third goal by supporting smart growth development patterns through the creation of a balanced multi-modal transportation system. This will be realized through the transportation goals and policies espoused in the 2016 Regional Transportation Plans (RTPs), the major projects planned in the RTPs, and the mix of new transportation projects that are programmed and implemented through the TIPs. The GHG tracking and evaluation processes enable the MPOs to identify the anticipated GHG impacts of the planned and programmed projects, and also to use GHG impacts as a criterion in prioritizing transportation projects.

Regional GHG Tracking and Evaluation in RTPs

MassDOT coordinated with MPOs and regional planning agency (RPA) staffs on the implementation of GHG tracking and evaluation in development of each MPO’s 2040 RTPs, which were adopted in Summer 2015.

Working together, MassDOT and the MPOs have attained the following milestones:

- Modeling and long-range statewide projections for GHG emissions resulting from the transportation sector. Using the Boston MPO’s regional model and the statewide travel demand model for the remainder of the state, GHG emissions were projected for 2020 no-build and build conditions, and for 2040 no-build and build conditions.
- All of the MPOs included these GHG emission projections in their RTPs, along with a discussion of climate change and a statement of MPO support for reducing GHG emissions as a regional goal.



Project-Level GHG Tracking and Evaluation in the Transportation Improvement Program

It is also important to monitor and evaluate the GHG impacts of the transportation projects that are programmed in the MPO Transportation Improvement Programs (TIP). The TIP includes both the larger, regionally-significant projects from the RTPs, which have already had their aggregate GHG impacts calculated and reported in the RTP, as well as smaller projects that are not included in the RTP but that may nevertheless have impacts on GHG emissions. The principal objective of this tracking is to enable the MPOs to evaluate expected GHG impacts of different projects and to use this information as a criterion for prioritizing and programming projects in future TIPs.

In order to monitor and evaluate the GHG impacts of TIP projects, MassDOT and the MPOs have developed the following approach for identifying anticipated GHG impacts and quantifying GHG impacts of projects, when appropriate, through the TIP. Different types of projects will have different anticipated GHG emissions impacts. The different project categories are outlined on the next two pages with this region's project tracking sheet on the third page.

Calculation of GHG Impacts for TIP Projects

The Office of Transportation Planning at MassDOT provided the spreadsheets that are used for determining Congestion Management and Air Quality Improvement (CMAQ) eligibility. These spreadsheets require the same inputs as the CMAQ calculations, and have been adapted to provide CO₂ impacts. The data and analysis required for these calculations is available from functional design reports that should be submitted for projects that would produce a measurable GHG impact.



Projects
with
Quantified
Impacts

RTP Projects - Major capacity expansion projects would be expected to have a significant impact on GHG emissions. However, these projects are included in the RTPs and analyzed using the statewide model or Boston regional model, which would reflect their GHG impacts. Therefore, no independent TIP calculations are required.

Quantified Decrease in Emissions - Projects that would be expected to produce a measurable decrease in emissions. The approach for calculating these impacts is described below. These projects should be categorized in the following manner:

- **Quantified Decrease in Emissions from Traffic Operational Improvement** - An intersection reconstruction or signalization project that is projected to reduce delay and congestion.
- **Quantified Decrease in Emissions from Pedestrian and Bicycle Infrastructure** - A shared-use path that would enable increased walking and biking and decreased vehicle-miles traveled (VMT).
- **Quantified Decrease in Emissions from New/Additional Transit Service** - A bus or shuttle service that would enable increased transit ridership and decreased VMT
- **Quantified Decrease in Emissions from a Park and Ride Lot** - A park-and-ride lot that would enable increased transit ridership/ increased ridesharing and decreased VMT
- **Quantified Decrease in Emissions from Bus Replacement** - A bus replacement that would directly reduce GHG emissions generated by that bus service.
- **Quantified Decrease in Emissions from Complete Streets Improvements** - Improvements to roadway networks that include the addition of bicycle and pedestrian accommodations where none were present before.
- **Quantified Decrease in Emissions from Other Improvement**

Quantified Increase in Emissions – Projects that would be expected to produce a measurable increase in emissions.



No Assumed Impact/Negligible Impact on Emission - Projects that do not change the capacity or use of a facility (e.g. a resurfacing project that restores a roadway to its previous condition, or a bridge rehabilitation/replacement that restores the bridge to its previous condition) would be assumed to have no GHG impact.

Assumed Nominal Decrease in Emissions - Projects that would be expected to produce a minor decrease in emissions that cannot be calculated with any precision. Examples of such projects include roadway repaving or reconstruction projects that add a new sidewalk or new bike lanes. Such a project would enable increased travel by walking or bicycling, but there may be not data or analysis to support any projections of GHG impacts. These projects should be categorized in the following manner:

- **Assumed Nominal Decrease in Emissions from Sidewalk Infrastructure**
- **Assumed Nominal Decrease in Emissions from Bicycle Infrastructure**
- **Assumed Nominal Decrease in Emissions from Sidewalk and Bicycle Infrastructure**
- **Assumed Nominal Decrease in Emissions from Intelligent Transportation Systems (ITS) and/or Traffic Operational Improvements**
- **Assumed Nominal Decrease in Emissions from Other Improvements**

Assumed Nominal Increase in Emissions - Projects that would be expected to produce a minor increase in emissions that cannot be calculated with any precision.

Regional Greenhouse Gas Impact Summary Tables for FFY 2017-2021 TIP

The following tables summarize the calculated quantitative and assumed qualitative impacts of the projects included in the regional FFY 2017-2021 TIP.

2017 Regional Project Tracking

MassDOT Project ID	MassDOT Project Description	GHG Analysis Type	GHG Impact Description	GHG Impact by the Numbers
608134	BROCKTON- STORMWATER IMPROVEMENTS ALONG ROUTE 28	Qualitative	No assumed impact/negligible impact on emissions	



605038	PLYMOUTH- RECONSTRUCTION OF TAYLOR AVENUE, FROM WHITE HORSE ROAD TO MANOMET POINT ROAD, INCLUDES P-13-010	Qualitative	Quantified Decrease in Emissions (See Emissions Analysis Appendix)	2,011.100 kg Summer CO2
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2018 Regional Project Tracking

MassDOT Project ID	MassDOT Project Description	GHG Analysis Type	GHG Impact Description	GHG Impact by the Numbers
607438	EASTON - ROUTE 138 @ UNION STREET SIGNALIZATION AND GEOMETRIC IMPROVEMENTS	Quantified	Quantified Decrease in Emissions (See Emissions Analysis Appendix)	326,293.197 kg Summer CO2
607337	PEMBROKE - ROUTE 53 AT PLEASANT STREET SIGNALIZATION AND GEOMETRIC IMPROVEMENTS	Quantified	Quantified Decrease in Emissions (See Emissions Analysis Appendix)	170,714.225 kg Summer CO2
606264	PLYMOUTH- IMPROVEMENTS ON OBERY STREET, FROM SOUTH STREET TO A.C. CARANCI WAY/PLYMOUTH NORTH H.S. DRIVE INTERSECTION	Quantified	Quantified Decrease in Emissions (See Emissions Analysis Appendix)	583,159.967 kg Summer CO2
607860	WHITMAN - TRAFFIC SIGNAL IMPROVEMENTS & RELATED WORK ON BEDFORD STREET (ROUTE 18) AT 2 LOCATIONS: AUBURN STREET (ROUTE 14) & TEMPLE STREET (ROUTE 27)	Quantified	Quantified Decrease in Emissions (See Emissions Analysis Appendix)	133,711.328 kg Summer CO2
RTD0004824	BUY REPLACEMENT 40-FT BUS (4)	Quantified	Quantified Decrease in Emissions from Bus Replacement	20,577.935 kg Summer CO2
RTD0005034	BUY REPLACEMENT 35-FT BUS (6)	Quantified	Quantified Decrease in Emissions from Bus Replacement	30,866.902 kg Summer CO2



2019 Regional Project Tracking

MassDOT Project ID	MassDOT Project Description	GHG Analysis Type	GHG Impact Description	GHG Impact by the Numbers
608143	ABINGTON/ BROCKTON - NORTH QUINCY STREET, CHESTNUT STREET, AND BOUNDARY AVENUE SIGNALIZATION AND GEOMETRIC IMPROVEMENTS	Quantified	Quantified Decrease in Emissions (See Emissions Analysis Appendix)	505,089.454 kg Summer CO2
608086	AVON - INTERSECTION IMPROVEMENTS AT HARRISON BOULEVARD AND POND STREET	Quantified	Quantified Decrease in Emissions (See Emissions Analysis Appendix)	1,714,758.953 kg Summer CO2
608088	BROCKTON - CORRIDOR IMPROVEMENTS ON ROUTE 123 (BELMONT STREET), FROM ANGUS BEATON DRIVE TO WEST STREET	Quantified	Quantified Decrease in Emissions (See Emissions Analysis Appendix)	227,026.056 kg Summer CO2
607941	EAST BRIDGEWATER - RESURFACING AND SIDEWALK CONSTRUCTION ON BEDFORD STREET (ROUTE 18), FROM WHITMAN STREET (ROUTE 106) TO CENTRAL STREET	Quantified	Quantified Decrease in Emissions (See Emissions Analysis Appendix)	1,525.300 kg Summer CO2
RTD0004783	BUY REPLACEMENT 40-FT BUS (2)	Quantified	Quantified Decrease in Emissions from Bus Replacement	10,288.967 kg Summer CO2
RTD0004816	BUY REPLACEMENT 30-FT BUS (4 BSU)	Quantified	Quantified Decrease in Emissions from Bus Replacement	19,308.574 kg Summer CO2
RTD0004768	BUY REPLACEMENT 35-FT BUS (3)	Quantified	Quantified Decrease in Emissions from Bus Replacement	15,433.451 kg Summer CO2



2020 Regional Project Tracking

MassDOT Project ID	MassDOT Project Description	GHG Analysis Type	GHG Impact Description	GHG Impact by the Numbers
607217	EASTON - ROUTE 123 (DEPOT STREET) RECONSTRUCTION ON FROM NEWELL CIRCLE TO ROUTE 138	Quantified	Quantified Decrease in Emissions (See Emissions Analysis Appendix)	132,862.633 kg Summer CO2
RTD0004828	BUY REPLACEMENT 35-FT BUS (3)	Quantified	Quantified Decrease in Emissions from Bus Replacement	15,812.205 kg Summer CO2

2021 Regional Project Tracking

MassDOT Project ID	MassDOT Project Description	GHG Analysis Type	GHG Impact Description	GHG Impact by the Numbers
607403	STOUGHTON- CORRIDOR IMPROVEMENTS ON ROUTE 138 FROM LINCOLN STREET TO CENTRAL STREET, INCLUDING INTERSECTION IMPROVEMENTS ROUTE 138 (WASHINGTON STREET) & CENTRAL STREET	Quantified	Quantified Decrease in Emissions (See Emissions Analysis Appendix)	11,788.790 kg Summer CO2
606143	BROCKTON- INTERSECTION IMPROVEMENTS @ CRESCENT STREET (ROUTE 27)/QUINCY STREET/MASSASOIT BOULEVARD	Quantified	Quantified Decrease in Emissions (See Emissions Analysis Appendix)	94,824.245 kg Summer CO2



2017 Old Colony Region MPO TIP GHG

MassDOT Project ID ▼	MassDOT Project Description ▼	Total Programmed Funds ▼	GHG Analysis Type ▼	GHG CO ₂ Impact (kg/yr) ▼	GHG Impact Description ▼
► Section 1A / Federal Aid Target Projects					
► HSIP - Highway Safety Improvement Program					
0	No Projects Programmed	\$ -			
0	No Projects Programmed	\$ -			
Quantified Impact ►				0	
► CMAQ - Congestion Mitigation and Air Quality Improvement					
605038	PLYMOUTH- RECONSTRUCTION OF TAYLOR AVENUE, FROM WHITE HORSE ROAD TO MANOMET POINT ROAD, INCLUDES BRIDGE REPLACEMENT OF P-13-010	\$ 1,424,858			
0	No Projects Programmed	\$ -			
Quantified Impact ►				0	
► TAP - Transportation Alternatives Program					
0	No Projects Programmed	\$ -			
0	No Projects Programmed	\$ -			
Quantified Impact ►				0	
► Non-CMAQ/HSIP/TAP (Other)					
605038	PLYMOUTH- RECONSTRUCTION OF TAYLOR AVENUE, FROM WHITE HORSE ROAD TO MANOMET POINT ROAD, INCLUDES BRIDGE REPLACEMENT OF P-13-010	\$ 7,404,398	Quantified	2,011.100	Quantified Decrease in Emissions from Other Improvements
0	No Projects Programmed	\$ -			
Quantified Impact ►				2,011.100	
► Section 1B / Federal Aid Bridge Projects					
► Statewide Systematic Maintenance Program					
0	No Projects Programmed	\$ -			N/A
0	No Projects Programmed	\$ -			N/A
Quantified Impact ►				0	
► On System					
0	No Projects Programmed	\$ -			N/A
0	No Projects Programmed	\$ -			N/A
Quantified Impact ►				0	
► Off-System					
0	No Projects Programmed	\$ -			N/A
0	No Projects Programmed	\$ -			N/A
Quantified Impact ►				0	
► Statewide Bridge Inspection Program					
0	No Projects Programmed	\$ -			N/A

2017 Old Colony Region MPO TIP GHG

MassDOT Project ID ▼	MassDOT Project Description ▼	Total Programmed Funds ▼	GHG Analysis Type ▼	GHG CO ₂ Impact (kg/yr) ▼	GHG Impact Description ▼
0	No Projects Programmed	\$ -			N/A
				Quantified Impact ▶	0
▶ Section 1C / Federal Aid Non-Target Projects					
▶ Other Federal Aid					
0	No Projects Programmed	\$ -			N/A
0	No Projects Programmed	\$ -			N/A
				Quantified Impact ▶	0
▶ Section 1D / Federal Aid Major & State Category Projects					
▶ Regional Major Infrastructure					
0	No Projects Programmed	\$ -			N/A
0	No Projects Programmed	\$ -			N/A
				Quantified Impact ▶	0
▶ Statewide Americans with Disability Act Implementation Plan					
0	No Projects Programmed	\$ -			N/A
0	No Projects Programmed	\$ -			N/A
				Quantified Impact ▶	0
▶ Statewide Congestion Mitigation and Air Quality					
0	No Projects Programmed	\$ -			
0	No Projects Programmed	\$ -			N/A
				Quantified Impact ▶	0
▶ Statewide HSIP Program					
0	No Projects Programmed	\$ -			N/A
0	No Projects Programmed	\$ -			N/A
				Quantified Impact ▶	0
▶ Statewide Infrastructure Program					
0	No Projects Programmed	\$ -			N/A
0	No Projects Programmed	\$ -			N/A
				Quantified Impact ▶	0
▶ Statewide Interstate Maintenance Program					
0	No Projects Programmed	\$ -			N/A
0	No Projects Programmed	\$ -			N/A
				Quantified Impact ▶	0
▶ Statewide Intelligent Transportation Systems					
0	No Projects Programmed	\$ -			N/A
0	No Projects Programmed	\$ -			N/A
				Quantified Impact ▶	0
▶ Statewide National Freight Program					
0	No Projects Programmed	\$ -			N/A
0	No Projects Programmed	\$ -			N/A
				Quantified Impact ▶	0
▶ Statewide National Highway System Preservation Program					
0	No Projects Programmed	\$ -			N/A
0	No Projects Programmed	\$ -			N/A
				Quantified Impact ▶	0

2017 Old Colony Region MPO TIP GHG

MassDOT Project ID ▼	MassDOT Project Description ▼	Total Programmed Funds ▼	GHG Analysis Type ▼	GHG CO ₂ Impact (kg/yr) ▼	GHG Impact Description ▼
► Statewide Planning Program					
0	No Projects Programmed	\$ -			N/A
0	No Projects Programmed	\$ -			N/A
Quantified Impact ►				0	
► Statewide Railroad Grade Crossings					
0	No Projects Programmed	\$ -			N/A
0	No Projects Programmed	\$ -			N/A
Quantified Impact ►				0	
► Statewide Safe Routes to Schools Program					
0	No Projects Programmed	\$ -			N/A
0	No Projects Programmed	\$ -			N/A
Quantified Impact ►				0	
► Statewide Stormwater Retrofits					
608134	BROCKTON- STORMWATER IMPROVEMENTS ALONG ROUTE 28	\$ 101,936	Qualitative		No assumed impact/negligible impact on emissions
0	No Projects Programmed	\$ -			N/A
Quantified Impact ►				0	
► Statewide Transportation Enhancements					
0	No Projects Programmed	\$ -			N/A
0	No Projects Programmed	\$ -			N/A
Quantified Impact ►				0	
► Other Statewide Items					
0	ABP GANS Repayment	\$ -			N/A
0	Award Adjustments, Change Orders, Project Value Changes, Etc.	\$ -			N/A
0	DBEs, FAPO, Pavement Lab Retrofits, and Misc. Programs	\$ -			N/A
0	Planning	\$ -			N/A
0	Statewide Design and Right of Way	\$ -			N/A
0	Statewide Recreational Trails	\$ -			N/A
Quantified Impact ►				0	
► Section 2A / Non-Federal Projects					
► Non Federal Aid					
0	No Projects Programmed	\$ -			N/A
0	No Projects Programmed	\$ -			N/A
Quantified Impact ►				0	
► Section 2B / Non-Federal Bridge Projects					
► Section 2B / Non-Federal Bridge Projects					
0	No Projects Programmed	\$ -			N/A
0	No Projects Programmed	\$ -			N/A
Quantified Impact ►				0	
2017 Old Colony MPO GHG Tracking Summary				Total Quantified Impact ▼	
Quantified Impact ►				2,011.100	

2018 Old Colony Region MPO TIP GHG

MassDOT Project ID ▼	MassDOT Project Description ▼	Total Programmed Funds ▼	GHG Analysis Type ▼	GHG CO ₂ Impact (kg/yr) ▼	GHG Impact Description ▼
► Section 1A / Federal Aid Target Projects					
► HSIP - Highway Safety Improvement Program					
607337	PEMBROKE- INTERSECTION IMPROVEMENTS AND RELATED WORK AT WASHINGTON STREET (ROUTE 53) AND PLEASANT STREET	\$ 455,954			
				Quantified Impact ►	0
► CMAQ - Congestion Mitigation and Air Quality Improvement					
607438	EASTON- INTERSECTION IMPROVEMENTS AT WASHINGTON STREET (ROUTE 138) AND UNION STREET	\$ 1,062,986	Quantified	326,293.197	Quantified Decrease in Emissions from Traffic Operational Improvement
				Quantified Impact ►	326,293.197
► TAP - Transportation Alternatives Program					
606264	PLYMOUTH- IMPROVEMENTS ON OBERY STREET, FROM SOUTH STREET TO A.A. CARANCI WAY/PLYMOUTH NORTH H.S. DRIVE INTERSECTION	\$ 345,114			
0	No Projects Programmed	\$ -			
				Quantified Impact ►	0
► Non-CMAQ/HSIP/TAP (Other)					
606264	PLYMOUTH- IMPROVEMENTS ON OBERY STREET, FROM SOUTH STREET TO A.A. CARANCI WAY/PLYMOUTH NORTH H.S. DRIVE INTERSECTION	\$ 4,464,970	Quantified	583,159.967	Quantified Decrease in Emissions from Traffic Operational Improvement
607337	PEMBROKE- INTERSECTION IMPROVEMENTS AND RELATED WORK AT WASHINGTON STREET (ROUTE 53) AND PLEASANT STREET	\$ 1,501,887	Quantified	170,714	Quantified Decrease in Emissions from Traffic Operational Improvement
				Quantified Impact ►	753,874.192
► Section 1B / Federal Aid Bridge Projects					
► Statewide Systematic Maintenance Program					
0	No Projects Programmed	\$ -			N/A
0	No Projects Programmed	\$ -			N/A
				Quantified Impact ►	0
► On System					
0	No Projects Programmed	\$ -			N/A
0	No Projects Programmed	\$ -			N/A
				Quantified Impact ►	0
► Off-System					
0	No Projects Programmed	\$ -			N/A
0	No Projects Programmed	\$ -			N/A

2018 Old Colony Region MPO TIP GHG

MassDOT Project ID ▼	MassDOT Project Description ▼	Total Programmed Funds ▼	GHG Analysis Type ▼	GHG CO ₂ Impact (kg/yr) ▼	GHG Impact Description ▼
				Quantified Impact ▶	0
► Statewide Bridge Inspection Program					
0	No Projects Programmed	\$ -			N/A
0	No Projects Programmed	\$ -			N/A
				Quantified Impact ▶	0
► Section 1C / Federal Aid Non-Target Projects					
► Other Federal Aid					
0	No Projects Programmed	\$ -			N/A
0	No Projects Programmed	\$ -			N/A
				Quantified Impact ▶	0
► Section 1D / Federal Aid Major & State Category Projects					
► Regional Major Infrastructure					
0	No Projects Programmed	\$ -			N/A
0	No Projects Programmed	\$ -			N/A
				Quantified Impact ▶	0
► Statewide Americans with Disability Act Implementation Plan					
0	No Projects Programmed	\$ -			N/A
0	No Projects Programmed	\$ -			N/A
				Quantified Impact ▶	0
► Statewide Congestion Mitigation and Air Quality					
607860	WHITMAN- TRAFFIC SIGNAL IMPROVEMENTS & RELATED WORK ON BEDFORD STREET (ROUTE 18) AT 2 LOCATIONS: AUBURN STREET (ROUTE 14) & TEMPLE STREET (ROUTE 27)	\$ 3,058,848	Quantified	133,711.328	Quantified Decrease in Emissions from Traffic Operational Improvement
0	No Projects Programmed	\$ -			N/A
				Quantified Impact ▶	133,711
► Statewide HSIP Program					
0	No Projects Programmed	\$ -			N/A
0	No Projects Programmed	\$ -			N/A
				Quantified Impact ▶	0
► Statewide Infrastructure Program					
0	No Projects Programmed	\$ -			N/A
0	No Projects Programmed	\$ -			N/A
				Quantified Impact ▶	0
► Statewide Interstate Maintenance Program					
0	No Projects Programmed	\$ -			N/A
0	No Projects Programmed	\$ -			N/A
				Quantified Impact ▶	0
► Statewide Intelligent Transportation Systems					
0	No Projects Programmed	\$ -			N/A
0	No Projects Programmed	\$ -			N/A
				Quantified Impact ▶	0
► Statewide National Freight Program					
0	No Projects Programmed	\$ -			N/A

2018 Old Colony Region MPO TIP GHG

MassDOT Project ID ▼	MassDOT Project Description ▼	Total Programmed Funds ▼	GHG Analysis Type ▼	GHG CO ₂ Impact (kg/yr) ▼	GHG Impact Description ▼
0	No Projects Programmed	\$ -			N/A
				Quantified Impact ▶	0
▶ Statewide National Highway System Preservation Program					
0	No Projects Programmed	\$ -			N/A
0	No Projects Programmed	\$ -			N/A
				Quantified Impact ▶	0
▶ Statewide Planning Program					
0	No Projects Programmed	\$ -			N/A
0	No Projects Programmed	\$ -			N/A
				Quantified Impact ▶	0
▶ Statewide Railroad Grade Crossings					
0	No Projects Programmed	\$ -			N/A
0	No Projects Programmed	\$ -			N/A
				Quantified Impact ▶	0
▶ Statewide Safe Routes to Schools Program					
0	No Projects Programmed	\$ -			N/A
0	No Projects Programmed	\$ -			N/A
				Quantified Impact ▶	0
▶ Statewide Stormwater Retrofits					
0	No Projects Programmed	\$ -			N/A
0	No Projects Programmed	\$ -			N/A
				Quantified Impact ▶	0
▶ Statewide Transportation Enhancements					
0	No Projects Programmed	\$ -			N/A
0	No Projects Programmed	\$ -			N/A
				Quantified Impact ▶	0
▶ Other Statewide Items					
0	ABP GANS Repayment	\$ -			N/A
0	Award Adjustments, Change Orders, Project Value Changes, Etc.	\$ -			N/A
0	DBEs, FAPO, Pavement Lab Retrofits, and Misc. Programs	\$ -			N/A
0	Planning	\$ -			N/A
0	Statewide Design and Right of Way	\$ -			N/A
0	Statewide Recreational Trails	\$ -			N/A
				Quantified Impact ▶	0
▶ Section 2A / Non-Federal Projects					
▶ Non Federal Aid					
0	No Projects Programmed	\$ -			N/A
0	No Projects Programmed	\$ -			N/A
				Quantified Impact ▶	0
▶ Section 2B / Non-Federal Bridge Projects					
▶ Section 2B / Non-Federal Bridge Projects					
0	No Projects Programmed	\$ -			N/A
0	No Projects Programmed	\$ -			N/A
				Quantified Impact ▶	0

2018 Old Colony Region MPO TIP GHG

MassDOT Project ID ▼	MassDOT Project Description ▼	Total Programmed Funds ▼	GHG Analysis Type ▼	GHG CO ₂ Impact (kg/yr) ▼	GHG Impact Description ▼
2018 Old Colony MPO GHG Tracking Summary				Total Quantified Impact ▼	
				Quantified Impact ►	1,213,879

2019 Old Colony Region MPO TIP GHG

MassDOT Project ID ▼	MassDOT Project Description ▼	Total Programmed Funds ▼	GHG Analysis Type ▼	GHG CO ₂ Impact (kg/yr) ▼	GHG Impact Description ▼
► Section 1A / Federal Aid Target Projects					
► HSIP - Highway Safety Improvement Program					
608088	BROCKTON- CORRIDOR IMPROVEMENTS ON ROUTE 123 (BELMONT STREET), FROM ANGUS BEATON DRIVE TO WEST STREET	\$ 455,954			
0	No Projects Programmed	\$ -			
Quantified Impact ►				0	
► CMAQ - Congestion Mitigation and Air Quality Improvement					
608143	BROCKTON- INTERSECTION IMPROVEMENTS AT NORTH QUINCY STREET, BOUNDARY AVENUE AND CHESTNUT STREET	\$ 1,139,886			Quantified Decrease in Emissions from Traffic Operational Improvement
0	No Projects Programmed	\$ -			
Quantified Impact ►				0.0000	
► TAP - Transportation Alternatives Program					
0	No Projects Programmed	\$ -			
0	No Projects Programmed	\$ -			
Quantified Impact ►				0	
► Non-CMAQ/HSIP/TAP (Other)					
608143	BROCKTON- INTERSECTION IMPROVEMENTS AT NORTH QUINCY STREET, BOUNDARY AVENUE AND CHESTNUT STREET	\$ 1,020,546	Quantified	505,089.454	Quantified Decrease in Emissions from Traffic Operational Improvement
608088	BROCKTON- CORRIDOR IMPROVEMENTS ON ROUTE 123 (BELMONT STREET), FROM ANGUS BEATON DRIVE TO WEST STREET	\$ 3,487,746	Quantified	227,026.056	Quantified Decrease in Emissions from Traffic Operational Improvement
607941	EAST BRIDGEWATER- RESURFACING AND SIDEWALK CONSTRUCTION ON BEDFORD STREET (ROUTE 18), FROM WHITMAN STREET (ROUTE 106) TO CENTRAL STREET	\$ 2,385,800	Quantified	1,525.300	Quantified Decrease in Emissions from Other Improvements
Quantified Impact ►				733,640.8100	
► Section 1B / Federal Aid Bridge Projects					
► Statewide Systematic Maintenance Program					
0	No Projects Programmed	\$ -			N/A
0	No Projects Programmed	\$ -			N/A
Quantified Impact ►				0	
► On System					
0	No Projects Programmed	\$ -			N/A
0	No Projects Programmed	\$ -			N/A
Quantified Impact ►				0	
► Off-System					

2019 Old Colony Region MPO TIP GHG

MassDOT Project ID ▼	MassDOT Project Description ▼	Total Programmed Funds ▼	GHG Analysis Type ▼	GHG CO ₂ Impact (kg/yr) ▼	GHG Impact Description ▼
0	No Projects Programmed	\$ -			N/A
0	No Projects Programmed	\$ -			N/A
Quantified Impact ►				0	
► Statewide Bridge Inspection Program					
0	No Projects Programmed	\$ -			N/A
0	No Projects Programmed	\$ -			N/A
Quantified Impact ►				0	
► Section 1C / Federal Aid Non-Target Projects					
► Other Federal Aid					
0	No Projects Programmed	\$ -			N/A
0	No Projects Programmed	\$ -			N/A
Quantified Impact ►				0	
► Section 1D / Federal Aid Major & State Category Projects					
► Regional Major Infrastructure					
0	No Projects Programmed	\$ -			N/A
0	No Projects Programmed	\$ -			N/A
Quantified Impact ►				0	
► Statewide Americans with Disability Act Implementation Plan					
0	No Projects Programmed	\$ -			N/A
0	No Projects Programmed	\$ -			N/A
Quantified Impact ►				0	
► Statewide Congestion Mitigation and Air Quality					
608086	AVON - INTERSECTION IMPROVEMENTS AT HARRISON BOULEVARD AND POND STREET	\$ 3,888,000	Quantified	1,714,759	Quantified Decrease in Emissions from Traffic Operational Improvement
608088	BROCKTON- CORRIDOR IMPROVEMENTS ON ROUTE 123 (BELMONT STREET), FROM ANGUS BEATON DRIVE TO WEST STREET	\$ 592,300			N/A
607941	EAST BRIDGEWATER- RESURFACING AND SIDEWALK CONSTRUCTION ON BEDFORD STREET (ROUTE 18), FROM WHITMAN STREET (ROUTE 106) TO CENTRAL STREET	\$ 1,891,000			N/A
Quantified Impact ►				1,714,758.953	
► Statewide HSIP Program					
0	No Projects Programmed	\$ -			N/A
0	No Projects Programmed	\$ -			N/A
Quantified Impact ►				0	
► Statewide Infrastructure Program					
0	No Projects Programmed	\$ -			N/A
0	No Projects Programmed	\$ -			N/A
Quantified Impact ►				0	
► Statewide Interstate Maintenance Program					
0	No Projects Programmed	\$ -			N/A
0	No Projects Programmed	\$ -			N/A
Quantified Impact ►				0	
► Statewide Intelligent Transportation Systems					
0	No Projects Programmed	\$ -			N/A

2019 Old Colony Region MPO TIP GHG

MassDOT Project ID ▼	MassDOT Project Description ▼	Total Programmed Funds ▼	GHG Analysis Type ▼	GHG CO ₂ Impact (kg/yr) ▼	GHG Impact Description ▼
0	No Projects Programmed	\$ -			N/A
				Quantified Impact ▶	0
► Statewide National Freight Program					
0	No Projects Programmed	\$ -			N/A
0	No Projects Programmed	\$ -			N/A
				Quantified Impact ▶	0
► Statewide National Highway System Preservation Program					
0	No Projects Programmed	\$ -			N/A
0	No Projects Programmed	\$ -			N/A
				Quantified Impact ▶	0
► Statewide Planning Program					
0	No Projects Programmed	\$ -			N/A
0	No Projects Programmed	\$ -			N/A
				Quantified Impact ▶	0
► Statewide Railroad Grade Crossings					
0	No Projects Programmed	\$ -			N/A
0	No Projects Programmed	\$ -			N/A
				Quantified Impact ▶	0
► Statewide Safe Routes to Schools Program					
0	No Projects Programmed	\$ -			N/A
0	No Projects Programmed	\$ -			N/A
				Quantified Impact ▶	0
► Statewide Stormwater Retrofits					
0	No Projects Programmed	\$ -			N/A
0	No Projects Programmed	\$ -			N/A
				Quantified Impact ▶	0
► Statewide Transportation Enhancements					
0	No Projects Programmed	\$ -			N/A
0	No Projects Programmed	\$ -			N/A
				Quantified Impact ▶	0
► Other Statewide Items					
0	ABP GANS Repayment	\$ -			N/A
0	Award Adjustments, Change Orders, Project Value Changes, Etc.	\$ -			N/A
0	DBEs, FAPO, Pavement Lab Retrofits, and Misc. Programs	\$ -			N/A
0	Planning	\$ -			N/A
0	Statewide Design and Right of Way	\$ -			N/A
0	Statewide Recreational Trails	\$ -			N/A
				Quantified Impact ▶	0
► Section 2A / Non-Federal Projects					
► Non Federal Aid					
0	No Projects Programmed	\$ -			N/A
0	No Projects Programmed	\$ -			N/A
				Quantified Impact ▶	0
► Section 2B / Non-Federal Bridge Projects					
► Section 2B / Non-Federal Bridge Projects					

2019 Old Colony Region MPO TIP GHG

MassDOT Project ID ▼	MassDOT Project Description ▼	Total Programmed Funds ▼	GHG Analysis Type ▼	GHG CO ₂ Impact (kg/yr) ▼	GHG Impact Description ▼
0	No Projects Programmed	\$ -			N/A
0	No Projects Programmed	\$ -			N/A

Quantified Impact ►

0

2019 Old Colony MPO GHG Tracking Summary

Total Quantified Impact ▼

Quantified Impact ►

2,448,400

2020 Old Colony Region MPO TIP GHG

MassDOT Project ID ▼	MassDOT Project Description ▼	Total Programmed Funds ▼	GHG Analysis Type ▼	GHG CO ₂ Impact (kg/yr) ▼	GHG Impact Description ▼
► Section 1A / Federal Aid Target Projects					
► HSIP - Highway Safety Improvement Program					
0	No Projects Programmed	\$ -			
0	No Projects Programmed	\$ -			
Quantified Impact ►				0	
► CMAQ - Congestion Mitigation and Air Quality Improvement					
607217	EASTON- CORRIDOR IMPROVEMENTS ON DEPOT STREET (ROUTE 123), FROM NEWELL CIRCLE TO WASHINGTON STREET (ROUTE 138)	\$ 1,139,886			
0	No Projects Programmed	\$ -			
Quantified Impact ►				0	
► TAP - Transportation Alternatives Program					
607217	EASTON- CORRIDOR IMPROVEMENTS ON DEPOT STREET (ROUTE 123), FROM NEWELL CIRCLE TO WASHINGTON STREET (ROUTE 138)	\$ 339,064			
0	No Projects Programmed	\$ -			
Quantified Impact ►				0	
► Non-CMAQ/HSIP/TAP (Other)					
607217	EASTON- CORRIDOR IMPROVEMENTS ON DEPOT STREET (ROUTE 123), FROM NEWELL CIRCLE TO WASHINGTON STREET (ROUTE 138)	\$ 6,703,767	Quantified	132,862.633	Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure
0	No Projects Programmed	\$ -			
Quantified Impact ►				132,863	
► Section 1B / Federal Aid Bridge Projects					
► Statewide Systematic Maintenance Program					
0	No Projects Programmed	\$ -			N/A
0	No Projects Programmed	\$ -			N/A
Quantified Impact ►				0	
► On System					
0	No Projects Programmed	\$ -			N/A
0	No Projects Programmed	\$ -			N/A
Quantified Impact ►				0	
► Off-System					
0	No Projects Programmed	\$ -			N/A
0	No Projects Programmed	\$ -			N/A
Quantified Impact ►				0	
► Statewide Bridge Inspection Program					
0	No Projects Programmed	\$ -			N/A

2020 Old Colony Region MPO TIP GHG

MassDOT Project ID ▼	MassDOT Project Description ▼	Total Programmed Funds ▼	GHG Analysis Type ▼	GHG CO ₂ Impact (kg/yr) ▼	GHG Impact Description ▼
0	No Projects Programmed	\$ -			N/A
Quantified Impact ▶				0	
▶ Section 1C / Federal Aid Non-Target Projects					
▶ Other Federal Aid					
0	No Projects Programmed	\$ -			N/A
0	No Projects Programmed	\$ -			N/A
Quantified Impact ▶				0	
▶ Section 1D / Federal Aid Major & State Category Projects					
▶ Regional Major Infrastructure					
0	No Projects Programmed	\$ -			N/A
0	No Projects Programmed	\$ -			N/A
Quantified Impact ▶				0	
▶ Statewide Americans with Disability Act Implementation Plan					
0	No Projects Programmed	\$ -			N/A
0	No Projects Programmed	\$ -			N/A
Quantified Impact ▶				0	
▶ Statewide Congestion Mitigation and Air Quality					
0	No Projects Programmed	\$ -			N/A
0	No Projects Programmed	\$ -			N/A
Quantified Impact ▶				0	
▶ Statewide HSIP Program					
0	No Projects Programmed	\$ -			N/A
0	No Projects Programmed	\$ -			N/A
Quantified Impact ▶				0	
▶ Statewide Infrastructure Program					
0	No Projects Programmed	\$ -			N/A
0	No Projects Programmed	\$ -			N/A
Quantified Impact ▶				0	
▶ Statewide Interstate Maintenance Program					
0	No Projects Programmed	\$ -			N/A
0	No Projects Programmed	\$ -			N/A
Quantified Impact ▶				0	
▶ Statewide Intelligent Transportation Systems					
0	No Projects Programmed	\$ -			N/A
0	No Projects Programmed	\$ -			N/A
Quantified Impact ▶				0	
▶ Statewide National Freight Program					
0	No Projects Programmed	\$ -			N/A
0	No Projects Programmed	\$ -			N/A
Quantified Impact ▶				0	
▶ Statewide National Highway System Preservation Program					
0	No Projects Programmed	\$ -			N/A
0	No Projects Programmed	\$ -			N/A
Quantified Impact ▶				0	

2020 Old Colony Region MPO TIP GHG

MassDOT Project ID ▼	MassDOT Project Description ▼	Total Programmed Funds ▼	GHG Analysis Type ▼	GHG CO ₂ Impact (kg/yr) ▼	GHG Impact Description ▼
► Statewide Planning Program					
0	No Projects Programmed	\$ -			N/A
0	No Projects Programmed	\$ -			N/A
Quantified Impact ►				0	
► Statewide Railroad Grade Crossings					
0	No Projects Programmed	\$ -			N/A
0	No Projects Programmed	\$ -			N/A
Quantified Impact ►				0	
► Statewide Safe Routes to Schools Program					
0	No Projects Programmed	\$ -			N/A
0	No Projects Programmed	\$ -			N/A
Quantified Impact ►				0	
► Statewide Stormwater Retrofits					
0	No Projects Programmed	\$ -			N/A
0	No Projects Programmed	\$ -			N/A
Quantified Impact ►				0	
► Statewide Transportation Enhancements					
0	No Projects Programmed	\$ -			N/A
0	No Projects Programmed	\$ -			N/A
Quantified Impact ►				0	
► Other Statewide Items					
0	ABP GANS Repayment	\$ -			N/A
0	Award Adjustments, Change Orders, Project Value Changes, Etc.	\$ -			N/A
0	DBEs, FAPO, Pavement Lab Retrofits, and Misc. Programs	\$ -			N/A
0	Planning	\$ -			N/A
0	Statewide Design and Right of Way	\$ -			N/A
0	Statewide Recreational Trails	\$ -			N/A
Quantified Impact ►				0	
► Section 2A / Non-Federal Projects					
► Non Federal Aid					
0	No Projects Programmed	\$ -			N/A
0	No Projects Programmed	\$ -			N/A
Quantified Impact ►				0	
► Section 2B / Non-Federal Bridge Projects					
► Section 2B / Non-Federal Bridge Projects					
0	No Projects Programmed	\$ -			N/A
0	No Projects Programmed	\$ -			N/A
Quantified Impact ►				0	
2020 Old Colony MPO GHG Tracking Summary				Total Quantified Impact ▼	
Quantified Impact ►				132,862.633	

2021 Old Colony Region MPO TIP GHG

MassDOT Project ID ▼	MassDOT Project Description ▼	Total Programmed Funds ▼	GHG Analysis Type ▼	GHG CO ₂ Impact (kg/yr) ▼	GHG Impact Description ▼
► Section 1A / Federal Aid Target Projects					
► HSIP - Highway Safety Improvement Program					
606143	BROCKTON- INTERSECTION IMPROVEMENTS @ CRESCENT STREET (ROUTE 27)/QUINCY STREET/MASSASOIT BOULEVARD	\$ 455,954			
0	No Projects Programmed	\$ -			
Quantified Impact ►				0	
► CMAQ - Congestion Mitigation and Air Quality Improvement					
606143	BROCKTON- INTERSECTION IMPROVEMENTS @ CRESCENT STREET (ROUTE 27)/QUINCY STREET/MASSASOIT BOULEVARD	\$ 1,139,886			
0	No Projects Programmed	\$ -			
Quantified Impact ►				0	
► TAP - Transportation Alternatives Program					
607403	STOUGHTON- CORRIDOR IMPROVEMENTS ON ROUTE 138 FROM LINCOLN STREET TO CENTRAL STREET, INCLUDING INTERSECTION IMPROVEMENTS ROUTE 138 (WASHINGTON STREET) & CENTRAL STREET	\$ 339,064			
0	No Projects Programmed	\$ -			
Quantified Impact ►				0	
► Non-CMAQ/HSIP/TAP (Other)					
606143	BROCKTON- INTERSECTION IMPROVEMENTS @ CRESCENT STREET (ROUTE 27)/QUINCY STREET/MASSASOIT BOULEVARD	\$ 2,828,098	Quantified	94,824.245	Quantified Decrease in Emissions from Traffic Operational Improvement
607403	STOUGHTON- CORRIDOR IMPROVEMENTS ON ROUTE 138 FROM LINCOLN STREET TO CENTRAL STREET, INCLUDING INTERSECTION IMPROVEMENTS ROUTE 138 (WASHINGTON STREET) & CENTRAL STREET	\$ 4,445,936	Quantified	11,778.790	Quantified Decrease in Emissions from Traffic Operational Improvement
Quantified Impact ►				106,603.035	
► Section 1B / Federal Aid Bridge Projects					
► Statewide Systematic Maintenance Program					
0	No Projects Programmed	\$ -			N/A
0	No Projects Programmed	\$ -			N/A
Quantified Impact ►				0	
► On System					
0	No Projects Programmed	\$ -			N/A
0	No Projects Programmed	\$ -			N/A
Quantified Impact ►				0	
► Off-System					

2021 Old Colony Region MPO TIP GHG

MassDOT Project ID ▼	MassDOT Project Description ▼	Total Programmed Funds ▼	GHG Analysis Type ▼	GHG CO ₂ Impact (kg/yr) ▼	GHG Impact Description ▼
0	No Projects Programmed	\$ -			N/A
Quantified Impact ▶				0	
▶ Statewide Bridge Inspection Program					
0	No Projects Programmed	\$ -			N/A
0	No Projects Programmed	\$ -			N/A
Quantified Impact ▶				0	
▶ Section 1C / Federal Aid Non-Target Projects					
▶ Other Federal Aid					
0	No Projects Programmed	\$ -			N/A
0	No Projects Programmed	\$ -			N/A
Quantified Impact ▶				0	
▶ Section 1D / Federal Aid Major & State Category Projects					
▶ Regional Major Infrastructure					
0	No Projects Programmed	\$ -			N/A
0	No Projects Programmed	\$ -			N/A
Quantified Impact ▶				0	
▶ Statewide Americans with Disability Act Implementation Plan					
0	No Projects Programmed	\$ -			N/A
0	No Projects Programmed	\$ -			N/A
Quantified Impact ▶				0	
▶ Statewide Congestion Mitigation and Air Quality					
0	No Projects Programmed	\$ -			N/A
0	No Projects Programmed	\$ -			N/A
Quantified Impact ▶				0	
▶ Statewide HSIP Program					
0	No Projects Programmed	\$ -			N/A
0	No Projects Programmed	\$ -			N/A
Quantified Impact ▶				0	
▶ Statewide Infrastructure Program					
0	No Projects Programmed	\$ -			N/A
0	No Projects Programmed	\$ -			N/A
Quantified Impact ▶				0	
▶ Statewide Interstate Maintenance Program					
0	No Projects Programmed	\$ -			N/A
0	No Projects Programmed	\$ -			N/A
Quantified Impact ▶				0	
▶ Statewide Intelligent Transportation Systems					
0	No Projects Programmed	\$ -			N/A
0	No Projects Programmed	\$ -			N/A
Quantified Impact ▶				0	
▶ Statewide National Freight Program					
0	No Projects Programmed	\$ -			N/A
0	No Projects Programmed	\$ -			N/A
Quantified Impact ▶				0	

2021 Old Colony Region MPO TIP GHG

MassDOT Project ID ▼	MassDOT Project Description ▼	Total Programmed Funds ▼	GHG Analysis Type ▼	GHG CO ₂ Impact (kg/yr) ▼	GHG Impact Description ▼
► Statewide National Highway System Preservation Program					
0	No Projects Programmed	\$ -			N/A
0	No Projects Programmed	\$ -			N/A
Quantified Impact ►				0	
► Statewide Planning Program					
0	No Projects Programmed	\$ -			N/A
0	No Projects Programmed	\$ -			N/A
Quantified Impact ►				0	
► Statewide Railroad Grade Crossings					
0	No Projects Programmed	\$ -			N/A
0	No Projects Programmed	\$ -			N/A
Quantified Impact ►				0	
► Statewide Safe Routes to Schools Program					
0	No Projects Programmed	\$ -			N/A
0	No Projects Programmed	\$ -			N/A
Quantified Impact ►				0	
► Statewide Stormwater Retrofits					
0	No Projects Programmed	\$ -			N/A
0	No Projects Programmed	\$ -			N/A
Quantified Impact ►				0	
► Statewide Transportation Enhancements					
0	No Projects Programmed	\$ -			N/A
0	No Projects Programmed	\$ -			N/A
Quantified Impact ►				0	
► Other Statewide Items					
0	ABP GANS Repayment	\$ -			N/A
0	Award Adjustments, Change Orders, Project Value Changes, Etc.	\$ -			N/A
0	DBEs, FAPO, Pavement Lab Retrofits, and Misc. Programs	\$ -			N/A
0	Planning	\$ -			N/A
0	Statewide Design and Right of Way	\$ -			N/A
0	Statewide Recreational Trails	\$ -			N/A
Quantified Impact ►				0	
► Section 2A / Non-Federal Projects					
► Non Federal Aid					
0	No Projects Programmed	\$ -			N/A
0	No Projects Programmed	\$ -			N/A
Quantified Impact ►				0	
► Section 2B / Non-Federal Bridge Projects					
► Section 2B / Non-Federal Bridge Projects					
0	No Projects Programmed	\$ -			N/A
0	No Projects Programmed	\$ -			N/A
Quantified Impact ►				0	

2021 Old Colony MPO GHG Tracking Summary Total Quantified Impact ▼

2021 Old Colony Region MPO TIP GHG

MassDOT Project ID ▼	MassDOT Project Description ▼	Total Programmed Funds ▼	GHG Analysis Type ▼	GHG CO ₂ Impact (kg/yr) ▼	GHG Impact Description ▼
			Quantified Impact ▶	106,603.035	

2018 Old Colony Region MPO Transportation Improvement Program

MassDOT/FTA Project ID ▼	MassDOT/FTA Project Description ▼	Total Programmed Funds ▼	GHG Analysis Type ▼	GHG CO ₂ Impact (kg/yr) ▼	GHG Impact Description ▼	Total Cost ▼	Additional Information ▼	Fiscal Year of Contract Award (2015 and forward) ▼
RTD0004824	BUY REPLACEMENT 40-FT BUS (4)	\$ 2,050,000	Quantified	20577.935	Quantified Decrease in Emissions from Bus Replacement	\$ 2,050,000		
RTD0005034	BUY REPLACEMENT 35-FT BUS (6)	\$ 3,000,000	Quantified	30866.902	Quantified Decrease in Emissions from Bus Replacement	\$ 3,000,000		

2019 Old Colony Region MPO Transportation Improvement Program

MassDOT/FTA Project ID ▼	MassDOT/FTA Project Description ▼	Total Programmed Funds ▼	GHG Analysis Type ▼	GHG CO ₂ Impact (kg/yr) ▼	GHG Impact Description ▼	Total Cost ▼	Additional Information ▼	Fiscal Year of Contract Award (2015 and forward) ▼
RTD0004783	BUY REPLACEMENT 40-FT BUS (2)	\$ 1,070,000	Quantified	10288.967	Quantified Decrease in Emissions from Bus Replacement	\$ 1,070,000		
RTD0004816	BUY REPLACEMENT 30-FT BUS (4 BSU)	\$ 1,568,967	Quantified	19308.574	Quantified Decrease in Emissions from Bus Replacement	\$ 1,568,967		
RTD0004768	BUY REPLACEMENT 35-FT BUS (3)	\$ 1,466,667	Quantified	15433.451	Quantified Decrease in Emissions from Bus Replacement	\$ 1,466,667		

2020 Old Colony Region MPO Transportation Improvement Program

MassDOT/FTA Project ID ▼	MassDOT/FTA Project Description ▼	Total Programmed Funds ▼	GHG Analysis Type ▼	GHG CO ₂ Impact (kg/yr) ▼	GHG Impact Description ▼	Total Cost ▼	Additional Information ▼	Fiscal Year of Contract Award (2015 and forward) ▼
RTD0004828	BUY REPLACEMENT 35-FT BUS (3)	\$ 1,260,000	Quantified	15812.205	Quantified Decrease in Emissions from Bus Replacement	\$ 1,260,000		

**APPENDIX L - THIRTY-DAY PUBLIC REVIEW - NOTICE OF AVAILABILITY
AND PUBLIC COMMENTS**

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

NOTICE OF PUBLIC REVIEW AND COMMENT PERIOD

- **FFY 2016-2019 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AMENDMENT 2**
 - **FFY 2017-2021 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**
 - **FFY 2017 UNIFIED PLANNINGWORK 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 FFY 2016-2019 Transportation Improvement Program (TIP) Amendment 2, the FFY 2017-2021 Transportation Improvement Program (TIP), and the FFY 2017 Unified Planning Work Program (UPWP) available for public review and comment. 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. BAT, the Federal Transit Administration (FTA) Section 5307(c) applicant, has consulted with the Old Colony MPO 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. Public notice of public involvement activities and time established for public review and comments on the TIP will satisfy the program of projects (POP) requirements. The public discussion of the TIP at Old Colony JTC, Old Colony MPO, and transportation meetings satisfies the Program of Projects (POP) public hearing requirements of the FTA. A public meeting of the OCPC and Old Colony MPO advisory committee, the Old Colony Joint Transportation Committee (JTC), is scheduled for July 14, 2016 at 12 PM. Furthermore, a public meeting of the Old Colony MPO is scheduled for July 26, 2016 at 10 AM to hear additional public comments and consider endorsement. 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.

LEGAL ADVERTISEMENTS

Notice of Thirty-Day Public Review and Comment Period appeared in the following:

- **The Brockton Enterprise**
- **The Ojournal**
- **The Patriot Ledger**

Legals | **Legals**

NOTICE OF MORTGAGEE'S SALE OF REAL ESTATE

By virtue and in execution of the Power of Sale contained in a certain mortgage given by **Neville Mabvudza, Itavi Mungah** to Mortgage Electronic
 2670, 51298 (MABVUDZA) FEI # 1078.01365
 06/07/2016, 06/14/2016, 06/21/2016

13436103

NOTICE OF PUBLIC REVIEW AND COMMENT PERIOD

- FFY 2016-2019 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AMENDMENT 2
- FFY 2017-2021 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
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Please send written comments to:
 Old Colony Planning Council (OCPC)
 70 School Street
 Brockton, MA 02301
 Attention: Charles Kilmer

13443767 6/21/16

Legals | **Legals**

NOTICE OF MORTGAGEE'S SALE OF REAL ESTATE

By virtue and in execution of the Power of Sale contained in a certain mortgage given by **Paul James Marcellino aka Paul James Marcellino**
 150 California Street
 Newton, MA 02458
 (617) 558-0500
 201108-0926 - YEL

13437294 6/7,14,21, 2016

Legals | **Legals**

LEGAL NOTICE MORTGAGEE'S SALE OF REAL ESTATE

By virtue of and in execution of the Power of Sale contained in a certain mortgage
 2016, June 21, 2016, June 28, 2016

13440216

M
 By vir
 tainer
 John
 Walth
 Phon
 14-00
 13436

Help Jerry's Kids
 take the next step.

MDA is making bold inroads and
 gaining greater understanding of
 muscular dystrophy. With your
 help, we're providing the best and
 the brightest hope for all of
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JORDAN BALL
 Sunland, California

MDA
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 www.mda.org

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Saída 13B**

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Quadros • Aspiradores
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METADE DO PREÇO
ATÉ ÀS 9:30 DA MANHÃ**

508-823-8923

www.RaynhamFlea.com



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Help Wanted

CARPENTERS HELPER/ LABORER

Work in Newport, RI area.
Full time.
Call 401-848-7797

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NOTICE OF PUBLIC REVIEW AND COMMENT PERIOD

FFY 2016-2019 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AMENDMENT 2

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Please send written comments to:
Old Colony Planning Council (OCPC)
70 School Street
Brockton, MA 02301
Attention: Charles Kilmer

Help Wanted

Clifton Hospice Services

HOSPICE AIDE / CNA FT / PT / PER DIEM

We are seeking an exceptional CNA to join our team of hospice professionals.

Interested individuals must be compassionate & dependable. Hospice exp. a plus.

Contact:

Vivian Demers, MSN,
RN-BC
Administrator
PO Box 25
Somerset, MA 02726
Fax: 508-677-1436
Tel: 508-675-7583
vpdemers@clifton
healthcare.com

Clifton Rehabilitative Nursing Center

is accepting applications for dedicated & compassionate team members.....

Activities Assistant

CNA preferred, positive & outgoing personality a plus 32 hours, rotating weekends & holidays

**Clifton
Rehabilitative
Nursing Center
500 Wilbur Ave.
Somerset, MA 02725**

Help Wanted

Clifton Rehabilitative Nursing Center

is accepting applications for dedicated & compassionate team members.....

Housekeeper

24 hours rotating weekends & holidays

**Applications Avail.
Mon.-Fri., 9am-5pm**

**Clifton
Rehabilitative
Nursing Center
500 Wilbur Ave.
Somerset, MA 02725**

Director of Programs

Seeking a positive, energetic individual to work F/T in a rewarding position. Responsibilities include supervising/monitoring staff, generating reports, maintain statistical & individual records through data system, coordinate proper delivery of all contracts, data entry & record keeping. Experience within non-profit/human service field and bachelors degree required. Must have great communication & computer skills. Great benefits. Individuals w/disabilities & minorities encouraged to apply. Please email, fax or mail cover letter & resume to:
Lisa M. Pitta, MSW
Executive Director
Southeast Center for Independent Living Inc.
66 Troy St.
Fall River, MA 02720
lpitta@secl.org
Fax: 508-677-2377

Help Wanted

Do you Want to Work for a Great Company on Cape Cod???

SencorpWhite in Hyannis has the following full time open positions:

- * Controls Engineer
- * Field Service Engineer
- * Manufacturing Engineer
- * Project Manager
- * Accountant
- * Press Brake Operator
- * Bridgeport Operator
- * Mechanical Assemblers *
- Electrical Assemblers
- * Stockroom Attendant
- * Sr.Electro- Mechanical Assembler

We offer a four day work schedule with a great benefit package.

We would love to hear from you so please email cover letter and your resume to jobs@sencorpwhite.com.

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Experience with brick and stone. Must have transportation. Belmont Waltham, Arlington areas.

Call 617-489-5332

or e-mail:

dmuzzioli@aol.com

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Full Time (32 hrs.)
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Immediate openings for CLASS A CDL DRIVERS

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Benefits include:
Health insurance (50% co. contribution)
Life insurance (free)
Disability insurance (free).
401K with employer match
Paid time off

**Apply in person at
90 Prince Henry Drive
Taunton, MA
Call for directions
508-828-9000**

Appendix L
**Email:
mmartin@callico.com**

Cars4Kidneys.com

Our 501c3 nonprofit benefits by receiving the proceeds of the donation, and you receive the great tax deduction!!



1-800-385-0422

**Donate your Car,
Boat, Truck, RV, Plane, or Real Estate
to help people needing organ transplants on
MatchingDonors.com.**

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HOMES

WHEELS

Legals

MORTGAGEE'S SALE OF REAL ESTATE

Execution of the Power of Sale con mortgage given by Eisenhower Vargas to Bank of America, N.A. No. 1332582-1, and registered at the Norfolk Land Court as Document No. on Certificate of Title No. C50-93; then assigned to U.S. Bank Trust, LSF9 Master Participation Trust Agreement dated June 26, 2015, and No. 1332582-1, of which mortgage is the present holder for breach of mortgage and for the purpose of ne will be sold at PUBLIC AUCTION on July 6, 2016, on the mortgaged premises, all and sines as described in said mortgage:

g parking space #61 and Storage utive House Condominium created dated August 3, 1981 and filed gistry District of Norfolk County of Document No. 415450 noted on e No. 169683. The Post Office ndominium is: Unit 7D, 1025 incy, MA 02169 The unit conveyed n on a plan filed herewith, which portion of the plans filed with said) which is affixed a verified state- ovided in G.L.c. 183A.9. It is sub- benefit of the obligations, restric- tions contained in G.L.c. 183A. nd the By-Laws filed therewith, By Deed, and without limiting the gen- ing, Grantee consents to the provi- r Deed, including without limita- 's reserved rights and easements but not limited to, the Declarant's Master Deed pursuant to the terms tutes and appoints Grantor As n- fact for the purposes set forth , which power of attorney is cou- t, is irrevocable and shall run with , binding upon Grantee and s, executors, successors and minium and each of the units is tial purposes and other uses per- cable Zoning Ordinances and as ter Deed. The undivided percent- unit conveyed hereunder in the facilities is 0.5095%

the benefit of easements, reserva- d taking of record, if any, insofar v in force and applicable.

typographical error set forth herein tion of the premises, the descri-

Legals

NOTICE OF PUBLIC REVIEW AND COMMENT PERIOD

FFY 2016-2019 TRANSPORTATION IMPROVE- MENT PROGRAM (TIP) AMENDMENT 2
FFY 2017-2021 TRANSPORTATION IMPROVE- MENT PROGRAM (TIP)
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Please send written comments to:
Old Colony Planning Council (OCPC)
70 School Street
Brockton, MA 02301
Attention: Charles Kilmer

13443775 6/21/16

Legals

COMMONWEALTH OF MASSACHUSETTS COUNTY OF NORFOLK PROPOSAL

Sealed bids will be received at the office of the Norfolk County Commissioners, Administration Building, PO Box 310, 614 High Street, Dedham, MA 02027 for the:

COUNTY OF NORFOLK TO INCLUDE ANY OF ITS TOWNS OR CITIES

1. Regional Purchasing of Custodial Supplies July 6, 2016

To be considered, bids must be received by 1:30 PM on the above date(s) at which time and place they will be publicly opened and read. Bids must be in a sealed envelope and on the outside be clearly marked with the date and description of bid.

Bidding procedures shall be in accordance with the Chapter 30B and Chapter 7, s22B as most recently amended, and other applicable laws.

Details of contract requirements and specifications shall be obtained at the Commissioner's Office (**PUR- CHASING**) in the Administration Building, second floor, between the hours of 8:30 AM and 3:30 PM.

The Norfolk County Commissioners neither individually nor collectively are to be contacted, nor will they discuss any bids prior to the scheduled opening. Prior questions or concerns about the bids should be presented to Nancy R. McNealy, Chief Procurement Officer.

**Francis W. O'Brien, Chairman
Peter H. Collins
Joseph P. Shea
NORFOLK COUNTY COMMISSIONERS**

13446085 6/21/16

COMMONWEALTH OF MASSACHUSETTS COUNTY OF NORFOLK BID PROPOSAL

Sealed bids will be received at the office of the Norfolk County Commissioners, Administration Building, PO Box 310, 614 High Street, Dedham, MA 02027 for the:

COUNTY OF NORFOLK

Computer Supplies July 6, 2016

Legals

LEGAL NOTICE

TOWN OF ROCKLAND MASSACHUSETTS CONSERVATION COMMISSION

NOTICE OF HEARING

Pursuant to G. L. Ch 131, s. 40, the Wetlands Protection Act and the Rockland Zoning Bylaws, Section K, the Rockland Conservation Commission – Wetland By-law, the Rockland Conservation Commission will hold a public hearing on Tuesday, June 28, 2016 at 7:00 PM at Rockland Town Hall, 242 Union Street on the Notice of Intent filed on behalf of O'Keeffe, LLC for removal of existing foundation and pavement within the 100-foot Buffer Zone to bordering vegetated wetlands at 333 Weymouth Street, Rockland, MA 02370 Plans are on file with the Rockland Conservation Commission and the Massachusetts Department of Environmental Protection, Southeast Regional Office.

Douglas Golemme, Chairman
Rockland Conservation Commission
Patriot Ledger 6/21/16

13445513

LEGAL NOTICE

TOWN OF ROCKLAND MASSACHUSETTS CONSERVATION COMMISSION

NOTICE OF HEARING

Appendix C

Date	Name	Representation	Comment Summary	Response
6/23/2016	Kathy Riddell	BAT	The Planning item for a total cost of \$50,000 should have been included in FFY 2017.	The Supplemental Transit Capital Investment Decisions Through Effective System Planning for a total cost of \$50,000 is now included in FFY 2017.
6/29/2016	Old Colony Planning Council Board of Directors	Old Colony Region	The Old Colony Planning Council Board of Directors reviewed and approved the Draft 2017-2021 with one vote in the negative.	Noted.
6/29/2016	David Mohler	MassDOT Office of Transportation Planning	<p>National planning factors - please provide narrative describing how the TIP reflects the national planning factors established in statute.</p> <p>Page numbering -</p> <ul style="list-style-type: none"> ▪ Page 23 - 34 <p>The page ordering is not correct. The document goes from page 23 to 34. Please put page 34 in its appropriate location.</p> <p>Please add page numbers to the appendices.</p> <p>Page 4 - Congested Corridors</p> <ul style="list-style-type: none"> ▪ A map of the corridors would be beneficial to readers. Visualization of transportation issues should be provided whenever possible. <p>Page 12 - Legal Advertisements</p> <ul style="list-style-type: none"> ▪ Please include in an appendix, rather than at the front of the document. 	<p>Narrative provided.</p> <p>Page numbering will be corrected.</p> <p>Page numbering will be added.</p> <p>Noted. Actual listing edited out of text.</p> <p>Moved to Appendices.</p>

			<p>This will enhance readability.</p> <p>Pages 15-18 - Project Universe</p> <ul style="list-style-type: none"> This table should include project scores and be sorted by highest score to lowest. This will assist the reader in understanding which projects within the universe provide the most benefit according to the MPO's evaluation criteria. This table should be preceded by a succinct narrative that explains the MPO's scoring system and evaluation process. <p>Page 22 - Financial summary tables</p> <ul style="list-style-type: none"> Please update the highway projects table so that it does not read that the MPO is endorsing a fiscally unconstrained collection of projects. Please update the transit projects table to include information about the apportionment of federal transit funds. The table as is would make it appear that Brockton Area Transit has received no apportionments. <p>2017</p> <ul style="list-style-type: none"> 605038 - Please program this project with National Highway Performance Program funding rather than Surface Transportation Program funding. Please also update the "Additional Information" 	<p>Transportation Evaluation Criteria Scores added and projects sorted from highest to lowest.</p> <p>Table updated.</p> <p>Table updated.</p> <p>This project is not on the National Highway System.</p>
--	--	--	---	---

			<p>field to reflect that the project is now at 100% design.</p> <p>2018</p> <ul style="list-style-type: none"> ▪ CMAQ - Please do not over program CMAQ. The regional target for CMAQ is \$1, 139,886 and for fiscal constraint purposes the MPO needs to program no more than this amount. Please reassign funding sources for projects 606264, 607337, and 607438 accordingly. ▪ 606264 - Please update the project value with 4% inflation to \$4,810,084. <p>Please also update the "Additional Information" field to reflect that the project is now at 75% design.</p> <ul style="list-style-type: none"> ▪ 607438 - Please update the project value with 4% inflation to \$1,062,986, the value reflected in ProjectInfo. <p>Please work with Highway Division District 5 to program the available target funds.</p> <p>2019</p> <ul style="list-style-type: none"> ▪ 608143 - Please do not over program CMAQ. The regional target for CMAQ is \$1, 139,886 and for fiscal constraint purposes the MPO needs to program no more than this amount. Please reassign 	<p>Funding sources for multiple projects reassigned.</p> <p>Project value updated.</p> <p>Additional Information updated.</p> <p>Project value updated.</p> <p>OCPC worked with Highway Division District 5 to program target and will continue the effort.</p> <p>Funding sources reassigned.</p>
--	--	--	---	--

			<p>funding sources for project 608143 accordingly.</p> <ul style="list-style-type: none"> ▪ 608088 - Please update the total project value in the "Additional Information" field to \$4,536,000 in Section 1A and Section 1D. ▪ 608086 - Please update the total project value with 8% inflation to \$3,888,000 in the "Additional Information" field. ▪ Please work with Highway Division District 5 to program the available target funds. 	<p>Additional Information updated.</p> <p>Additional Information updated.</p> <p>OCPC worked with Highway Division District 5 to program target and will continue the effort.</p>
7/11/2016	Richard O'Flaherty	East Bridgewater OCPC Delegate, and East Bridgewater JTC Delegate	<p>This letter comes to you to again voice by objection to the East Bridgewater project identified in the 2017 -2021 TIP as project number 607941 being moved in the TIP to 2021 from its original schedule in 2019. My reasons for this are simple. First this roadway is a state numbered roadway that is maintained by the state during inclement weather. The mention that the Town of East Bridgewater should improve upon the road with sidewalks and such is without merit as the state undoubtedly would not allow that to happen. With the standards that the State imposes upon communities this idea certainly would be cost prohibitive for the town. Second as you are aware a new high school was recently built with access to and from by way of route 18. The Central School also</p>	<p>Noted. The East Bridgewater (607941) - Resurfacing and Sidewalk Construction On Bedford Street (Route 18), from Whitman Street (Route 106) to Central Street moved from FFY 2021 to FFY 2019.</p>

			<p>has accessibility to route 18. I firmly believe that a roadway should have sidewalks for school aged as well as adults to utilize for safe passage to get to school as well as leaving the school. Third the fire department is located in very close proximity to the entrances to the school as well as being located across the street from Carriage Crossing a busy strip mall. Unlike other communities our fire station does not have signalization in the event of emergencies that allow emergency equipment to leave the station and access the roadway in a much safer manner. Also there are no school signs on the street that notifies vehicular traffic that they need to reduce speed as they approach the school zone. Fourth the anticipation of CVS relocating from Carriage Crossing to the intersection of route 18 and Spring St. will present problems with increased traffic flow from its new location. OCPC has conducted studies in the past in respect to the center of Town and has deemed that improvements are necessary to provide better traffic flow.</p> <p>My feeling is that the state should not wait to address the issue of improving route 18 as planned and that the funding should stay in place with an anticipated start of the roadway project to commence sometime in 2019. The Town in the past has used its resources to make improvements on secondary roadways and now is time for the state to do what is necessary to make route 18 safer with signage,</p>	
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			signalization and sidewalks where necessary. In the event that I am unable to attend the JTC meeting on July 14, 2016, I would like for this letter read into the record.	
7/13/2016	Marc Tisdelle	Town of Stoughton	I would like to formally request that a Stoughton project be included on the upcoming STIP. In reviewing the DRAFT STIP I noticed Stoughton is not listed as having any projects. In the recent months, we have had many discussions with MassDOT and OCPC regarding the need for sidewalks on Route 138 (Washington Street) from Lincoln Street north to Charles Avenue. All parties seem to agree that this area has a high need for a sidewalk. The need for a sidewalk is warranted within the entire corridor as there is heavy pedestrian activity. The Town has recently completed a Master Plan and this project is listed as a high priority. This project will provide connectivity between the existing sidewalk networks in this area. It also falls in line with the approved Stoughton Complete Streets Policy.	Noted. The Stoughton (607403) - Corridor Improvements on Route 138 from Lincoln Street to Central Street, Including Intersection Improvements Route 138 (Washington Street) & Central Street added to FFY 2021.
7/14/2016	Old Colony Joint Transportation Committee (JTC)	Old Colony Region	The Old Colony Joint Transportation Committee reviewed and approved the Draft 2017-2021 TIP with two votes in the negative.	Noted.
7/18/2016	Ken Miller	FHWA	Please include new Freight Funding Category in the funding programs section. Please clarify years under the TIP Adjustment and TIP Amendment procedures.	Category has been added. Clarifications provided.

			Please include narrative that describes year five of the TIP as more hypothetical than definitive.	Narrative will be added.
7/22/2016	Pamela Haznar	MassDOT District 5	Not confident that Whitman (607860) project will be ready for advertising in FFY 2017. Recommending 2018.	Noted. Will discuss recommendation with MPO.

Comments as of Close of Business (COB) July 22, 2016



Charles D. Baker, Governor
Karyn E. Polito, Lieutenant Governor
Stephanie Pollack, MassDOT Secretary & CEO

massDOT
Massachusetts Department of Transportation

June 29, 2016

Pasquale Ciaramella, Executive Director
Old Colony Planning Council
70 School Street
Brockton, MA 02301

Dear Mr. Ciaramella:

The Massachusetts Department of Transportation (MassDOT) Office of Transportation Planning (OTP) has reviewed the draft 2017-2021 Transportation Improvement Plan (TIP) released by the Old Colony Metropolitan Planning Organization (MPO) on June 21, 2016. The following MassDOT comments include both general guidance and specific comments on the MPO's 3C planning process with regard to the content of this document as released for public review.

Please note the following comments specific to the information contained in the MPO's draft 2017-2021 TIP.

- National planning factors – please provide narrative describing how the TIP reflects the national planning factors established in statute.
- Page numbering –
 - Page 23 – 34
 - The page ordering is not correct. The document goes from page 23 to 34. Please put page 34 in its appropriate location.
 - Please add page numbers to the appendices.
- Page 4 – Congested Corridors
 - A map of the corridors would be beneficial to readers. Visualization of transportation issues should be provided whenever possible.
- Page 12 – Legal Advertisements
 - Please include in an appendix, rather than at the front of the document. This will enhance readability.
- Pages 15-18 – Project Universe
 - This table should include project scores and be sorted by highest score to lowest. This will assist the reader in understanding which projects within the universe provide the most benefit according to the MPO's evaluation criteria. This table should be preceded by a succinct narrative that explains the MPO's scoring system and evaluation process.

- Page 22 – Financial summary tables
 - Please update the highway projects table so that it does not read that the MPO is endorsing a fiscally unconstrained collection of projects.
 - Please update the transit projects table to include information about the apportionment of federal transit funds. The table as is would make it appear that Brockton Area Transit has received no apportionment.
- 2017
 - 605038 – Please program this project with National Highway Performance Program funding rather than Surface Transportation Program funding. Please also update the “Additional Information” field to reflect that the project is now at 100% design.
- 2018
 - CMAQ – Please do not over program CMAQ. The regional target for CMAQ is \$1,139,886 and for fiscal constraint purposes the MPO needs to program no more than this amount. Please reassign funding sources for projects 606264, 607337, and 607438 accordingly.
 - 606264 – Please update the project value with 4% inflation to \$4,810,084. Please also update the “Additional Information” field to reflect that the project is now at 75% design.
 - 607438 – Please update the project value with 4% inflation to \$1,062,986, the value reflected in ProjectInfo.
 - Please work with Highway Division District 5 to program the available target funds.
- 2019
 - 608143 - Please do not over program CMAQ. The regional target for CMAQ is \$1,139,886 and for fiscal constraint purposes the MPO needs to program no more than this amount. Please reassign funding sources for project 608143 accordingly.
 - 608088 – Please update the total project value in the “Additional Information” field to \$4,536,000 in Section 1A and Section 1D.
 - 608086 – Please update the total project value with 8% inflation to \$3,888,000 in the “Additional Information” field.
- Please work with Highway Division District 5 to program the available target funds.

- 2020
 - In the fiscal constrain box under Section 1A, please update the value of "Non-CMAQ/HSIP/TAP (Other)" target funds to \$8,127,109 and the "TAP" target funds to \$339,064.
 - 607217 – Please program this project at the total project value with 12% inflation: \$8,182,717 and update the "Additional Information" field.
 - Please work with Highway Division District 5 to program the available target funds.
- 2021
 - In the fiscal constrain box under Section 1A, please update the value of "Non-CMAQ/HSIP/TAP (Other)" target funds to \$8,127,109 and the "TAP" target funds to \$339,064.
 - Please work with Highway Division District 5 to program the available target funds.
- Appendix E – please remove the funding descriptions. They are redundant to the descriptions in the front of the document.
- Appendix H – please move this text into the document near the Project Universe.
- Appendix I – please update the Transportation Funding documents with the most recently provided summaries from the Office of Transportation Planning.
- Appendix K – please update greenhouse gas emission results on statewide funded projects with the information that will be provided by the Office of Transportation Planning before endorsement.

Please contact me at (857) 368-8865 or Trey Joseph Wadsworth at (857) 368-8837 if you have any questions.

Sincerely,



David Mohler
Executive Director
Office of Transportation Planning

Cc: Jeffrey McEwen, Division Administrator, Federal Highway Administration
Mary Beth Mello, Regional Administrator, Federal Transit Administration
Mary-Joe Perry, District 5 Highway Director
Astrid Glynn, Rail and Transit Division Administrator

R E C E I V E D
JUL 11 2016

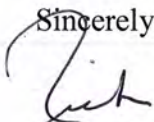
July 11, 2016

Old Colony Planning Council
70 School St.
Brockton, MA. 02301
Att. Charles Kilmer

This letter comes to you to again voice by objection to the East Bridgewater project identified in the 2017 – 2021 TIP as project number 607941 being moved in the TIP to 2021 from its original schedule in 2019. My reasons for this are simple. First this roadway is a state numbered roadway that is maintained by the state during inclement weather. The mention that the Town of East Bridgewater should improve upon the road with sidewalks and such is without merit as the state undoubtedly would not allow that to happen. With the standards that the State imposes upon communities this idea certainly would be cost prohibitive for the town. Second as you are aware a new high school was recently built with access to and from by way of route 18. The Central School also has accessibility to route 18. I firmly believe that a roadway should have sidewalks for school aged as well as adults to utilize for safe passage to get to school as well as leaving the school. Third the fire department is located in very close proximity to the entrances to the school as well as being located across the street from Carriage Crossing a busy strip mall. Unlike other communities our fire station does not have signalization in the event of emergencies that allow emergency equipment to leave the station and access the roadway in a much safer manner. Also there are no school signs on the street that notifies vehicular traffic that they need to reduce speed as they approach the school zone. Fourth the anticipation of CVS relocating from Carriage Crossing to the intersection of route 18 and Spring St. will present problems with increased traffic flow from its new location. OCPC has conducted studies in the past in respect to the center of Town and has deemed that improvements are necessary to provide better traffic flow.

My feeling is that the state should not wait to address the issue of improving route 18 as planned and that the funding should stay in place with an anticipated start of the roadway project to commence sometime in 2019. The Town in the past has used its resources to make improvements on secondary roadways and now is time for the state to do what is necessary to make route 18 safer with signage, signalization and sidewalks where necessary. In the event that I am unable to attend the JTC meeting on July 14, 2016, I would like for this letter read into the record.

Sincerely,



Richard M. O'Flaherty
Delegate OCPC Town of East Bridgewater

cc. Board of Selectman
Town of East Bridgewater

Charles Kilmer

From: Marc Tisdelle <mtisdelle@stoughton-ma.gov>
Sent: Wednesday, July 13, 2016 12:51 PM
To: Charles Kilmer
Subject: STIP - Route 138 Sidewalks Inclusion

Charlie,

I hope all is well. I would like to formally request that a Stoughton project be included on the upcoming STIP. In reviewing the DRAFT STIP I noticed Stoughton is not listed as having any projects. In the recent months, we have had many discussions with MassDOT and OCPC regarding the need for sidewalks on Route 138 (Washington Street) from Lincoln Street north to Charles Avenue. All parties seem to agree that this area has a high need for a sidewalk. The need for a sidewalk is warranted within the entire corridor as there is heavy pedestrian activity. The Town has recently completed a Master Plan and this project is listed as a high priority. This project will provide connectivity between the existing sidewalk networks in this area. It also falls in line with the approved Stoughton Complete Streets Policy. Thank you for your consideration on this matter. Have a good day.

If you have any questions, please do not hesitate to contact me.

Marc Tisdelle
Town Engineer
Town of Stoughton
Phone: [\(781\)-341-1300 x9263](tel:(781)341-1300x9263)
Email: mtisdelle@stoughton-ma.gov

APPENDIX M - ADMINISTRATIVE MODIFICATIONS AND AMENDMENTS

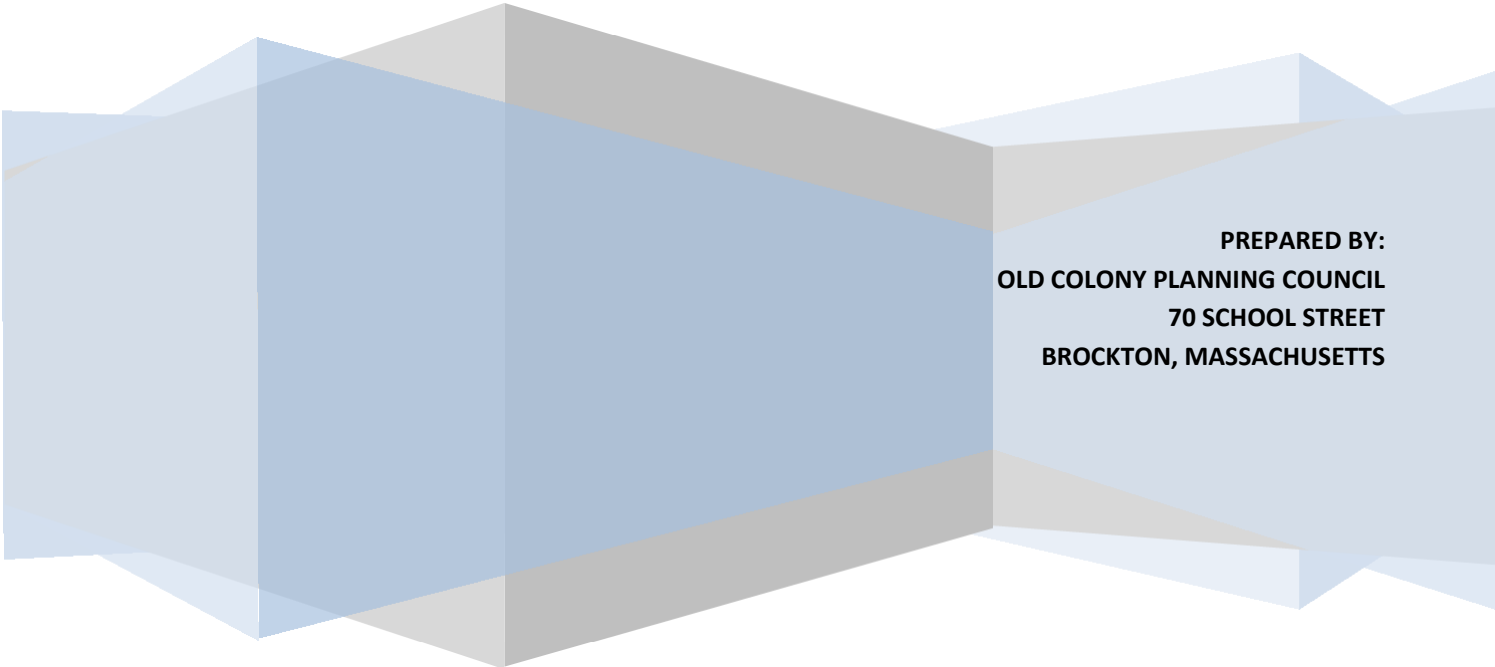
OLD COLONY METROPOLITAN PLANNING ORGANIZATION (MPO)

FFY 2017-2021 OLD COLONY TRANSPORTATION IMPROVEMENT PROGRAM (TIP) ADJUSTMENT 1

- **ENDORSED BY THE OLD COLONY MPO ON JANUARY 17, 2017**

PREPARED IN COOPERATION WITH:

- **THE BROCKTON AREA TRANSIT AUTHORITY (BAT)**
- **THE MASSACHUSETTS DEPARTMENT OF TRANSPORTATION (MASSDOT)**
- **THE FEDERAL HIGHWAY ADMINISTRATION (FHWA)**
- **THE FEDERAL TRANSIT ADMINISTRATION (FTA)**



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

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 the MPO Title VI Coordinator at 508-583-1833 ext. 202.

Spanish

Si necesita esta información en otro idioma, por favor contacte al coordinador de MPO del Título VI al 508-583-1833 ext. 202.

Portuguese

Caso estas informações sejam necessárias em outro idioma, por favor, contate o Coordenador de Título VI da MPO pelo telefone 508-583-1833, Ramal 202

Chinese Simple

如果需要使用其它语言了解信息，请联系Old Colony大都会规划组织（MPO）《民权法案》第六章协调员，电话508- 583-1833，转202。

Chinese Traditional

如果需要使用其他語言瞭解資訊，請聯繫Old Colony大都會規劃組織（MPO）《民權法案》第六章協調員，電話508- 583-1833，轉202。

Vietnamese

Nếu quý vị cần thông tin này bằng tiếng khác, vui lòng liên hệ Điều phối viên Luật VI của MPO theo số điện thoại 508- 583-1833, số máy nhánh 202.

Haitian Creole

Si yon moun bezwen enfòmasyon sa a nan yon lòt lang, tanpri kontakte Koòdonatè a Title VI MPO nan 508-583-1833 ext. 202.

French Creole

Si yon moun vle genyen enfòmasyon sa yo nan yon lòt lang, tanpri kontakte Kowòdinatè MPO Title VI la nan nimewo 508-583-1833, ekstansyon 202.

Russian

Если Вам необходима данная информация на любом другом языке, пожалуйста, свяжитесь с Координатором Титула VI в МРО по тел: 508-583-1833, добавочный 202.

French

Si vous avez besoin d'obtenir une copie de la présente dans une autre langue, veuillez contacter le coordinateur du Titre VI de MPO en composant le 508-583-1833, poste 202.

Italian

Se ha bisogno di ricevere queste informazioni in un'altra lingua si prega di contattare il coordinatore MPO del Titolo VI al 508- 583-1833 interno 202

Mon-Khmer, Cambodian

ប្រសិនបើលោក-អ្នកត្រូវការបកប្រែព័ត៌មាននេះ សូមទាក់ទងអ្នកសម្របសម្រួលជំពូកទី6 របស់ **MPO** តាមរយៈលេខទូរស័ព្ទ **508-583-1833** រួចភ្ជាប់ទៅលេខ **202**។

Arabic

إذا كنت بحاجة إلى هذه المعلومات بلغة أخرى، يُرجى الاتصال بمنسق الفقرة السادسة لمنظمة التخطيط الحضري على الهاتف: 508- 583-1833 و ثم اضغط الأرقام 202.


Updated April 2015

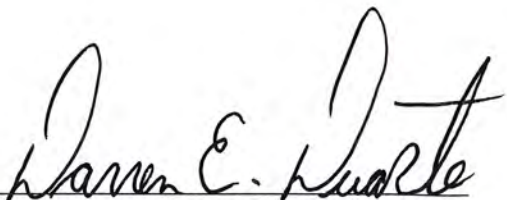
Old Colony Planning Council

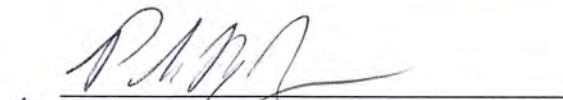
OLD COLONY METROPOLITAN PLANNING ORGANIZATION (MPO)

ENDORSEMENT OF FFY 2017-2021 OLD COLONY TRANSPORTATION IMPROVEMENT PROGRAM (TIP) ADJUSTMENT 1

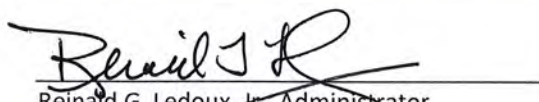
This is to certify that the Signatories of the Old Colony Metropolitan Planning Organization (MPO), at their Old Colony MPO meeting on January 17, 2017, hereby approve and endorse the FFY 2017-2021 Old Colony Transportation Improvement Program (TIP) Adjustment 1 in its entirety for the Old Colony Region, in accordance with the certified 3C Transportation Planning Process.

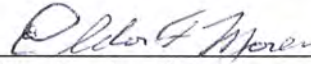

Stephanie Pollack, Secretary and CEO
Massachusetts Department of Transportation

1/17/17 ^{for}  1/17/17
Date The Honorable Bill Carpenter, Mayor
City of Brockton Date

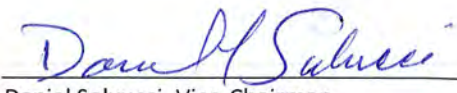

Thomas Tinlin, P.E., Highway Administrator
Massachusetts Department of Transportation

1/17/17 ^{for}  1/17/17
Date Kenneth Tavares, Chairman
Plymouth, Board of Selectmen Date


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

1.17.17  1/17-17
Date Eldon Moreira, Chairman
West Bridgewater, Board of selectmen Date


Frank Staffier, President
Old Colony Planning Council

1-17-17  1/17/17
Date Daniel Salvucci, Vice-Chairman
Whitman, Board of selectmen Date

2017 Old Colony Region MPO Transportation Improvement Program

06/21/2016 Draft Released
07/26/2016 Endorsed

1/17/2017 TIP Adjustment 1 Released
1/17/2017 TIP Adjustment 1 Approved

Amendment/ Adjustment Type ▼	MassDOT Project ID ▼	MPO ▼	Municipality Name ▼	MassDOT Project Description ▼	MassDOT District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼
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► Section 1A / Federal Aid Target Projects

► HSIP - Highway Safety Improvement Program

				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
HSIP Subtotal ►							\$ -	\$ -	\$ -	◀ 90% Federal + 10% Non-Federal

► CMAQ - Congestion Mitigation and Air Quality Improvement Program

ADJUSTMENT: Remove Funding Source	605038	Old Colony	Plymouth	PLYMOUTH- RECONSTRUCTION OF TAYLOR AVENUE, FROM WHITE HORSE ROAD TO MANOMET POINT ROAD, INCLUDES BRIDGE REPLACEMENT OF P-13-010	5	CMAQ	\$ 1,424,858	\$ 1,139,886	\$ 284,972	Remove Funding Source: YOE is \$8,829,256; \$1,424,858 Section 1A CMAQ + \$7,404,398 Section 1A STP; 100% Design; TEC Score is 8.00; Phase is Construction.
				No Projects Programmed			\$ -	\$ -	\$ -	
CMAQ Subtotal ►							\$ 1,424,858	\$ 1,139,886	\$ 284,972	◀ 80% Federal + 20% Non-Federal

► TAP - Transportation Alternatives Program

				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
TAP Subtotal ►							\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal

► Non-CMAQ/HSIP/TAP (Other)

ADJUSTMENT: Decrease Cost, ADJUSTMENT: Change Funding Source, ADJUSTMENT: Change Additional Information	605038	Old Colony	Plymouth	PLYMOUTH- RECONSTRUCTION OF TAYLOR AVENUE, FROM WHITE HORSE ROAD TO MANOMET POINT ROAD, INCLUDES BRIDGE REPLACEMENT OF P-13-010	5	NHPP	\$ 1,518,000	\$ 1,214,400	\$ 303,600	Adjust Project Cost, Adjust Programmed Funds, Adjust Additional Information: \$8,829,256 to \$8,726,143.60; \$1,518,000 Section 1A NHPP + \$7,208,143.60 Section 1A STP; 100% Design; TEC Score is 8.00; Phase is Construction.
ADJUSTMENT: Add Funding Source	605038	Old Colony	Plymouth	PLYMOUTH- RECONSTRUCTION OF TAYLOR AVENUE, FROM WHITE HORSE ROAD TO MANOMET POINT ROAD, INCLUDES BRIDGE REPLACEMENT OF P-13-010		STP	\$ 7,208,144	\$ 5,766,515	\$ 1,441,629	Adjust Project Cost, Adjust Programmed Funds, Adjust Additional Information: \$8,829,256 to \$8,726,143.60; \$1,518,000 Section 1A NHPP + \$7,208,143.60 Section 1A STP; 100% Design; TEC Score is 8.00; Phase is Construction.
Non-CMAQ/HSIP/TAP (Other) Subtotal ►							\$ 8,726,144	\$ 6,980,915	\$ 1,745,229	◀ 80% Federal + 20% Non-Federal

► Section 1A / Fiscal Constraint Analysis

Total Federal Aid Target Funds Programmed ►	\$ 8,726,144	\$ 9,464,473	◀ Total Target	\$ 738,329	Target Funds Available
Total Non-CMAQ/HSIP/TAP (Other) Programmed ►	\$ 8,726,144	\$ 7,246,397	◀ Max. Non-CMAQ/HSIP/TAP	\$ (1,479,747)	Non-CMAQ/HSIP/TAP (Other) Exceeds Maximum
Total HSIP Programmed ►	\$ -	\$ 455,954	◀ Min. HSIP	\$ 455,954	HSIP Recommended Not Met
Total CMAQ Programmed ►	\$ -	\$ 1,424,858	◀ Min. CMAQ	\$ 1,424,858	CMAQ Recommended Not Met
Total TAP Programmed ►	\$ -	\$ 337,265	◀ Min. TAP	\$ 337,265	TAP Recommended Not Met

Remaining HSIP, CMAQ, and TAP Funds \$ 2,218,077

► Section 1B / Federal Aid Bridge Projects

► Statewide Systematic Maintenance Program

				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
Statewide Bridge Maintenance Program Subtotal ►							\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal

► On System

				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
On System Subtotal ►							\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal

► Off-System

				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
Off-System Subtotal ►							\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal

► Statewide Bridge Inspection Program

2017 Old Colony Region MPO Transportation Improvement Program

06/21/2016 Draft Released
07/26/2016 Endorsed

1/17/2017 TIP Adjustment 1 Released
1/17/2017 TIP Adjustment 1 Approved

Amendment/ Adjustment Type ▼	MassDOT Project ID ▼	MPO ▼	Municipality Name ▼	MassDOT Project Description ▼	MassDOT District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼
				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
Statewide Bridge Inspection Program Subtotal ▶							\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal

► Section 1C / Federal Aid Non-Target Projects

► Other Federal Aid

				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
Other Federal Aid Subtotal ▶							\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source

► Section 1D / Federal Aid Major & State Category Projects

► Regional Major Infrastructure

				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
Regional Major Infrastructure Subtotal ▶							\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal

► Statewide Americans with Disability Act Implementation Plan

				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
Statewide ADA Implementation Plan Subtotal ▶							\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal

► Statewide Congestion Mitigation and Air Quality

				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
Statewide CMAQ Subtotal ▶							\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal

► Statewide HSIP Program

				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
Statewide HSIP Program Subtotal ▶							\$ -	\$ -	\$ -	◀ 90% Federal + 10% Non-Federal

► Statewide Infrastructure Program

				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
Statewide Infrastructure Program Subtotal ▶							\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal

► Statewide Interstate Maintenance Program

				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
Statewide Interstate Maintenance Program Subtotal ▶							\$ -	\$ -	\$ -	◀ 90% Federal + 10% Non-Federal

► Statewide Intelligent Transportation Systems

				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
Statewide ITS Subtotal ▶							\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal

► Statewide National Freight Program

				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
Statewide National Freight Program Subtotal ▶							\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal

► Statewide National Highway System Preservation Program

				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
Statewide NHS Preservation Program Subtotal ▶							\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal

► Statewide Planning Program

				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	

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Amendment/ Adjustment Type ▼	MassDOT Project ID ▼	MPO ▼	Municipality Name ▼	MassDOT Project Description ▼	MassDOT District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼
Statewide Planning Program Subtotal ▶							\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
► Statewide Railroad Grade Crossings										
				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
Statewide RR Grade Crossings Subtotal ▶							\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
► Statewide Safe Routes to Schools Program										
				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
Statewide Safe Routes to Schools Program Subtotal ▶							\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source
► Statewide Stormwater Retrofits										
	608134	OLD COLONY	BROCKTON	BROCKTON- STORMWATER IMPROVEMENTS ALONG ROUTE 28	5	STP-TE	\$ 101,936	\$ 81,548	\$ 20,387	75% Design. Phase is Construction.
				No Projects Programmed			\$ -	\$ -	\$ -	
Statewide Stormwater Retrofits Subtotal ▶							\$ 101,936	\$ 81,548	\$ 20,387	◀ 80% Federal + 20% Non-Federal
► Statewide Transportation Enhancements										
				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
Statewide Transportation Enhancements Subtotal ▶							\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
► Other Statewide Items										
				ABP GANS Repayment			\$ -	\$ -	\$ -	
				Award Adjustments, Change Orders, Project Value Changes, Etc.			\$ -	\$ -	\$ -	
				DBEs, FAPO, Pavement Lab Retrofits, and Misc. Programs			\$ -	\$ -	\$ -	
				Planning			\$ -	\$ -	\$ -	
				Statewide Design and Right of Way			\$ -	\$ -	\$ -	
				Statewide Recreational Trails			\$ -	\$ -	\$ -	
Other Statewide Items Subtotal ▶							\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source
► Section 2A / Non-Federal Projects										
► Non Federal Aid										
				No Projects Programmed		NFA	\$ -	\$ -	\$ -	
				No Projects Programmed		NFA	\$ -	\$ -	\$ -	
Non-Federal Aid Subtotal ▶							\$ -	\$ -	\$ -	◀ 100% Non-Federal
► Section 2B / Non-Federal Bridge Projects										
► Section 2B / Non-Federal Bridge Projects										
				No Projects Programmed		NFA	\$ -	\$ -	\$ -	
				No Projects Programmed		NFA	\$ -	\$ -	\$ -	
Section 2B / Non-Federal Bridge Projects Subtotal ▶							\$ -	\$ -	\$ -	◀ 100% Non-Federal

2017 Old Colony Region MPO TIP Summary

	TIP Section 1: ▼	TIP Section 2: ▼	Total of All Projects ▼	
Total ▶	\$ 10,252,937	\$ -	\$ 10,252,937	◀ Total Spending in Region
Federal Funds ▶	\$ 8,202,350	\$ -	\$ 8,202,350	◀ Total Federal Spending in Region
Non-Federal Funds ▶	\$ 2,050,587	\$ -	\$ 2,050,587	◀ Total Non-Federal Spending in Region

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