

OLD COLONY METROPOLITAN PLANNING ORGANIZATION (MPO)

FFY 2018-2022

OLD COLONY

TRANSPORTATION

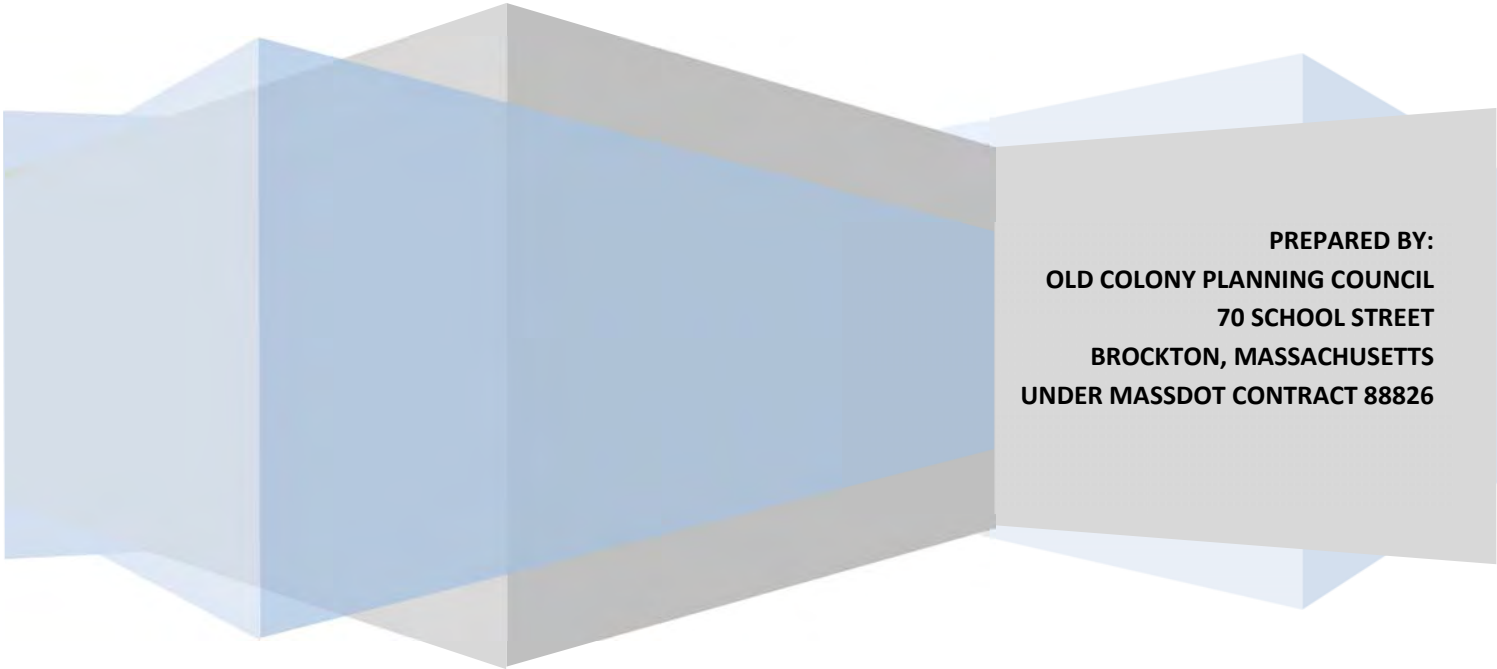
IMPROVEMENT PROGRAM

(TIP)

- ENDORSED BY THE OLD COLONY MPO ON MAY 16, 2017
- AS AMENDED BY THE OLD COLONY MPO ON NOVEMBER 21, 2017
- AS ADJUSTED BY THE OLD COLONY MPO ON JANUARY 16, 2018
- AS AMENDED BY THE OLD COLONY MPO ON APRIL 17, 2018
- AS ADJUSTED BY THE OLD COLONY MPO ON APRIL 17, 2018
- AS ADJUSTED BY THE OLD COLONY MPO ON JULY 17, 2018

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: <https://www.massdot.state.ma.us/highway/RoadFlaggers.aspx>

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 МПО 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-អ្នកត្រូវការបកប្រែពីភាសានេះ 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

TABLE OF CONTENTS

INTRODUCTION	PAGE
1. DEVELOPMENT OF THE TRANSPORTATION IMPROVEMENT PROGRAM (TIP)	1
2. FAST ACT, NATIONAL PLANNING FACTORS, AND PERFORMANCE BASED PLANNING	1
3. TRANSPORTATION FUNDING PROGRAMS	8
4. PUBLIC PARTICIPATION, COORDINATION, AND COORDINATION	12
HIGHWAY AND BRIDGE PROJECT LISTING BY COMMUNITY	
1. PRIORITIZATION AND TRANSPORTATION EVALUATION CRITERIA (TEC)	17
2. UNIVERSE OF PROJECTS AND GEOGRAPHIC DISTRIBUTION OF PROJECTS	19
TIP FEDERAL REQUIREMENTS AND PROJECT LISTS	
1. ENDORSEMENT OF THE FEDERAL TIP AND AIR QUALITY AND SELF CERTIFICATION COMPLIANCE STATEMENTS ON 3C PROCESS AND GLOBAL WARMING SOLUTIONS ACT	25
2. PROCEDURES FOR AMENDMENTS AND ADMINISTRATIVE MODIFICATIONS	25
3. FINANCIAL SUMMARY AND TARGETS	27
4. SUMMARY OF REGIONAL FUNDING CATEGORIES	28
5. TIP PROJECT LISTS BY YEAR	
FFY 2018 HIGHWAY AND BRIDGE ELEMENT	29
FFY 2019 HIGHWAY AND BRIDGE ELEMENT	32
FFY 2020 HIGHWAY AND BRIDGE ELEMENT	35
FFY 2021 HIGHWAY AND BRIDGE ELEMENT	38
FFY 2022 HIGHWAY AND BRIDGE ELEMENT	41
FFY 2018 TRANSIT ELEMENT	44
FFY 2019 TRANSIT ELEMENT	45
FFY 2020 TRANSIT ELEMENT	46
FFY 2021 TRANSIT ELEMENT	47
FFY 2022 TRANSIT ELEMENT	48
6. AIR QUALITY CONFORMITY DETERMINATION	49
APPENDICES	
A. FFY 2018-2022 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. FFY 2018-2022 GATRA TRANSIT ELEMENT	
I. TRANSPORTATION EVALUATION CRITERIA FORMS	
J. FEDERAL REGIONAL FUNDING TARGETS AND STATEWIDE SUMMARIES	
K. OPERATIONS AND MAINTENANCE EXPENDITURES (BAT)	
L. GREENHOUSE GAS (GHG) EMISSIONS ANALYSIS	
M. TWENTY-ONE DAY PUBLIC REVIEW - NOTICE OF AVAILABILITY AND PUBLIC COMMENTS	
N. ADMINISTRATIVE MODIFICATIONS AND AMENDMENTS	

INTRODUCTION

The Transportation Improvement Program (TIP) is a presentation of transportation projects proposed for implementation during federal fiscal years 2018, 2019, 2020, 2021, and 2022. The year 2022 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, provides its projected costs and associated 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: <https://www.massdot.state.ma.us/highway/RoadFlaggers.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 proposals made by local officials, 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. 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 transportation 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 21-Day Public Review and Comment Period. Following the 21-Day Public Review and Comment Period, the Old Colony MPO considers the comments received, and then endorses the TIP.

2. FAST Act, National Planning Factors, and Performance Based Planning

FFY 2018-2022 OLD COLONY TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

The Fixing America's Surface Transportation (FAST) Act legislation requires all MPOs to carry out a continuing, cooperative, and comprehensive performance-based multimodal transportation planning process. To meet this requirement, the Old Colony MPO develops the Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP) that facilitate the safe and efficient movement of safe and efficient management, operation, and development of surface transportation systems that will serve the mobility needs of people and freight (including accessible pedestrian walkways, bicycle transportation facilities, and intermodal facilities that support intercity transportation, including intercity bus facilities and commuter van pool providers) and that fosters economic growth and development within and between States and urbanized areas, and take into consideration resiliency needs while minimizing transportation-related fuel consumption and air pollution in all areas of the Region.

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 Old Colony MPO, MassDOT, and BAT jointly agree and will develop specific written provisions for cooperatively developing and sharing information related to transportation performance data, the selection of performance targets, the reporting of performance targets, the reporting of performance to be used in tracking progress towards attainment of critical outcomes for the Old Colony Region and the collection of data for the MassDOT Asset Management Plan. The Old Colony MPO sought to develop the TIP with due consideration of other related planning activities within the metropolitan area, and utilize a process that provides for the design and delivery of transportation services within the metropolitan planning area. The following is an overview of how the Regional Transportation Plan and the Transportation Improvement Program reflect the national planning factors and performance-based planning.







- **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
 - 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
 -  **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.

The TIP is designed such that once implemented, it makes progress toward achieving the performance targets. Performance-based planning attempts to make the transportation investment decision-making process both informed and accountable. Several questions need to be answered to successfully implement this method:

- What are the areas of opportunity and concern we as a community, region, state and nation are trying to address?
- How do those areas perform both now and historically? Can we measure them?
- What are our improvement goals for those areas?
- Given competing areas and limited resources, what can we achieve that addresses our concerns?
- How do we prioritize our investments in such a way that we can best achieve our goals?
- When projects are built, or services are added or enhanced, did they achieve what they were intended to do?

One desired outcome of performance-based planning is constant quality improvement in project selection and delivery with respect to meeting national goals. If a particular project did not help the plan meet its stated goals, or was more effective than originally thought, that information can inform future decision-making. Done properly, performance-based planning not only improves project selection and prioritization, it also can make a compelling case for the Old Colony MPO's RTP and why the community is invested in its outcome.

3. Transportation Funding Programs

The major sources of TIP funding are the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and MassDOT. The United States Congress authorizes federal 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 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.

FFY 2018-2022 OLD COLONY TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

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 expanded 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) was 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 service to the elderly and individuals with disabilities.

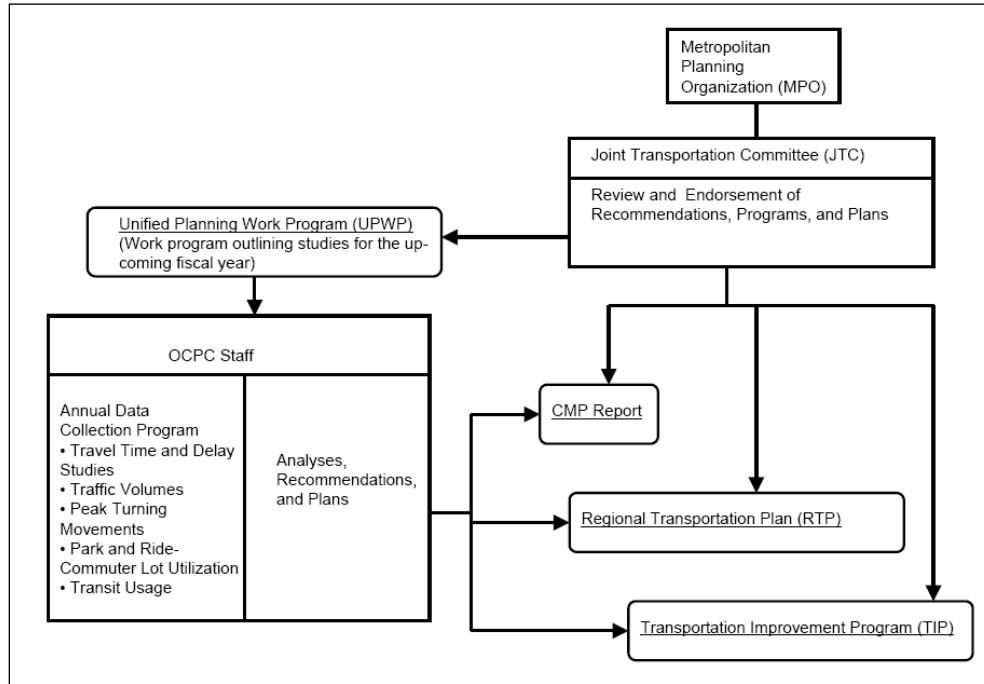
Congestion Management Process (CMP)

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 by 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 special 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
- 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 access, and reduce delays.

4. Public Participation, Coordination, and Consultation

Transportation planning is one component of the Continuing, Cooperative, and Comprehensive performance-based multimodal transportation 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

FFY 2018-2022 OLD COLONY TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

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. The FFY 2018-2022 Transportation Improvement Program was developed in accordance with the Public Participation Plan (PPP) for the Old Colony Region. The PPP defines a process for providing individuals, affected public agencies, representatives of public transportation employees, public ports, freight shippers, providers of freight transportation services, private providers of transportation (including intercity bus operators, employer-based commuting programs, such as carpool program, vanpool program, transit benefit program, parking cash-out program, shuttle program, or telework program), representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process.

Brockton Area Transit utilizes the Old Colony MPO's public participation process 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.

The MPO should consult with agencies and officials responsible for other planning activities within the metropolitan planning area that are affected by transportation (including State and local planned growth, economic development, tourism, natural disaster risk reduction, environmental protection, airport operations, or freight movements) or coordinate its planning process (to the maximum extent practicable) with such planning activities.

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 project programming, 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 OCPC Board of Directors 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

FFY 2018-2022 OLD COLONY TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

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 first 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.
- 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.
- 21-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 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.

FFY 2018-2022 OLD COLONY TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

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

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 – 2022. Constructed projects funded through the TIP were included to provide a benchmark of investments. The constructed projects were compiled and then the staff analyzed the location of these improvements relative to locations of minority and low-income populations. For the purposes of identifying these populations, the staff utilized the MassGIS Environmental Justice GIS Shape file. Polygons in the Environmental Justice (EJ) Populations layer represent neighborhoods across the state with high minority, non-English speaking, low-income, and foreign-born populations.

Regionally, it was determined that about 42.9 percent of the identified improvement projects, representing approximately 35.5 percent of the identified investment dollars on the FFY 2018-2022 TIP are located in or immediately adjacent to EJ communities. This percentage exceeds 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 2018-2022 (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%	\$23,296,167	35.5%
Outside EJ Communities	261,353	72.1%	\$42,367,106	64.5%
Totals	362,406	100.0%	\$65,663,273	100%

FFY 2018-2022 OLD COLONY TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

OCPC undertook further analysis to determine the level of investments during the period of 2004-2017 through previous Transportation Improvement Programs. From that analysis, it was concluded that about 47.5 percent of the identified improvement projects, representing approximately 48.2 percent of the identified investment dollars allocated during the TIP years of 2004-2017 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.

Investment Value of TIP Projects 2004 - 2017 (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	48.2%
Outside EJ Communities	261,353	72.1%	\$89,232,982	51.8%
Totals	362,406	100.0%	\$172,296,216	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 2018-2022 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.)

FFY 2018-2022 OLD COLONY TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

- 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 Readiness 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 transportation evaluation criteria are a means of assisting decision makers in the programming projects that will help the region attain the visions established by the Old Colony MPO, which includes, 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) 2018-2022 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 19.

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.

FFY 2018-2022 OLD COLONY TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

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 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.	PRE - PRC	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)	PRE - PRC	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

FFY 2018-2022 OLD COLONY TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

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
BROCKTON - PERKINS AVENUE RESURFACING & RELATED WORK FROM SUMMER STREET TO MAIN STREET	PRE - PRC	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
STOUGHTON- IMPROVEMENTS AT WEST ELEMENTARY SCHOOL (SRTS)	608829	TBD	7.95
BROCKTON - ROUTE 123 (CENTRE STREET) AT PLYMOUTH STREET SIGNALIZATION AND GEOMETRIC IMPROVEMENTS	PRE - PRC	NOT PROGRAMMED	7.93
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	608279	2022	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)	PRE - PRC	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
EASTON - RESURFACING AND RELATED WORK ON ROUTE 138 (ROOSEVELT CIRCLE TO STOUHGTON TOWN LINE)	608585	NOT PROGRAMMED	6.97
DUXBURY - SIGNAL INSTALLATION @ ROUTE 3 (NB & SB) RAMPS & ROUTE 3A (TREMONT STREET)	606002	NOT PROGRAMMED	6.88
HANSON - CORRIDOR IMPROVEMENTS ON ROUTE 14 (MAQUAN STREET), FROM THE PEMBROKE T.L. TO INDIAN HEAD STREET AND RELATED WORK	608506	NOT PROGRAMMED	6.88

FFY 2018-2022 OLD COLONY TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

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
PEMBROKE - REHABILITATION OF ROUTE 36 FROM ROUTE 27 TO ROUTE 14	600380	2022	6.14
AVON - STOUGHTON- RESURFACING AND RELATED WORK ON ROUTE 24	608496	NOT PROGRAMMED	6.14
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 - 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

FFY 2018-2022 OLD COLONY TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

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
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
STOUGHTON - IMPROVEMENTS AT WEST ELEMENTARY SCHOOL	608829	NOT PROGRAMMED	TBD
WEST BRIDGEWATER - ROUTE 106 & EAST STREET SIGNALIZATION AND GEOMETRIC IMPROVEMENTS	PRE - PRC	NOT PROGRAMMED	TBD

FFY 2018-2022 OLD COLONY TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

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	TBD
BROCKTON - SUPERSTRUCTURE REPLACEMENT, B-25-047, ROUTE 24 OVER WEST CHESTNUT STREET	607266	TBD	TBD
BROCKTON - WEST BRIDGEWATER- BRIDGEWATER- RAYNHAM- TAUNTON- FREETOWN- CLEANING, PAINTING & REPAIRING 11 STEEL BRIDGES ON/OVER ROUTE 24	606021	TBD	TBD
DUXBURY - BRIDGE REPLACEMENT, D-14-010 (48H & 48J), ROUTE 3 (PILGRIM HIGHWAY) NB/SB OVER FRANKLIN STREET	605294	TBD	TBD
HINGHAM - HANOVER- DUXBURY- KINGSTON- PLYMOUTH- CLEANING, PAINTING & REPAIRING 7 STEEL BRIDGES ON/OVER ROUTE 3	606023	TBD	TBD
KINGSTON - SUPERSTRUCTURE REPLACEMENT, K-01-011, PILGRIM HIGHWAY (ROUTE 3) OVER JONES RIVER	607268	TBD	TBD
NORWELL - PEMBROKE- BRIDGE REPLACEMENT, N-24-004=P-05-008, ROUTE 3 (NB & SB) OVER NORTH RIVER	607349	TBD	TBD
BROCKTON AREA TRANSIT AUTHORITY (BAT) - ACQUIRE REPLACEMENT <30 FT BUS DIAL-A-BAT (7)	TBD	PROJECT NEED FOR EACH YEAR 2018-2022	TBD
BROCKTON AREA TRANSIT AUTHORITY (BAT) - ACQUIRE REPLACEMENT VAN COUNCILS ON AGING (3)	TBD	PROJECT NEED FOR EACH YEAR 2018-2022	TBD
OCPC AREA AGENCY ON AGING (AAA) - VOLUNTEER TRANSPORTATION PROGRAM (VTP)	TBD	PROJECT NEED FOR EACH YEAR 2018-2022	TBD
SOUTH SHORE COMMUNITY ACTION COUNCIL (SSCAC) - ACQUIRE REPLACEMENT <30 FT VEHICLES (7)	TBD	PROJECT NEED FOR EACH YEAR 2018-2022	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 2022. 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 2022, the following observations may be made:

- There are higher concentrations of projects within the more populated urban areas (i.e. Brockton at 31.0 percent of all projects). Such concentrations tend to follow areas with elevated levels of congestion, bicycle and pedestrian activity, and crash clusters.
- The towns of Easton (13.8%) and Pembroke (13.8%) 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

FFY 2018-2022 OLD COLONY TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

features, while beneficial in many respects, also lead to higher pedestrian, bicyclist and vehicle trips, and the need for additional multimodal and infrastructure.

Table 1 - Geographic Distribution of Projects

Community	2010 Population	Median Household Income, 2010-2014	Number of TIP Projects, 2012 through 2022	Total TIP Project Value, 2012 through 2022	Percentage of Total Projects
Abington	15,985	\$81,500	1	\$1,208,902	3.4%
Avon	4,356	\$78,750	2	\$4,212,678	6.9%
Bridgewater	26,563	\$88,481	1	\$1,486,453	3.4%
Brockton	93,810	\$48,569	9	\$29,336,996	31.0%
Duxbury	15,059	\$120,253	0	\$0	0.0%
East Bridgewater	13,794	\$88,534	1	\$5,371,668	3.4%
Easton	23,112	\$95,372	4	\$12,323,882	13.8%
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	4	\$19,492,031	13.8%
Plymouth	56,468	\$76,925	3	\$18,530,726	10.3%
Plympton	2,820	\$94,505	0	\$0	0.0%
Stoughton	26,962	\$74,688	2	\$7,728,000	6.9%
West Bridgewater	6,916	\$81,573	1	\$3,375,180	3.4%
Whitman	14,489	\$76,494	1	\$3,964,260	3.4%
	362,406		29	\$107,030,777	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 2018-2022 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 Unified Planning Work Program, Regional Transportation Plan, and Transportation Improvement Program, together with any amendments, were developed in accordance with FHWA and 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), EPA regulations governing the implementation of the Clean Air Act Amendments of 1990, and fully incorporates the applicable requirements of the 1964 Civil Rights Act and the Americans with Disabilities Act of 1990. From certification reviews conducted in 2006, 2011, and 2016 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 2018-2022 Old Colony TIP is located in Appendix A.

Self-Compliance Statements of the Comprehensive, Continuing, Cooperative Performance-based Multimodal 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 means a revision to the TIP that involves a major change to a project and is the most extensive change procedure that a TIP may undergo. A TIP Amendment is a revision that requires the proposed changes to undergo a twenty-one day public review and period, a re-demonstration of fiscal constraint, and formal endorsement by the MPO. 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. An Amendment is a revision that

TIP Amendments are prompted by the major change(s) in a project:

- ✓ The addition or deletion of a project
- ✓ A major change in project cost
- ✓ A major to change to project/ phase initiation dates

- ✓ A major change to in design concept or design scope
- ✓ 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 TIP Adjustment 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 change in project cost
- ✓ A project is split into one or more projects
- ✓ A project listed in the FFY 2017-2021 TIP, and is not advertised in FFY 2017 is moved into the FFY 2018-2022 TIP.

FFY 2018-2022 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 28, and on each year of highway and bridge project programming (2018 - Page 29, 2019 - Page 32, 2020 - Page 35, 2021 -Page 38, and 2022 - Page 41).

Highway Projects

Fiscal Year	Anticipated Revenues (Regional Targets, Statewide Funds, and Bridge Funds)	Total of Regional Projects Programmed
2018	\$ 14,079,515	\$ 13,898,135
2019	\$ 14,874,616	\$ 13,097,259
2020	\$ 10,402,600	\$ 7,890,479
2021	\$ 21,667,843	\$ 20,335,888
2022	\$ 10,775,114	\$ 10,707,445
Totals	\$ 71,799,688	\$ 65,929,206

Programmed amount includes projects funded with regional target funds (CMAQ, HSIP, TAP, STP) and statewide funds (FFYs 2018 and 2019)

Transit Projects

Fiscal Year	Federal, State, and Local Funds	Total Programmed
2018	\$ 12,311,000	\$ 12,311,000
2019	\$ 9,150,000	\$ 9,150,000
2020	\$ 10,040,000	\$ 10,040,000
2021	\$ 7,570,000	\$ 7,570,000
2022	\$ 7,220,000	\$ 7,220,000
Totals	\$ 46,291,000	\$ 46,291,000

Programmed amount include 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. 2019 at 4%; 2020 at 8%; 2021 at 12%, and, 2022 at 16%). The projects programmed do not exceed the funding estimates of federal and state funds available in each of these fiscal years.

FFY 2018-2022 OLD COLONY TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

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.

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

4. Summary of Regional Funding Categories (FFY 2018-2022)

Funding Category	2018	2019	2020	2021	2022	Total
BRIDGE	\$ -	\$ -	\$ -	\$ 11,024,500	\$ -	\$ 11,024,500
STATEWIDE CMAQ	\$ 3,964,260	\$ 4,390,858	\$ -	\$ -	\$ -	\$ 8,355,118
STATEWIDE ENHANCEMENT	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CMAQ	\$ 1,139,886	\$ 1,139,886	\$ 1,139,886	\$ 1,139,886	\$ 1,139,886	\$ 5,699,430
HSIP	\$ 455,954	\$ 455,954	\$ 455,954	\$ 455,954	\$ 455,954	\$ 2,279,770
ITS	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
SRTS	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
STP	\$ 8,144,607	\$ 8,543,111	\$ 8,461,951	\$ 8,702,695	\$ 8,834,466	\$ 42,686,830
TAP	\$ 344,808	\$ 344,808	\$ 344,808	\$ 344,808	\$ 344,808	\$ 1,724,040
Subtotal FHWA/ State	\$ 14,049,514	\$ 14,874,616	\$ 10,402,600	\$ 21,667,843	\$ 10,775,114	\$ 71,769,687
5307 - Operating/ PM/ ADA	\$ 2,000,000	\$ 2,400,000	\$ 2,500,000	\$ 2,500,000	\$ 2,500,000	\$ 11,900,000
5307 - Capital	\$ 1,876,000	\$ 1,782,000	\$ 1,422,000	\$ 988,000	\$ 1,288,000	\$ 7,356,000
5339	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
5310	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
5311	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	\$ 8,107,000	\$ 4,638,000	\$ 5,788,000	\$ 3,752,000	\$ 3,127,000	\$ 25,412,000
Local	\$ 328,000	\$ 330,000	\$ 330,000	\$ 330,000	\$ 305,000	\$ 1,623,000
TDC	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Subtotal FTA/ State/ Local	\$ 12,311,000	\$ 9,150,000	\$ 10,040,000	\$ 7,570,000	\$ 7,220,000	\$ 46,291,000
Grand Total	\$ 26,360,514	\$ 24,024,616	\$ 20,442,600	\$ 29,237,843	\$ 17,995,114	\$ 118,060,687

Statewide CMAQ amounts represent the project specific amounts.

Statewide Enhancement amount represent the project specific amounts.

Bridge amounts represent the project specific amounts.

2018 Old Colony Region Transportation Improvement Program

Amendment / Adjustment Type ▼	STIP Program ▼	MassDOT Project ID ▼	Metropolitan Planning Organization ▼	Municipality Name ▼	MassDOT Project Description ▼	MassDOT District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼ <i>Present information as follows, if applicable:</i> a) Planning / Design / or Construction; b) total project cost and funding sources used; c) advance construction status; d) MPO project score; e) name of entity receiving a transfer; f) name of entity paying the non-state non-federal match; g) earmark details; h) TAP project proponent; i) other information
-------------------------------	----------------	----------------------	--------------------------------------	---------------------	-------------------------------	--------------------	------------------	--------------------------	-----------------	---------------------	--

► Section 1A / Regionally Prioritized Projects

► Regionally Prioritized Projects

Intersection improvements program	607438	Old Colony	Municipalities	EASTON- INTERSECTION IMPROVEMENTS AT WASHINGTON STREET (ROUTE 138) AND UNION STREET	5	CMAQ	\$ 1,139,886	\$ 911,909	\$ 227,977	a) Construction; b) Total Project Cost = \$2,160,421 w/ \$1,139,886 of CMAQ funding, and \$1,020,535 of STP funding; d) MPO score 7.85
Intersection improvements program	607438	Old Colony	Municipalities	EASTON- INTERSECTION IMPROVEMENTS AT WASHINGTON STREET (ROUTE 138) AND UNION STREET	5	STP	\$ 1,020,535	\$ 816,428	\$ 204,107	a) Construction; b) Total Project Cost = \$2,160,421 w/ \$1,139,886 of CMAQ funding, and \$1,020,535 of STP funding; d) MPO score 7.85
Intersection improvements program	607337	Old Colony	Municipalities	PEMBROKE- INTERSECTION IMPROVEMENTS AND RELATED WORK AT WASHINGTON STREET (ROUTE 53) AND PLEASANT STREET	5	HSIP	\$ 455,954	\$ 410,359	\$ 45,595	a) Construction; b) Total Project Cost = \$2,264,709 w/ \$455,954 of HSIP funding, and \$1,808,755 of STP funding; d) MPO score 6.85
Intersection improvements program	607337	Old Colony	Municipalities	PEMBROKE- INTERSECTION IMPROVEMENTS AND RELATED WORK AT WASHINGTON STREET (ROUTE 53) AND PLEASANT STREET	5	STP	\$ 1,808,755	\$ 1,447,004	\$ 361,751	a) Construction; b) Total Project Cost = \$2,264,709 w/ \$455,954 of HSIP funding, and \$1,808,755 of STP funding; d) MPO score 6.85
Roadway reconstruction program	606264	Old Colony	Municipalities	PLYMOUTH- IMPROVEMENTS ON OBERY STREET, FROM SOUTH STREET TO A.A. CARANCI WAY/PLYMOUTH NORTH H.S. DRIVE INTERSECTION	5	STP	\$ 5,478,745	\$ 4,382,996	\$ 1,095,749	a) Construction; b) Total Project Cost = 5,478,745 w/ \$5,478,745 of STP funding; d) MPO score 7.97
Regionally Prioritized Projects subtotal ►							\$ 9,903,875	\$ 7,968,696	\$ 1,935,180	◀ 80% Federal + 20% Non-Federal

► Section 1A / Fiscal Constraint Analysis

Section 1A Instructions: MPO Template Name) Choose Regional Name from dropdown list to populate header and MPO column; Column C) Enter ID from ProjectInfo; Column E) Choose Municipality Name from dropdown list; Column H) Choose the Funding Source being used for the project - if multiple funding sources are being used enter multiple lines; Column I) Enter the total amount of funds being programmed in this fiscal year and for each funding source; Column J) Federal funds autocalculate. Please verify the amount and only change if needed for flex. Column K) Non-federal funds autocalculate. Please verify the split/match - if matching an FTA flex, coordinate with Rail & Transit Division before programming; Column L) Enter Additional Information as described - please do not use any other format.

Total Regional Federal Aid Funds Programmed ►	\$ 9,903,875	\$ 10,085,255	◀ Total	\$ 181,380	Target Funds Available
STP programmed ►	\$ 8,308,035	\$ 8,144,607	◀ Max STP	\$ (163,429)	STP exceeds recommendation
HSIP programmed ►	\$ 455,954	\$ 455,954	◀ Min. HSIP	\$ 0	HSIP recommended not met
CMAQ programmed ►	\$ 1,139,886	\$ 1,139,886	◀ Min. CMAQ	\$ -	CMAQ recommended met
TAP programmed ►	\$ -	\$ 344,808	◀ Min. TAP	\$ 344,808	TAP recommended not met
Remaining HSIP, CMAQ, and TAP Funds		\$ 181,380			

► Section 1B / Earmark or Discretionary Grant Funded Projects

► Other Federal Aid

Earmark Discretionary	Project #	Old Colony	Municipalities	Description	District	HPP	\$ -	\$ -	\$ -	
Earmark Discretionary	Project #	Old Colony	Municipalities	Description	District	HPP	\$ -	\$ -	\$ -	
Other Federal Aid subtotal ►							\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source

► Section 2A / State Prioritized Reliability Projects

► Bridge Program / Inspections

Bridge Program	Project #	MPO	Municipalities	Description	District	NHPP	\$ -	\$ -	\$ -	
Bridge Program / Inspections subtotal ►							\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source

► Bridge Program / Off-System

Bridge Program	Project #	MPO	Municipalities	Description	District	STP-BR-OFF	\$ -	\$ -	\$ -	
Bridge Program / Off-System subtotal ►							\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal

► Bridge Program / On-System (NHS)

Bridge Program	Project #	MPO	Municipalities	Description	District	NHPP-On	\$ -	\$ -	\$ -	
Bridge Program / On-System (NHS) subtotal ►							\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source

► Bridge Program / On-System (Non-NHS)

Bridge Program	Project #	MPO	Municipalities	Description	District	NHPP-Off	\$ -	\$ -	\$ -	
Bridge Program / On-System (Non-NHS) subtotal ►							\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal

► Bridge Program / Systematic Maintenance

Bridge Program	Project #	MPO	Municipalities	Description	District	NHPP-On	\$ -	\$ -	\$ -	
----------------	-----------	-----	----------------	-------------	----------	---------	------	------	------	--

2018 Old Colony Region Transportation Improvement Program

Amendment / Adjustment Type ▼	STIP Program ▼	MassDOT Project ID ▼	Metropolitan Planning Organization ▼	Municipality Name ▼	MassDOT Project Description ▼	MassDOT District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼ <i>Present information as follows, if applicable: a) Planning / Design / or Construction; b) total project cost and funding sources used; c) advance construction status; d) MPO project score; e) name of entity receiving a transfer; f) name of entity paying the non-state non-federal match; g) earmark details; h) TAP project proponent; i) other information</i>
Bridge Program / Systematic Maintenance subtotal ▶								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source
► Interstate Pavement											
	Interstate Pavement	Project #	MPO	Municipalities	Description	District	NHPP	\$ -	\$ -	\$ -	
Interstate Pavement subtotal ▶								\$ -	\$ -	\$ -	◀ 90% Federal + 10% Non-Federal
► Non-Interstate Pavement											
	Non-Interstate Pavement	Project #	MPO	Municipalities	Description	District	NHPP	\$ -	\$ -	\$ -	
Non-Interstate Pavement subtotal ▶								\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
► Roadway Improvements											
	Roadway Improvements	Project #	MPO	Municipalities	Description	District	STP	\$ -	\$ -	\$ -	Construction
Roadway Improvements subtotal ▶								\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
► Safety Improvements											
	Safety Improvements	Project #	MPO	Municipalities	Description	District	STP	\$ -	\$ -	\$ -	
Safety Improvements subtotal ▶								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source
► Section 2B / State Prioritized Modernization Projects											
► ADA Retrofits											
	ADA Retrofits	Project #	MPO	Municipalities	Description	District	STP	\$ -	\$ -	\$ -	
ADA Retrofits subtotal ▶								\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
► Intersection Improvements											
	Intersection Improvements	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	\$ 3,964,260	\$ 3,171,408	\$ 792,852	Construction / PSAC score 57
Intersection Improvements subtotal ▶								\$ 3,964,260	\$ 3,171,408	\$ 792,852	◀ Funding Split Varies by Funding Source
► Intelligent Transportation Systems											
	Intelligent Transportation Systems	Project #	MPO	Municipalities	Description	District	NHPP	\$ -	\$ -	\$ -	
Intelligent Transportation System subtotal ▶								\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
► Roadway Reconstruction											
	Roadway Reconstruction	Project #	MPO	Municipalities	Description	District	CMAQ	\$ -	\$ -	\$ -	
Roadway Reconstruction subtotal ▶								\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
► Section 2C / State Prioritized Expansion Projects											
► Bicycles and Pedestrians											
	Bicycles and Pedestrians	Project #	MPO	Municipalities	Description	District	CMAQ	\$ -	\$ -	\$ -	
Bicycles and Pedestrians subtotal ▶								\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
► Capacity											
	Capacity	Project #	MPO	Municipalities	Description	District	CMAQ	\$ -	\$ -	\$ -	
Capacity subtotal ▶								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source
► Section 3 / Planning / Adjustments / Pass-throughs											
► Planning / Adjustments / Pass-throughs											
	Planning / Adjustments / Pass-throughs	Project #	MPO	Municipalities	Description	District	NHPP	\$ -	\$ -	\$ -	
Other Statewide Items subtotal ▶								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source
► Section 4 / Non-Federally Aided Projects											

2018 Old Colony Region Transportation Improvement Program

Amendment / Adjustment Type ▼	STIP Program ▼	MassDOT Project ID ▼	Metropolitan Planning Organization ▼	Municipality Name ▼	MassDOT Project Description ▼	MassDOT District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼ <i>Present information as follows, if applicable: a) Planning / Design / or Construction; b) total project cost and funding sources used; c) advance construction status; d) MPO project score; e) name of entity receiving a transfer; f) name of entity paying the non-state non-federal match; g) earmark details; h) TAP project proponent; i) other information</i>
► Non-Federally Aided Projects											
	Non Federal Aid	Project #	MPO	Municipalities	Description	District	NFA	\$ -		\$ -	
								Non-Federal Aid subtotal ►	\$ -	\$ -	◀100% Non-Federal

2018 Summary

	TIP Section 1 : 3: ▼	TIP Section 4: ▼	Total of All Projects ▼	
Total ►	\$ 13,868,135	\$ -	\$ 13,868,135	◀ Total Spending in Region
Federal Funds ►	\$ 11,140,104		\$ 11,140,104	◀ Total Federal Spending in Region
Non-Federal Funds ►	\$ 2,728,032	\$ -	\$ 2,728,032	◀ 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 Transportation Improvement Program

Amendment / Adjustment Type ▼	STIP Program ▼	MassDOT Project ID ▼	Metropolitan Planning Organization ▼	Municipality Name ▼	MassDOT Project Description ▼	MassDOT District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼ <i>Present information as follows, if applicable: a) Planning / Design / or Construction; b) total project cost and funding sources used; c) advance construction status; d) MPO project score; e) name of entity receiving a transfer; f) name of entity paying the non-state non-federal match; g) earmark details; h) TAP project proponent; i) other information</i>
-------------------------------	----------------	----------------------	--------------------------------------	---------------------	-------------------------------	--------------------	------------------	--------------------------	-----------------	---------------------	--

► Section 1A / Regionally Prioritized Projects

► Regionally Prioritized Projects

Intersection improvements program	608143	Old Colony	Municipalities	BROCKTON- INTERSECTION IMPROVEMENTS AT NORTH QUINCY STREET, BOUNDARY AVENUE AND CHESTNUT STREET	5	CMAQ	\$ 1,139,886	\$ 911,909	\$ 227,977	a) Construction; b) Total Project Cost = \$1,208,902 w/ \$1,139,886 of CMAQ funding, and \$69,016 of HSIP funding; d) MPO score 8.05
Intersection improvements program	608143	Old Colony	Municipalities	BROCKTON- INTERSECTION IMPROVEMENTS AT NORTH QUINCY STREET, BOUNDARY AVENUE AND CHESTNUT STREET	5	HSIP	\$ 69,016	\$ 62,114	\$ 6,902	a) Construction; b) Total Project Cost = \$1,208,902 w/ \$1,139,886 of CMAQ funding, and \$69,016 of HSIP funding; d) MPO score 8.05
Roadway reconstruction program	608088	Old Colony	Municipalities	BROCKTON- CORRIDOR IMPROVEMENTS ON ROUTE 123 (BELMONT STREET), FROM ANGUS BEATON DRIVE TO WEST STREET	5	HSIP	\$ 386,938	\$ 348,244	\$ 38,694	a) Construction; b) Total Project Cost = \$4,609,131 w/ \$386,938 of HSIP funding, \$3,629,893 of STP funding, and \$592,300 of Statewide CMAQ funding; d) MPO score 10.80
Roadway reconstruction program	608088	Old Colony	Municipalities	BROCKTON- CORRIDOR IMPROVEMENTS ON ROUTE 123 (BELMONT STREET), FROM ANGUS BEATON DRIVE TO WEST STREET	5	STP	\$ 3,629,893	\$ 2,903,914	\$ 725,979	a) Construction; b) Total Project Cost = \$4,609,131 w/ \$386,938 of HSIP funding, \$3,629,893 of STP funding, and \$592,300 of Statewide CMAQ funding; d) MPO score 10.80
Roadway reconstruction program	607941	Old Colony	Municipalities	EAST BRIDGEWATER- RESURFACING AND SIDEWALK CONSTRUCTION ON BEDFORD STREET (ROUTE 18), FROM WHITMAN STREET (ROUTE 106) TO CENTRAL STREET	5	STP	\$ 3,480,668	\$ 2,784,534	\$ 696,134	a) Construction; b) Total Project Cost = \$5,371,668 w/ \$3,480,668 of STP funding, and \$1,891,000 of Statewide CMAQ funding; d) MPO score 7.14
Regionally Prioritized Projects subtotal ►							\$ 8,706,401	\$ 7,010,716	\$ 1,695,685	◀ 80% Federal + 20% Non-Federal

► Section 1A / Fiscal Constraint Analysis

Total Regional Federal Aid Funds Programmed ►		\$ 8,706,401	\$ 10,483,760	◀ Total	\$ 1,777,359	Target Funds Available
STP programmed ►		\$ 7,110,561	\$ 8,543,111	◀ Max STP	\$ 1,432,550	STP available
HSIP programmed ►		\$ 455,954	\$ 455,954	◀ Min. HSIP	\$ 0	HSIP recommended not met
CMAQ programmed ►		\$ 1,139,886	\$ 1,139,886	◀ Min. CMAQ	\$ -	CMAQ recommended met
TAP programmed ►		\$ -	\$ 344,808	◀ Min. TAP	\$ 344,808	TAP recommended not met
Remaining HSIP, CMAQ, and TAP Funds		\$ 1,777,359				

Section 1A Instructions: MPO Template Name) Choose Regional Name from dropdown list to populate header and MPO column; Column C) Enter ID from ProjectInfo; Column E) Choose Municipality Name from dropdown list; Column H) Choose the Funding Source being used for the project - if multiple funding sources are being used enter multiple lines; Column I) Enter the total amount of funds being programmed in this fiscal year and for each funding source; Column J) Federal funds autocalculates. Please verify the amount and only change if needed for flex. Column K) Non-federal funds autocalculates. Please verify the split/match - if matching an FTA flex, coordinate with Rail & Transit Division before programming; Column L) Enter Additional Information as described - please do not use any other format.

► Section 1B / Earmark or Discretionary Grant Funded Projects

► Other Federal Aid

Earmark Discretionary	Project #	Old Colony	Municipalities	Description	District	HPP	\$ -	\$ -	\$ -	
Earmark Discretionary	Project #	Old Colony	Municipalities	Description	District	HPP	\$ -	\$ -	\$ -	
Other Federal Aid subtotal ►							\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source

► Section 2A / State Prioritized Reliability Projects

► Bridge Program / Inspections

Bridge Program	Project #	MPO	Municipalities	Description	District	NHPP	\$ -	\$ -	\$ -	
Bridge Program / Inspections subtotal ►							\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source

► Bridge Program / Off-System

Bridge Program	Project #	MPO	Municipalities	Description	District	STP-BR-OFF	\$ -	\$ -	\$ -	
Bridge Program / Off-System subtotal ►							\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal

► Bridge Program / On-System (NHS)

Bridge Program	Project #	MPO	Municipalities	Description	District	NHPP-On	\$ -	\$ -	\$ -	
Bridge Program / On-System (NHS) subtotal ►							\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source

► Bridge Program / On-System (Non-NHS)

Bridge Program	Project #	MPO	Municipalities	Description	District	NHPP-Off	\$ -	\$ -	\$ -	
Bridge Program / On-System (Non-NHS) subtotal ►							\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal

► Bridge Program / Systematic Maintenance

2019 Old Colony Region Transportation Improvement Program

Amendment / Adjustment Type ▼	STIP Program ▼	MassDOT Project ID ▼	Metropolitan Planning Organization ▼	Municipality Name ▼	MassDOT Project Description ▼	MassDOT District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼ <i>Present information as follows, if applicable: a) Planning / Design / or Construction; b) total project cost and funding sources used; c) advance construction status; d) MPO project score; e) name of entity receiving a transfer; f) name of entity paying the non-state non-federal match; g) earmark details; h) TAP project proponent; i) other information</i>
	Bridge Program	Project #	MPO	Municipalities	Description	District	NHPP-On	\$ -	\$ -	\$ -	
Bridge Program / Systematic Maintenance subtotal ▶								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source
► Interstate Pavement											
	Interstate Pavement	Project #	MPO	Municipalities	Description	District	NHPP	\$ -	\$ -	\$ -	
Interstate Pavement subtotal ▶								\$ -	\$ -	\$ -	◀ 90% Federal + 10% Non-Federal
► Non-Interstate Pavement											
	Non-Interstate Pavement	Project #	MPO	Municipalities	Description	District	NHPP	\$ -	\$ -	\$ -	
Non-Interstate Pavement subtotal ▶								\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
► Roadway Improvements											
	Roadway Improvements	Project #	MPO	Municipalities	Description	District	STP	\$ -	\$ -	\$ -	
Roadway Improvements subtotal ▶								\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
► Safety Improvements											
	Safety Improvements	Project #	MPO	Municipalities	Description	District	STP	\$ -	\$ -	\$ -	
Safety Improvements subtotal ▶								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source
► Section 2B / State Prioritized Modernization Projects											
► ADA Retrofits											
	ADA Retrofits	Project #	MPO	Municipalities	Description	District	STP	\$ -	\$ -	\$ -	Construction
ADA Retrofits subtotal ▶								\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
► Intersection Improvements											
	Intersection Improvements	608086	Old Colony	Avon	AVON- INTERSECTION IMPROVEMENTS AT HARRISON BOULEVARD AND POND STREET	5	CMAQ	\$ 3,888,000	\$ 3,110,400	\$ 777,600	Construction / PSAC score 53
Intersection Improvements subtotal ▶								\$ 3,888,000	\$ 3,110,400	\$ 777,600	◀ Funding Split Varies by Funding Source
► Intelligent Transportation Systems											
	Intelligent Transportation Systems	Project #	MPO	Municipalities	Description	District	NHPP	\$ -	\$ -	\$ -	
Intelligent Transportation System subtotal ▶								\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
► Roadway Reconstruction											
	Roadway Reconstruction	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	a) Construction; b) Total Project Cost = \$5,371,668 w/ \$3,480,668 of Old Colony STP funding, and \$1,891,000 of Statewide CMAQ funding; d) PSAC score 47.25
	Roadway Reconstruction	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	Construction / Total Project Cost = \$4,609,131 w/ \$4,016,831 of Old Colony regional funding / PSAC score 65
Roadway Reconstruction subtotal ▶								\$ 2,483,300	\$ 1,986,640	\$ 496,660	◀ 80% Federal + 20% Non-Federal
► Section 2C / State Prioritized Expansion Projects											
► Bicycles and Pedestrians											
	Bicycles and Pedestrians	Project #	MPO	Municipalities	Description	District	CMAQ	\$ -	\$ -	\$ -	
Bicycles and Pedestrians subtotal ▶								\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
► Capacity											
	Capacity	Project #	MPO	Municipalities	Description	District	CMAQ	\$ -	\$ -	\$ -	
Capacity subtotal ▶								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source
► Section 3 / Planning / Adjustments / Pass-throughs											
► Planning / Adjustments / Pass-throughs											
	Planning / Adjustments / Pass-throughs	Project #	MPO	Municipalities	Description	District	NHPP	\$ -	\$ -	\$ -	

2019 Old Colony Region Transportation Improvement Program

Amendment / Adjustment Type ▼	STIP Program ▼	MassDOT Project ID ▼	Metropolitan Planning Organization ▼	Municipality Name ▼	MassDOT Project Description ▼	MassDOT District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼ <i>Present information as follows, if applicable: a) Planning / Design / or Construction; b) total project cost and funding sources used; c) advance construction status; d) MPO project score; e) name of entity receiving a transfer; f) name of entity paying the non-state non-federal match; g) earmark details; h) TAP project proponent; i) other information</i>
Other Statewide Items subtotal ▶								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source

▶ Section 4 / Non-Federally Aided Projects

▶ Non-Federally Aided Projects

Non Federal Aid	Project #	MPO	Municipalities	Description	District	NFA	\$ -	\$ -	
Non-Federal Aid subtotal ▶							\$ -	\$ -	◀ 100% Non-Federal

2019 Summary

	TIP Section 1 - 3: ▼	TIP Section 4: ▼	Total of All Projects ▼	
Total ▶	\$ 15,077,701	\$ -	\$ 15,077,701	◀ Total Spending in Region
Federal Funds ▶	\$ 12,107,756		\$ 12,107,756	◀ Total Federal Spending in Region
Non-Federal Funds ▶	\$ 2,969,945	\$ -	\$ 2,969,945	◀ 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 Transportation Improvement Program

Amendment / Adjustment Type ▼	STIP Program ▼	MassDOT Project ID ▼	Metropolitan Planning Organization ▼	Municipality Name ▼	MassDOT Project Description ▼	MassDOT District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼ <i>Present information as follows, if applicable:</i> a) Planning / Design / or Construction; b) total project cost and funding sources used; c) advance construction status; d) MPO project score; e) name of entity receiving a transfer; f) name of entity paying the non-state non-federal match; g) earmark details; h) TAP project proponent; i) other information
-------------------------------	----------------	----------------------	--------------------------------------	---------------------	-------------------------------	--------------------	------------------	--------------------------	-----------------	---------------------	--

► Section 1A / Regionally Prioritized Projects

► Regionally Prioritized Projects

Roadway reconstruction program	607217	Old Colony	Municipalities	EASTON- CORRIDOR IMPROVEMENTS ON DEPOT STREET (ROUTE 123), FROM NEWELL CIRCLE TO WASHINGTON STREET (ROUTE 138)	5	TAP	\$ 344,808	\$ 275,846	\$ 68,962	a) Construction; b) Total Project Cost = \$7,890,479 w/ \$344,808 of TAP funding, \$1,139,886 of CMAQ funding, and \$6,405,785 of STP funding; d) MPO score 7.00
Roadway reconstruction program	607217	Old Colony	Municipalities	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	a) Construction; b) Total Project Cost = \$7,890,479 w/ \$344,808 of TAP funding, \$1,139,886 of CMAQ funding, and \$6,405,785 of STP funding; d) MPO score 7.00
Roadway reconstruction program	607217	Old Colony	Municipalities	EASTON- CORRIDOR IMPROVEMENTS ON DEPOT STREET (ROUTE 123), FROM NEWELL CIRCLE TO WASHINGTON STREET (ROUTE 138)	5	STP	\$ 6,405,785	\$ 5,124,628	\$ 1,281,157	a) Construction; b) Total Project Cost = \$7,890,479 w/ \$344,808 of TAP funding, \$1,139,886 of CMAQ funding, and \$6,405,785 of STP funding; d) MPO score 7.00
STIP program	Project #	Old Colony	Municipalities	Description	District	Funding	\$ -	\$ -	\$ -	
STIP program	Project #	Old Colony	Municipalities	Description	District	Funding	\$ -	\$ -	\$ -	
Regionally Prioritized Projects subtotal ►							\$ 7,890,479	\$ 6,312,383	\$ 1,578,096	◀ 80% Federal + 20% Non-Federal

► Section 1A / Fiscal Constraint Analysis

		Total Regional Federal Aid Funds Programmed ►	\$ 7,890,479	\$ 10,402,600	◀ Total	\$ 2,512,121	Target Funds Available
Section 1A Instructions: MPO Template Name) Choose Regional Name from dropdown list to populate header and MPO column; Column C) Enter ID from ProjectInfo; Column E) Choose Municipality Name from dropdown list; Column H) Choose the Funding Source being used for the project - if multiple funding sources are being used enter multiple lines; Column I) Enter the total amount of funds being programmed in this fiscal year and for each funding source; Column J) Federal funds autocalculate. Please verify the amount and only change if needed for flex. Column K) Non-federal funds autocalculate. Please verify the split/match - if matching an FTA flex, coordinate with Rail & Transit Division before programming; Column L) Enter Additional Information as described - please do not use any other format.		STP programmed ►	\$ 6,405,785	\$ 8,461,951	◀ Max STP	\$ 2,056,166	STP available
		HSIP programmed ►	\$ -	\$ 455,954	◀ Min. HSIP	\$ 455,954	HSIP recommended not met
		CMAQ programmed ►	\$ 1,139,886	\$ 1,139,886	◀ Min. CMAQ	\$ -	CMAQ recommended met
		TAP programmed ►	\$ 344,808	\$ 344,808	◀ Min. TAP	\$ 0	TAP recommended not met
		Remaining HSIP, CMAQ, and TAP Funds		\$ 2,512,121			

► Section 1B / Earmark or Discretionary Grant Funded Projects

► Other Federal Aid

Earmark Discretionary	Project #	Old Colony	Municipalities	Description	District	HPP	\$ -	\$ -	\$ -	
Earmark Discretionary	Project #	Old Colony	Municipalities	Description	District	HPP	\$ -	\$ -	\$ -	
Other Federal Aid subtotal ►							\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source

► Section 2A / State Prioritized Reliability Projects

► Bridge Program / Inspections

Bridge Program	Project #	MPO	Municipalities	Description	District	NHPP	\$ -	\$ -	\$ -	
Bridge Program / Inspections subtotal ►							\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source

► Bridge Program / Off-System

Bridge Program	Project #	MPO	Municipalities	Description	District	STP-BR-OFF	\$ -	\$ -	\$ -	
Bridge Program / Off-System subtotal ►							\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal

► Bridge Program / On-System (NHS)

Bridge Program	Project #	MPO	Municipalities	Description	District	NHPP-On	\$ -	\$ -	\$ -	
Bridge Program / On-System (NHS) subtotal ►							\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source

► Bridge Program / On-System (Non-NHS)

Bridge Program	Project #	MPO	Municipalities	Description	District	NHPP-Off	\$ -	\$ -	\$ -	
Bridge Program / On-System (Non-NHS) subtotal ►							\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal

► Bridge Program / Systematic Maintenance

Bridge Program	Project #	MPO	Municipalities	Description	District	NHPP-On	\$ -	\$ -	\$ -	
Bridge Program / Systematic Maintenance subtotal ►							\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source

2020 Old Colony Region Transportation Improvement Program

Amendment / Adjustment Type ▼	STIP Program ▼	MassDOT Project ID ▼	Metropolitan Planning Organization ▼	Municipality Name ▼	MassDOT Project Description ▼	MassDOT District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼ <i>Present information as follows, if applicable:</i> a) Planning / Design / or Construction; b) total project cost and funding sources used; c) advance construction status; d) MPO project score; e) name of entity receiving a transfer; f) name of entity paying the non-state non-federal match; g) earmark details; h) TAP project proponent; i) other information
► Interstate Pavement											
	Interstate Pavement	Project #	MPO	Municipalities	Description	District	NHPP	\$ -	\$ -	\$ -	
Interstate Pavement subtotal ►								\$ -	\$ -	\$ -	◀ 90% Federal + 10% Non-Federal
► Non-Interstate Pavement											
	Non-Interstate Pavement	Project #	MPO	Municipalities	Description	District	NHPP	\$ -	\$ -	\$ -	
Non-Interstate Pavement subtotal ►								\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
► Roadway Improvements											
	Roadway Improvements	Project #	MPO	Municipalities	Description	District	STP	\$ -	\$ -	\$ -	
Roadway Improvements subtotal ►								\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
► Safety Improvements											
	Safety Improvements	Project #	MPO	Municipalities	Description	District	STP	\$ -	\$ -	\$ -	
Safety Improvements subtotal ►								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source
► Section 2B / State Prioritized Modernization Projects											
► ADA Retrofits											
	ADA Retrofits	Project #	MPO	Municipalities	Description	District	STP	\$ -	\$ -	\$ -	
ADA Retrofits subtotal ►								\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
► Intersection Improvements											
	Intersection Improvements	Project #	MPO	Municipalities	Description	District	HSIP	\$ -	\$ -	\$ -	
Intersection Improvements subtotal ►								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source
► Intelligent Transportation Systems											
	Intelligent Transportation Systems	Project #	MPO	Municipalities	Description	District	NHPP	\$ -	\$ -	\$ -	
Intelligent Transportation System subtotal ►								\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
► Roadway Reconstruction											
	Roadway Reconstruction	Project #	MPO	Municipalities	Description	District	TAP	\$ -	\$ -	\$ -	
Roadway Reconstruction subtotal ►								\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
► Section 2C / State Prioritized Expansion Projects											
► Bicycles and Pedestrians											
	Bicycles and Pedestrians	Project #	MPO	Municipalities	Description	District	CMAQ	\$ -	\$ -	\$ -	
Bicycles and Pedestrians subtotal ►								\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
► Capacity											
	Capacity	Project #	MPO	Municipalities	Description	District	CMAQ	\$ -	\$ -	\$ -	
Capacity subtotal ►								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source
► Section 3 / Planning / Adjustments / Pass-throughs											
► Planning / Adjustments / Pass-throughs											
	Planning / Adjustments / Pass-throughs	Project #	MPO	Municipalities	Description	District	NHPP	\$ -	\$ -	\$ -	
Other Statewide Items subtotal ►								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source
► Section 4 / Non-Federally Aided Projects											
► Non-Federally Aided Projects											
	Non Federal Aid	Project #	MPO	Municipalities	Description	District	NFA	\$ -	\$ -	\$ -	
Non-Federal Aid subtotal ►								\$ -	\$ -	\$ -	◀ 100% Non-Federal

2020 Old Colony Region Transportation Improvement Program

Amendment / Adjustment Type ▼	STIP Program ▼	MassDOT Project ID ▼	Metropolitan Planning Organization ▼	Municipality Name ▼	MassDOT Project Description ▼	MassDOT District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼ <i>Present information as follows, if applicable:</i> a) Planning / Design / or Construction; b) total project cost and funding sources used; c) advance construction status; d) MPO project score; e) name of entity receiving a transfer; f) name of entity paying the non-state non-federal match; g) earmark details; h) TAP project proponent; i) other information
-------------------------------	----------------	----------------------	--------------------------------------	---------------------	-------------------------------	--------------------	------------------	--------------------------	-----------------	---------------------	--

2020 Summary

		TIP Section 1 - TIP Section 4: Total of All Projects ▼	
Total	\$ 7,890,479	\$ -	\$ 7,890,479
Federal Funds	\$ 6,312,383		\$ 6,312,383
Non-Federal Funds	\$ 1,578,096	\$ -	\$ 1,578,096

◀ Total Spending in Region
 ◀ Total Federal Spending in Region
 ◀ 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 Transportation Improvement Program

Amendment / Adjustment Type ▼	STIP Program ▼	MassDOT Project ID ▼	Metropolitan Planning Organization ▼	Municipality Name ▼	MassDOT Project Description ▼	MassDOT District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼ <i>Present information as follows, if applicable:</i> a) Planning / Design / or Construction; b) total project cost and funding sources used; c) advance construction status; d) MPO project score; e) name of entity receiving a transfer; f) name of entity paying the non-state non-federal match; g) earmark details; h) TAP project proponent; i) other information
-------------------------------	----------------	----------------------	--------------------------------------	---------------------	-------------------------------	--------------------	------------------	--------------------------	-----------------	---------------------	--

► Section 1A / Regionally Prioritized Projects

► Regionally Prioritized Projects

Roadway reconstruction program	606143	Old Colony	Municipalities	BROCKTON- INTERSECTION IMPROVEMENTS @ CRESCENT STREET (ROUTE 27)/QUINCY STREET/MASSASOIT BOULEVARD	5	CMAQ	\$ 1,139,886	\$ 911,909	\$ 227,977	a) Construction; b) Total Project Cost = \$4,271,388 w/ \$1,139,886 of CMAQ funding, and \$3,131,502 of STP funding; d) MPO score 8.25	
Roadway reconstruction program	606143	Old Colony	Municipalities	BROCKTON- INTERSECTION IMPROVEMENTS @ CRESCENT STREET (ROUTE 27)/QUINCY STREET/MASSASOIT BOULEVARD	5	STP	\$ 3,131,502	\$ 2,505,202	\$ 626,300	a) Construction; b) Total Project Cost = \$4,271,388 w/ \$1,139,886 of CMAQ funding, and \$3,131,502 of STP funding; d) MPO score 8.25	
Roadway reconstruction program	607403	Old Colony	Municipalities	STOUGHTON- CORRIDOR IMPROVEMENTS ON ROUTE 138 FROM LINCOLN STREET TO CENTRAL STREET, INCLUDING INTERSECTION IMPROVEMENTS ROUTE 138 (WASHINGTON STREET) & CENTRAL STREET	5	HSIP	\$ 455,954	\$ 410,359	\$ 45,595	a) Construction; b) Total Project Cost = \$5,040,000 w/ \$455,954 of HSIP funding, \$344,808 of TAP funding, and \$4,239,238 of STP funding; d) MPO score 9.32	
Roadway reconstruction program	607403	Old Colony	Municipalities	STOUGHTON- CORRIDOR IMPROVEMENTS ON ROUTE 138 FROM LINCOLN STREET TO CENTRAL STREET, INCLUDING INTERSECTION IMPROVEMENTS ROUTE 138 (WASHINGTON STREET) & CENTRAL STREET	5	TAP	\$ 344,808	\$ 275,846	\$ 68,962	a) Construction; b) Total Project Cost = \$5,040,000 w/ \$455,954 of HSIP funding, \$344,808 of TAP funding, and \$4,239,238 of STP funding; d) MPO score 9.32	
Roadway reconstruction program	607403	Old Colony	Municipalities	STOUGHTON- CORRIDOR IMPROVEMENTS ON ROUTE 138 FROM LINCOLN STREET TO CENTRAL STREET, INCLUDING INTERSECTION IMPROVEMENTS ROUTE 138 (WASHINGTON STREET) & CENTRAL STREET	5	STP	\$ 4,239,238	\$ 3,391,390	\$ 847,848	a) Construction; b) Total Project Cost = \$5,040,000 w/ \$455,954 of HSIP funding, \$344,808 of TAP funding, and \$4,239,238 of STP funding; d) MPO score 9.32	
Regionally Prioritized Projects subtotal ►								\$ 9,311,388	\$ 7,494,706	\$ 1,816,682	◀ 80% Federal + 20% Non-Federal

► Section 1A / Fiscal Constraint Analysis

Section 1A Instructions: MPO Template Name) Choose Regional Name from dropdown list to populate header and MPO column; **Column C)** Enter ID from ProjectInfo; **Column E)** Choose Municipality Name from dropdown list; **Column H)** Choose the Funding Source being used for the project - if multiple funding sources are being used enter multiple lines; **Column I)** Enter the total amount of funds being programmed in this fiscal year and for each funding source; **Column J)** Federal funds autocalculates. Please verify the amount and only change if needed for flex. **Column K)** Non-federal funds autocalculates. Please verify the split/match - if matching an FTA flex, coordinate with Rail & Transit Division before programming; **Column L)** Enter Additional Information as described - please do not use any other format.

Total Regional Federal Aid Funds Programmed ►	\$ 9,311,388	\$ 10,643,344	◀ Total	\$ 1,331,956	Target Funds Available
STP programmed ►	\$ 7,370,740	\$ 8,702,695	◀ Max STP	\$ 1,331,955	STP available
HSIP programmed ►	\$ 455,954	\$ 455,954	◀ Min. HSIP	\$ 0	HSIP recommended not met
CMAQ programmed ►	\$ 1,139,886	\$ 1,139,886	◀ Min. CMAQ	\$ -	CMAQ recommended met
TAP programmed ►	\$ 344,808	\$ 344,808	◀ Min. TAP	\$ 0	TAP recommended not met
Remaining HSIP, CMAQ, and TAP Funds		\$ 1,331,956			

► Section 1B / Earmark or Discretionary Grant Funded Projects

► Other Federal Aid

Earmark Discretionary	Project #	Old Colony	Municipalities	Description	District	HPP	\$ -	\$ -	\$ -		
Earmark Discretionary	Project #	Old Colony	Municipalities	Description	District	HPP	\$ -	\$ -	\$ -		
Other Federal Aid subtotal ►								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source

► Section 2A / State Prioritized Reliability Projects

► Bridge Program / Inspections

Bridge Program	Project #	MPO	Municipalities	Description	District	NHPP	\$ -	\$ -	\$ -		
Bridge Program / Inspections subtotal ►								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source

► Bridge Program / Off-System

Bridge Program	608615	Old Colony	Kingston	KINGSTON- BRIDGE REPLACEMENT, K-01-014, SMITHS LANE OVER ROUTE 3 (PILGRIM HIGHWAY)	5	STP-BR-OFF	\$ 12,347,440	\$ 9,877,952	\$ 2,469,488	Construction
----------------	--------	------------	----------	--	---	------------	---------------	--------------	--------------	--------------

2021 Old Colony Region Transportation Improvement Program

Amendment / Adjustment Type ▼	STIP Program ▼	MassDOT Project ID ▼	Metropolitan Planning Organization ▼	Municipality Name ▼	MassDOT Project Description ▼	MassDOT District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼ <i>Present information as follows, if applicable: a) Planning / Design / or Construction; b) total project cost and funding sources used; c) advance construction status; d) MPO project score; e) name of entity receiving a transfer; f) name of entity paying the non-state non-federal match; g) earmark details; h) TAP project proponent; i) other information</i>
Bridge Program / Off-System subtotal ▶								\$ 12,347,440	\$ 9,877,952	\$ 2,469,488	◀ 80% Federal + 20% Non-Federal
► Bridge Program / On-System (NHS)											
	Bridge Program	Project #	MPO	Municipalities	Description	District	NHPP-On	\$ -	\$ -	\$ -	
Bridge Program / On-System (NHS) subtotal ▶								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source
► Bridge Program / On-System (Non-NHS)											
	Bridge Program	Project #	MPO	Municipalities	Description	District	NHPP-Off	\$ -	\$ -	\$ -	
Bridge Program / On-System (Non-NHS) subtotal ▶								\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
► Bridge Program / Systematic Maintenance											
	Bridge Program	Project #	MPO	Municipalities	Description	District	NHPP-On	\$ -	\$ -	\$ -	
Bridge Program / Systematic Maintenance subtotal ▶								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source
► Interstate Pavement											
	Interstate Pavement	Project #	MPO	Municipalities	Description	District	NHPP	\$ -	\$ -	\$ -	
Interstate Pavement subtotal ▶								\$ -	\$ -	\$ -	◀ 90% Federal + 10% Non-Federal
► Non-Interstate Pavement											
	Non-Interstate Pavement	Project #	MPO	Municipalities	Description	District	NHPP	\$ -	\$ -	\$ -	
Non-Interstate Pavement subtotal ▶								\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
► Roadway Improvements											
	Roadway Improvements	Project #	MPO	Municipalities	Description	District	STP	\$ -	\$ -	\$ -	
Roadway Improvements subtotal ▶								\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
► Safety Improvements											
	Safety Improvements	Project #	MPO	Municipalities	Description	District	STP	\$ -	\$ -	\$ -	
Safety Improvements subtotal ▶								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source
► Section 2B / State Prioritized Modernization Projects											
► ADA Retrofits											
	ADA Retrofits	Project #	MPO	Municipalities	Description	District	STP	\$ -	\$ -	\$ -	
ADA Retrofits subtotal ▶								\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
► Intersection Improvements											
	Intersection Improvements	Project #	MPO	Municipalities	Description	District	HSIP	\$ -	\$ -	\$ -	
Intersection Improvements subtotal ▶								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source
► Intelligent Transportation Systems											
	Intelligent Transportation	Project #	MPO	Municipalities	Description	District	NHPP	\$ -	\$ -	\$ -	
Intelligent Transportation System subtotal ▶								\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
► Roadway Reconstruction											
	Roadway Reconstruction	Project #	MPO	Municipalities	Description	District	CMAQ	\$ -	\$ -	\$ -	
Roadway Reconstruction subtotal ▶								\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
► Section 2C / State Prioritized Expansion Projects											
► Bicycles and Pedestrians											
	Bicycles and Pedestrians	Project #	MPO	Municipalities	Description	District	CMAQ	\$ -	\$ -	\$ -	
Bicycles and Pedestrians subtotal ▶								\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
► Capacity											
	Capacity	Project #	MPO	Municipalities	Description	District	CMAQ	\$ -	\$ -	\$ -	
Capacity subtotal ▶								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source
► Section 3 / Planning / Adjustments / Pass-throughs											

2021 Old Colony Region Transportation Improvement Program

Amendment / Adjustment Type ▼	STIP Program ▼	MassDOT Project ID ▼	Metropolitan Planning Organization ▼	Municipality Name ▼	MassDOT Project Description ▼	MassDOT District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼ <i>Present information as follows, if applicable: a) Planning / Design / or Construction; b) total project cost and funding sources used; c) advance construction status; d) MPO project score; e) name of entity receiving a transfer; f) name of entity paying the non-state non-federal match; g) earmark details; h) TAP project proponent; i) other information</i>
-------------------------------	----------------	----------------------	--------------------------------------	---------------------	-------------------------------	--------------------	------------------	--------------------------	-----------------	---------------------	--

► Planning / Adjustments / Pass-throughs													
Planning / Adjustments / Pass-throughs	Project #	MPO	Municipalities	Description	District	NHPP	\$	-	\$	-	\$	-	
Other Statewide Items subtotal ►							\$	-	\$	-	\$	-	◀ Funding Split Varies by Funding Source

► Section 4 / Non-Federally Aided Projects													
► Non-Federally Aided Projects													
Non Federal Aid	Project #	MPO	Municipalities	Description	District	NFA	\$	-	\$	-	\$	-	
Non-Federal Aid subtotal ►							\$	-	\$	-	\$	-	◀ 100% Non-Federal

2021 Summary							TIP Section 1 - TIP Section 4: Total of All Projects ▼				
Total ►	\$ 21,658,828	\$	-	\$ 21,658,828	◀ Total Spending in Region						
Federal Funds ►	\$ 17,372,658		\$ 17,372,658	◀ Total Federal Spending in Region							
Non-Federal Funds ►	\$ 4,286,170	\$	-	\$ 4,286,170	◀ 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>

2022 Old Colony Region Transportation Improvement Program

Amendment / Adjustment Type ▼	STIP Program ▼	MassDOT Project ID ▼	Metropolitan Planning Organization ▼	Municipality Name ▼	MassDOT Project Description ▼	MassDOT District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼ <i>Present information as follows, if applicable: a) Planning / Design / or Construction; b) total project cost and funding sources used; c) advance construction status; d) MPO project score; e) name of entity receiving a transfer; f) name of entity paying the non-state non-federal match; g) earmark details; h) TAP project proponent; i) other information</i>
-------------------------------	----------------	----------------------	--------------------------------------	---------------------	-------------------------------	--------------------	------------------	--------------------------	-----------------	---------------------	--

► Section 1A / Regionally Prioritized Projects

► Regionally Prioritized Projects

Roadway reconstruction program	600380	Old Colony	Municipalities	PEMBROKE- REHABILITATION OF ROUTE 36 (CENTER STREET) FROM ROUTE 27 TO ROUTE 14	5	TAP	\$ 344,808	\$ 275,846	\$ 68,962	a) Construction; b) Total Project Cost = \$8,039,445 w/ \$344,808 of TAP funding, \$1,139,886 of CMAQ funding, and \$6,554,751 of STP funding; d) MPO score 6.14	
Roadway reconstruction program	600380	Old Colony	Municipalities	PEMBROKE- REHABILITATION OF ROUTE 36 (CENTER STREET) FROM ROUTE 27 TO ROUTE 14	5	CMAQ	\$ 1,139,886	\$ 911,909	\$ 227,977	a) Construction; b) Total Project Cost = \$8,039,445 w/ \$344,808 of TAP funding, \$1,139,886 of CMAQ funding, and \$6,554,751 of STP funding; d) MPO score 6.14	
Roadway reconstruction program	600380	Old Colony	Municipalities	PEMBROKE- REHABILITATION OF ROUTE 36 (CENTER STREET) FROM ROUTE 27 TO ROUTE 14	5	STP	\$ 6,554,751	\$ 5,243,801	\$ 1,310,950	a) Construction; b) Total Project Cost = \$8,039,445 w/ \$344,808 of TAP funding, \$1,139,886 of CMAQ funding, and \$6,554,751 of STP funding; d) MPO score 6.14	
Intersection improvements program	608279	Old Colony	Municipalities	STOUGHTON- INTERSECTION IMPROVEMENTS AND RELATED WORK AT CENTRAL STREET, CANTON STREET AND TOSCA DRIVE	5	STP	\$ 2,279,715	\$ 1,823,772	\$ 455,943	a) Construction; b) Total Project Cost = \$2,668,000 w/ \$2,279,715 of STP funding, and \$388,285 of CMAQ funding; d) MPO score 7.78	
Intersection improvements program	608279	Old Colony	Municipalities	STOUGHTON- INTERSECTION IMPROVEMENTS AND RELATED WORK AT CENTRAL STREET, CANTON STREET AND TOSCA DRIVE	5	CMAQ	\$ 388,285	\$ 310,628	\$ 77,657	a) Construction; b) Total Project Cost = \$2,668,000 w/ \$2,279,715 of STP funding, and \$388,285 of CMAQ funding; d) MPO score 7.78	
Regionally Prioritized Projects subtotal ►								\$ 10,707,445	\$ 8,565,956	\$ 2,141,489	◀ 80% Federal + 20% Non-Federal

► Section 1A / Fiscal Constraint Analysis

Section 1A Instructions: MPO Template Name) Choose Regional Name from dropdown list to populate header and MPO column; Column C) Enter ID from ProjectInfo; Column E) Choose Municipality Name from dropdown list; Column H) Choose the Funding Source being used for the project - if multiple funding sources are being used enter multiple lines; Column I) Enter the total amount of funds being programmed in this fiscal year and for each funding source; Column J) Federal funds autocalculate. Please verify the amount and only change if needed for flex. Column K) Non-federal funds autocalculate. Please verify the split/match - if matching an FTA flex, coordinate with Rail & Transit Division before programming; Column L) Enter Additional Information as described - please do not use any other format.

Total Regional Federal Aid Funds Programmed ►	\$ 10,707,445	\$ 10,775,114	◀ Total	\$ 67,669	Target Funds Available
STP programmed ►	\$ 8,834,466	\$ 8,834,466	◀ Max STP	\$ (0)	STP exceeds recommendation
HSIP programmed ►	\$ -	\$ 455,954	◀ Min. HSIP	\$ 455,954	HSIP recommended not met
CMAQ programmed ►	\$ 1,528,171	\$ 1,139,886	◀ Min. CMAQ	\$ (388,285)	CMAQ recommended met
TAP programmed ►	\$ 344,808	\$ 344,808	◀ Min. TAP	\$ 0	TAP recommended not met
Remaining HSIP, CMAQ, and TAP Funds		\$ 67,669			

► Section 1B / Earmark or Discretionary Grant Funded Projects

► Other Federal Aid

Earmark Discretionary	Project #	Old Colony	Municipalities	Description	District	HPP	\$ -	\$ -	\$ -		
Earmark Discretionary	Project #	Old Colony	Municipalities	Description	District	HPP	\$ -	\$ -	\$ -		
Other Federal Aid subtotal ►								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source

► Section 2A / State Prioritized Reliability Projects

► Bridge Program / Inspections

Bridge Program	Project #	MPO	Municipalities	Description	District	NHPP	\$ -	\$ -	\$ -		
Bridge Program / Inspections subtotal ►								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source

► Bridge Program / Off-System

Bridge Program	Project #	MPO	Municipalities	Description	District	STP-BR-OFF	\$ -	\$ -	\$ -		
Bridge Program / Off-System subtotal ►								\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal

► Bridge Program / On-System (NHS)

Bridge Program	Project #	MPO	Municipalities	Description	District	NHPP-On	\$ -	\$ -	\$ -		
Bridge Program / On-System (NHS) subtotal ►								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source

► Bridge Program / On-System (Non-NHS)

Bridge Program	Project #	MPO	Municipalities	Description	District	NHPP-Off	\$ -	\$ -	\$ -		
Bridge Program / On-System (Non-NHS) subtotal ►								\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal

► Bridge Program / Systematic Maintenance

2022 Old Colony Region Transportation Improvement Program

Amendment / Adjustment Type ▼	STIP Program ▼	MassDOT Project ID ▼	Metropolitan Planning Organization ▼	Municipality Name ▼	MassDOT Project Description ▼	MassDOT District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼ <i>Present information as follows, if applicable: a) Planning / Design / or Construction; b) total project cost and funding sources used; c) advance construction status; d) MPO project score; e) name of entity receiving a transfer; f) name of entity paying the non-state non-federal match; g) earmark details; h) TAP project proponent; i) other information</i>
	Bridge Program	Project #	MPO	Municipalities	Description	District	NHPP-On	\$ -	\$ -	\$ -	
Bridge Program / Systematic Maintenance subtotal ▶								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source
► Interstate Pavement											
	Interstate Pavement	Project #	MPO	Municipalities	Description	District	NHPP	\$ -	\$ -	\$ -	
Interstate Pavement subtotal ▶								\$ -	\$ -	\$ -	◀ 90% Federal + 10% Non-Federal
► Non-Interstate Pavement											
	Non-Interstate Pavement	608820	Old Colony	Bridgewater	BRIDGEWATER- BROCKTON- PAVEMENT PRESERVATION AND RELATED WORK ON ROUTE 24	5	NHPP	\$ 11,021,578	\$ 8,817,262	\$ 2,204,316	Construction
Non-Interstate Pavement subtotal ▶								\$ 11,021,578	\$ 8,817,262	\$ 2,204,316	◀ 80% Federal + 20% Non-Federal
► Roadway Improvements											
	Roadway Improvements	Project #	MPO	Municipalities	Description	District	STP	\$ -	\$ -	\$ -	
Roadway Improvements subtotal ▶								\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
► Safety Improvements											
	Safety Improvements	608842	Statewide	Municipalities	STATEWIDE-VARIOUS SAFETY STRATEGIES TO ADDRESS SHSP - TO BE DETERMINED (2022)	Multiple	HSIP	\$ 14,153,556	\$ 12,738,200	\$ 1,415,356	Construction
Safety Improvements subtotal ▶								\$ 14,153,556	\$ 12,738,200	\$ 1,415,356	◀ Funding Split Varies by Funding Source
► Section 2B / State Prioritized Modernization Projects											
► ADA Retrofits											
	ADA Retrofits	Project #	MPO	Municipalities	Description	District	STP	\$ -	\$ -	\$ -	
ADA Retrofits subtotal ▶								\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
► Intersection Improvements											
	Intersection Improvements	Project #	MPO	Municipalities	Description	District	HSIP	\$ -	\$ -	\$ -	
Intersection Improvements subtotal ▶								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source
► Intelligent Transportation Systems											
	Intelligent Transportation	Project #	MPO	Municipalities	Description	District	NHPP	\$ -	\$ -	\$ -	
Intelligent Transportation System subtotal ▶								\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
► Roadway Reconstruction											
	Roadway Reconstruction	Project #	MPO	Municipalities	Description	District	NHPP	\$ -	\$ -	\$ -	
Roadway Reconstruction subtotal ▶								\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
► Section 2C / State Prioritized Expansion Projects											
► Bicycles and Pedestrians											
	Bicycles and Pedestrians	Project #	MPO	Municipalities	Description	District	CMAQ	\$ -	\$ -	\$ -	
Bicycles and Pedestrians subtotal ▶								\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
► Capacity											
	Capacity	Project #	MPO	Municipalities	Description	District	CMAQ	\$ -	\$ -	\$ -	
Capacity subtotal ▶								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source
► Section 3 / Planning / Adjustments / Pass-throughs											
► Planning / Adjustments / Pass-throughs											
	Planning / Adjustments / Pass-throughs	Project #	MPO	Municipalities	Description	District	NHPP	\$ -	\$ -	\$ -	
Other Statewide Items subtotal ▶								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source
► Section 4 / Non-Federally Aided Projects											

2022 Old Colony Region Transportation Improvement Program

Amendment / Adjustment Type ▼	STIP Program ▼	MassDOT Project ID ▼	Metropolitan Planning Organization ▼	Municipality Name ▼	MassDOT Project Description ▼	MassDOT District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼ <i>Present information as follows, if applicable: a) Planning / Design / or Construction; b) total project cost and funding sources used; c) advance construction status; d) MPO project score; e) name of entity receiving a transfer; f) name of entity paying the non-state non-federal match; g) earmark details; h) TAP project proponent; i) other information</i>
► Non-Federally Aided Projects											
	Non Federal Aid	Project #	MPO	Municipalities	Description	District	NFA	\$ -		\$ -	
								Non-Federal Aid subtotal ►	\$ -	\$ -	◀100% Non-Federal

2022 Summary

	TIP Section 1 : 3: ▼	TIP Section 4: ▼	Total of All Projects ▼	
Total ►	\$ 35,882,579	\$ -	\$ 35,882,579	◀ Total Spending in Region
Federal Funds ►	\$ 30,121,419		\$ 30,121,419	◀ Total Federal Spending in Region
Non-Federal Funds ►	\$ 5,761,160	\$ -	\$ 5,761,160	◀ 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 (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	Brockton Area Transit Authority	114220	ACQUIRE - MISC SUPPORT EQUIPMENT		\$64,000	\$16,000	\$0	\$0	\$80,000
	5307	Brockton Area Transit Authority	111240	ACQUIRE ASSOC CAP MAINT ITEMS		\$80,000	\$20,000	\$0	\$0	\$100,000
	5307	Brockton Area Transit Authority	300900	Operating/PM/ADA		\$2,000,000	\$2,000,000	\$0	\$0	\$4,000,000
	5307	Brockton Area Transit Authority	111201	ACQUIRE REPLACEMENT 40-FT BUS (4)		\$410,000	\$1,640,000	\$0	\$0	\$2,050,000
	5307	Brockton Area Transit Authority	119202	ACQUIRE REPLACEMENT BUS SHELTERS		\$16,000	\$4,000	\$0	\$0	\$20,000
	5307	Brockton Area Transit Authority	114211	ACQUIRE - REPLACEMENT SUPPORT VEHICLE (1)		\$48,000	\$12,000	\$0	\$0	\$60,000
	5307	Brockton Area Transit Authority	111302	ACQUIRE 35-FT BUS FOR EXPANSION (2) HYBRID		\$280,000	\$1,120,000	\$0	\$0	\$1,400,000
	5307	Brockton Area Transit Authority	111700	VEH OVERHAUL (UP TO 20% VEH MAINT) (3)		\$126,000	\$504,000	\$0	\$0	\$630,000
	5307	Brockton Area Transit Authority	114406	REHAB/RENOVATE - SHOP EQUIPMENT Waste Oil Heater		\$12,000	\$3,000	\$0	\$0	\$15,000
	5307	Brockton Area Transit Authority	113401	REHAB/RENOVATE - BUS TERMINAL - Concrete, pavers, pavement		\$40,000	\$10,000	\$0	\$0	\$50,000
	5307	Brockton Area Transit Authority	111202	ACQUIRE REPLACEMENT 35-FT BUS (6)		\$600,000	\$2,400,000	\$0	\$0	\$3,000,000
	5307	Brockton Area Transit Authority	114206	ACQUIRE - SHOP EQUIPMENT (2) Heavy Duty Lifts		\$200,000	\$50,000	\$0	\$0	\$250,000
				Subtotal		\$3,876,000	\$7,779,000	\$0	\$0	\$11,655,000
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	RTD0005886	Brockton Area Transit Authority	300900	OPERATING ASSISTANCE - Rockland Service		\$0	\$50,000	\$0	\$50,000	\$100,000
Other Non-Federal	RTD0005887	Brockton Area Transit Authority	300900	OPERATING ASSISTANCE - Avon-Stoughton		\$0	\$28,000	\$0	\$28,000	\$56,000
Other Non-Federal	RTD0005888	Brockton Area Transit Authority	300900	OPERATING ASSISTANCE - Saturday Evening Service		\$0	\$75,000	\$0	\$75,000	\$150,000
Other Non-Federal	RTD0005889	Brockton Area Transit Authority	300900	OPERATING ASSISTANCE - Sunday Service		\$0	\$175,000	\$0	\$175,000	\$350,000
				Subtotal		\$0	\$328,000	\$0	\$328,000	\$656,000
				Total		\$3,876,000	\$8,107,000	\$0	\$328,000	\$12,311,000

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	RTD0005874	Brockton Area Transit Authority	114220	ACQUIRE - MISC SUPPORT EQUIPMENT	2017 - \$80,000	\$80,000	\$20,000	\$0	\$0	\$100,000
5307	RTD0005875	Brockton Area Transit Authority	111240	ACQUIRE ASSOC CAP MAINT ITEMS	2017 - \$80,000	\$80,000	\$20,000	\$0	\$0	\$100,000
5307	RTD0005876	Brockton Area Transit Authority	114211	ACQUIRE - REPLACEMENT SUPPORT VEHICLE (1)	2017 - \$24,000	\$24,000	\$6,000	\$0	\$0	\$30,000
5307	RTD0005878	Brockton Area Transit Authority	114409	REHAB/RENOVATE - MOBILE SURVEILL/SECURITY EQUIP	2017 - \$255,619; 2018 - \$64,381	\$320,000	\$80,000	\$0	\$0	\$400,000
5307	RTD0005879	Brockton Area Transit Authority	114220	ACQUIRE - MISC SUPPORT EQUIPMENT - AVL DAB	2017 - \$320,000	\$320,000	\$80,000	\$0	\$0	\$400,000
5307	RTD0005881	Brockton Area Transit Authority	300900	Operating/PM/ADA	2018 - \$2,400,000	\$2,400,000	\$2,400,000	\$0	\$0	\$4,800,000
5307	RTD0005901	Brockton Area Transit Authority	111203	ACQUIRE REPLACEMENT 30-FT BUS (4 BSU)	2017 - \$200,000	\$200,000	\$800,000	\$0	\$0	\$1,000,000
5307	RTD0005920	Brockton Area Transit Authority	111700	VEH OVERHAUL (UP TO 20% VEH MAINT) (5)	2017 - \$190,000	\$190,000	\$760,000	\$0	\$0	\$950,000
5307	RTD0005921	Brockton Area Transit Authority	114409	REHAB/RENOVATE - SURVEILL/SECURITY EQUIP FENCING	2017 - \$48,000	\$48,000	\$12,000	\$0	\$0	\$60,000
5307	RTD0006184	Brockton Area Transit Authority	114410	REHAB/RENOVATE - MOBILE FARE COLL EQUIP	2017 - \$400,000	\$400,000	\$100,000	\$0	\$0	\$500,000
5307	RTD0006201	Brockton Area Transit Authority	114402	REHAB/RENOVATE - MAINTENANCE Roof	2018 - \$40,000	\$40,000	\$10,000	\$0	\$0	\$50,000
5307	RTD0006268	Brockton Area Transit Authority	114402	REHAB/RENOVATE - MAINTENANCE FACILITY - Windows	2016 - \$80,000	\$80,000	\$20,000	\$0	\$0	\$100,000
Subtotal						\$4,182,000	\$4,308,000	\$0	\$0	\$8,490,000
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	RTD0005890	Brockton Area Transit Authority	300900	OPERATING ASSISTANCE - Rockland		\$0	\$50,000	\$0	\$50,000	\$100,000
Other Non-Federal	RTD0005891	Brockton Area Transit Authority	300900	OPERATING ASSISTANCE - Avon-Stoughton		\$0	\$30,000	\$0	\$30,000	\$60,000
Other Non-Federal	RTD0005892	Brockton Area Transit Authority	300900	OPERATING ASSISTANCE - Saturday Evening Service		\$0	\$75,000	\$0	\$75,000	\$150,000
Other Non-Federal	RTD0005905	Brockton Area Transit Authority	300900	OPERATING ASSISTANCE - Sunday Service		\$0	\$175,000	\$0	\$175,000	\$350,000
Subtotal						\$0	\$330,000	\$0	\$330,000	\$660,000
Total						\$4,182,000	\$4,638,000	\$0	\$330,000	\$9,150,000

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	RTD0005897	Brockton Area Transit Authority	111240	ACQUIRE ASSOC CAP MAINT ITEMS	2019 - \$80,000	\$80,000	\$20,000	\$0	\$0	\$100,000
5307	RTD0005898	Brockton Area Transit Authority	114220	ACQUIRE - MISC SUPPORT EQUIPMENT	2019 - \$80,000	\$80,000	\$20,000	\$0	\$0	\$100,000
5307	RTD0005899	Brockton Area Transit Authority	114211	ACQUIRE - REPLACEMENT SUPPORT VEHICLE (1)	2019 - \$32,000	\$32,000	\$8,000	\$0	\$0	\$40,000
5307	RTD0005900	Brockton Area Transit Authority	116203	ACQUIRE REPLACEMENT RADIO SYSTEM	2019 - \$120,000	\$120,000	\$30,000	\$0	\$0	\$150,000
5307	RTD0005902	Brockton Area Transit Authority	300900	OPERATING ASSISTANCE	2019 - \$2,394,792	\$2,500,000	\$2,500,000	\$0	\$0	\$5,000,000
5307	RTD0005906	Brockton Area Transit Authority	119202	ACQUIRE REPLACEMENT BUS SHELTERS	2019 - \$16,000	\$16,000	\$4,000	\$0	\$0	\$20,000
5307	RTD0005908	Brockton Area Transit Authority	111202	BUY REPLACEMENT 35-FT BUS (3)	2018 - \$300,000	\$300,000	\$1,200,000	\$0	\$0	\$1,500,000
5307	RTD0005923	Brockton Area Transit Authority	111700	VEH OVERHAUL (UP TO 20% VEH MAINT) (4)	2018 - \$115,186; 2019 - \$76,814	\$192,000	\$768,000	\$0	\$0	\$960,000
5307	RTD0005924	Brockton Area Transit Authority	114405	REHAB/RENOVATE - YARDS AND SHOPS Fuel Tank Replacement	2019 - \$280,000	\$280,000	\$70,000	\$0	\$0	\$350,000
5307	RTD0006209	Brockton Area Transit Authority	114202	ACQUIRE REPLACEMENT Maintenance Facility HVAC Systems	2019 - \$120,000	\$120,000	\$30,000	\$0	\$0	\$150,000
5307	RTD0006229	Brockton Area Transit Authority	111201	ACQUIRE REPLACEMENT 40-FT BUS (2)	2018 - \$202,000	\$202,000	\$808,000	\$0	\$0	\$1,010,000
Subtotal						\$3,922,000	\$5,458,000	\$0	\$0	\$9,380,000
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	RTD0005893	Brockton Area Transit Authority	300900	OPERATING ASSISTANCE - Rockland		\$0	\$50,000	\$0	\$50,000	\$100,000
Other Non-Federal	RTD0005894	Brockton Area Transit Authority	300900	OPERATING ASSISTANCE - Avon-Stoughton		\$0	\$30,000	\$0	\$30,000	\$60,000
Other Non-Federal	RTD0005895	Brockton Area Transit Authority	300900	OPERATING ASSISTANCE -Saturday Evening Service		\$0	\$75,000	\$0	\$75,000	\$150,000
Other Non-Federal	RTD0005896	Brockton Area Transit Authority	300900	OPERATING ASSISTANCE - Sunday Service		\$0	\$175,000	\$0	\$175,000	\$350,000
Subtotal						\$0	\$330,000	\$0	\$330,000	\$660,000
Total						\$3,922,000	\$5,788,000	\$0	\$330,000	\$10,040,000

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	RTD0005927	Brockton Area Transit Authority	114220	ACQUIRE - MISC SUPPORT EQUIPMENT	2020 - \$80,000	\$80,000	\$20,000	\$0	\$0	\$100,000
5307	RTD0005928	Brockton Area Transit Authority	111240	ACQUIRE ASSOC CAP MAINT ITEMS	2020 - \$120,000	\$120,000	\$30,000	\$0	\$0	\$150,000
5307	RTD0005929	Brockton Area Transit Authority	114211	ACQUIRE - REPLACEMENT SUPPORT VEHICLES (2)	2020 - \$76,000	\$76,000	\$19,000	\$0	\$0	\$95,000
5307	RTD0005930	Brockton Area Transit Authority	111700	VEH OVERHAUL (UP TO 20% VEH MAINT) (4)	2020 - \$180,000	\$180,000	\$720,000	\$0	\$0	\$900,000
5307	RTD0005931	Brockton Area Transit Authority	300901	OPERATING ASSISTANCE	2020 - \$1,986,388	\$2,500,000	\$2,500,000	\$0	\$0	\$5,000,000
5307	RTD0006212	Brockton Area Transit Authority	114220	ACQUIRE HVAC Intermodal and Admin Buildings	2020 - \$52,000	\$52,000	\$13,000	\$0	\$0	\$65,000
5307	RTD0006213	Brockton Area Transit Authority	114301	CONSTRUCT - CALL CENTER	2020 - \$480,000	\$480,000	\$120,000	\$0	\$0	\$600,000
Subtotal						\$3,488,000	\$3,422,000	\$0	\$0	\$6,910,000
5309						Subtotal	\$0	\$0	\$0	\$0
5310						Subtotal	\$0	\$0	\$0	\$0
5311						Subtotal	\$0	\$0	\$0	\$0
5337						Subtotal	\$0	\$0	\$0	\$0
5339						Subtotal	\$0	\$0	\$0	\$0
5320						Subtotal	\$0	\$0	\$0	\$0
Other Federal						Subtotal	\$0	\$0	\$0	\$0
Other Non-Federal										
Other Non-Federal	RTD0005932	Brockton Area Transit Authority	300901	Operating Assistance - Rockland		\$0	\$50,000	\$0	\$50,000	\$100,000
Other Non-Federal	RTD0005933	Brockton Area Transit Authority	300901	Operating Assistance - Sunday Service		\$0	\$175,000	\$0	\$175,000	\$350,000
Other Non-Federal	RTD0005934	Brockton Area Transit Authority	300901	Operating Assistance - Avon/Stoughton		\$0	\$30,000	\$0	\$30,000	\$60,000
Other Non-Federal	RTD0005935	Brockton Area Transit Authority	300901	Operating Assistance - Saturday Evening		\$0	\$75,000	\$0	\$75,000	\$150,000
Subtotal						\$0	\$330,000	\$0	\$330,000	\$660,000
Total						\$3,488,000	\$3,752,000	\$0	\$330,000	\$7,570,000

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

Transportation Improvement Program (TIP)

Project List (FY2022)

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	RTD0006216	Brockton Area Transit Authority	114220	ACQUIRE - MISC SUPPORT EQUIPMENT	2021 - \$80,000	\$80,000	\$20,000	\$0	\$0	\$100,000
5307	RTD0006217	Brockton Area Transit Authority	111240	ACQUIRE ASSOC CAP MAINT ITEMS	2021 - \$120,000	\$120,000	\$30,000	\$0	\$0	\$150,000
5307	RTD0006218	Brockton Area Transit Authority	114211	ACQUIRE - REPLACEMENT SUPPORT VEHICLE (1)	2021 - \$32,000	\$32,000	\$8,000	\$0	\$0	\$40,000
5307	RTD0006219	Brockton Area Transit Authority	111700	VEH OVERHAUL (UP TO 20% VEH MAINT) (4)	2021 - \$736,000	\$736,000	\$184,000	\$0	\$0	\$920,000
5307	RTD0006220	Brockton Area Transit Authority	114402	ACQUIRE REPLACEMENT MAINTENANCE FACILITY ROOF	2021 - \$320,000	\$320,000	\$80,000	\$0	\$0	\$400,000
5307	RTD0006221	Brockton Area Transit Authority	300901	OPERATING ASSISTANCE BAT	2021 - \$1,161,974	\$2,500,000	\$2,500,000	\$0	\$0	\$5,000,000
Subtotal						\$3,788,000	\$2,822,000	\$0	\$0	\$6,610,000
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	RTD0006222	Brockton Area Transit Authority	300901	OPERATING ASSISTANCE - Rockland		\$0	\$50,000	\$0	\$50,000	\$100,000
Other Non-Federal	RTD0006223	Brockton Area Transit Authority	300901	OPERATING ASSISTANCE - Sunday Service		\$0	\$175,000	\$0	\$175,000	\$350,000
Other Non-Federal	RTD0006224	Brockton Area Transit Authority	300901	OPERATING ASSISTANCE - Avon/Stoughton		\$0	\$30,000	\$0	\$30,000	\$60,000
Other Non-Federal	RTD0006225	Brockton Area Transit Authority	300901	OPERATING ASSISTANCE - Saturday Evening		\$0	\$50,000	\$0	\$50,000	\$100,000
Subtotal						\$0	\$305,000	\$0	\$305,000	\$610,000
Total						\$3,788,000	\$3,127,000	\$0	\$305,000	\$7,220,000

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 2018-2022 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), the Moving Ahead for Progress in the 21st Century (MAP-21), and the Fixing America’s Surface Transportation (FAST) Act. 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 2018-2022 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 2018-2022 OLD COLONY TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

APPENDICES

- A. FFY 2018-2022 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. FFY 2018-2022 GATRA TRANSIT ELEMENT
- I. TRANSPORTATION EVALUATION CRITERIA FORMS
- J. FEDERAL REGIONAL FUNDING TARGETS AND STATEWIDE SUMMARIES
- K. OPERATIONS AND MAINTENANCE EXPENDITURES (STATEWIDE AND REGIONAL)
- L. GREENHOUSE GAS (GHG) EMISSIONS ANALYSIS
- M. TWENTY-ONE DAY PUBLIC REVIEW - NOTICE OF AVAILABILITY AND PUBLIC COMMENTS
- N. ADMINISTRATIVE MODIFICATIONS AND AMENDMENTS

APPENDIX A - FFY 2018-2022 OLD COLONY TIP ENDORSEMENT

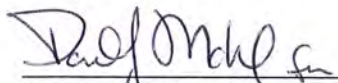
OLD COLONY METROPOLITAN PLANNING ORGANIZATION (MPO)

FFY 2018-2022 OLD COLONY TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

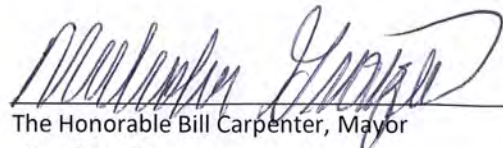
ENDORSEMENT OF

FFY 2018-2022 OLD COLONY TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

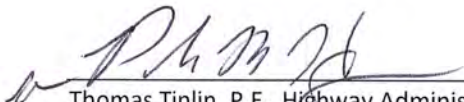
This is to certify that the Signatories of the Old Colony Metropolitan Planning Organization, at their Old Colony MPO meeting on May 16, 2017 hereby approve and endorse the FFY 2018-2022 Old Colony Transportation Improvement Program (TIP) in its entirety for the Old Colony Region, in accordance with the certified 3C Transportation Planning Process.


Stephanie Pollack, Secretary and CEO
Massachusetts Department of Transportation

05/16/17
Date

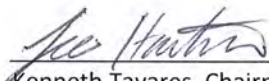

The Honorable Bill Carpenter, Mayor
City of Brockton

5/16/17
Date

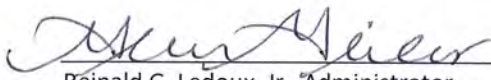

Thomas Tinlin, P.E., Highway Administrator
Massachusetts Department of Transportation

5/16/17
Date

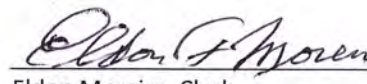
FOV


Kenneth Tavares, Chairman
Plymouth, Board of Selectmen

5/16/17
Date


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

5/16/17
Date


Eldon Moreira, Clerk
West Bridgewater, Board of selectmen

5/16/17
Date


Frank Staffier, President
Old Colony Planning Council

5/16/17
Date


Daniel Salvucci, Vice-Chairman
Whitman, Board of selectmen

5/16/17
Date

Ex-Officio Non-Voting Members

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

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

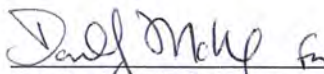
Mary Beth Mello, Region 1 Administrator
Federal Transit Administration (FTA)

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

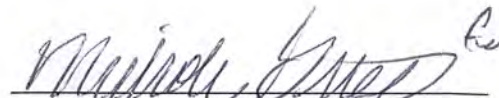
§450.334 - Old Colony MPO Self Certification Compliance Statement

This will certify that the Continuing, Cooperative, and Comprehensive performance-based multimodal 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:

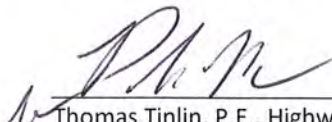
1. 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
2. In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR 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

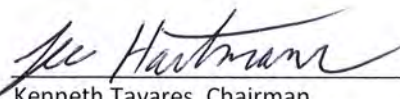
05/16/17
 Date


 The Honorable Bill Carpenter, Mayor
 City of Brockton

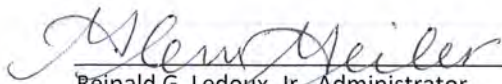
5/16/17
 Date


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

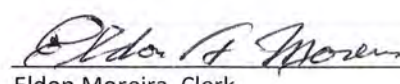
5/16/17
 Date


 Kenneth Tavares, Chairman
 Plymouth, Board of Selectmen


Date


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

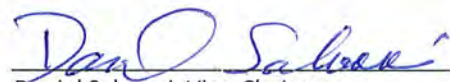
5/16/17
 Date


 Eldon Moreira, Clerk
 West Bridgewater, Board of Selectmen

5/16/17
 Date


 Frank Staffier, President
 Old Colony Planning Council

5/16/17
 Date


 Daniel Salvucci, Vice-Chairman
 Whitman, Board of Selectmen

5/16/17
 Date

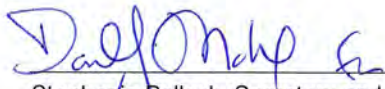
**APPENDIX C - SELF-CERTIFICATION COMPLIANCE STATEMENT - 310
CMR 60.05: GLOBAL WARMING SOLUTIONS ACT REQUIREMENTS FOR
THE TRANSPORTATION SECTOR AND MASSDOT**

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.

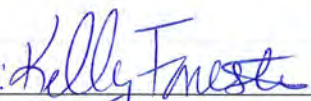


 Stephanie Pollack, Secretary and CEO
 Massachusetts Department of Transportation

_____ Date _____
 The Honorable Bill Carpenter, Mayor
 City of Brockton Date

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

_____ Date *For*  *7/26/16*
 Kenneth Tavares, Chairman
 Plymouth, Board of Selectmen Date

For RGL: 

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

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



 Frank Staffier, President
 Old Colony Planning Council

7-26-16 _____ Date *7/26/16*
 Daniel Salvucci, Vice-Chairman
 Whitman, Board of Selectmen Date

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

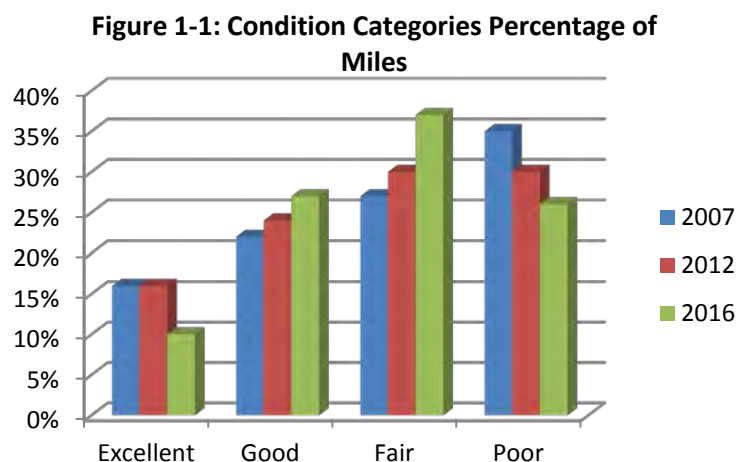
System Level Estimate of Needs and Cost for Maintaining and Operating the Highway System

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



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 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	BROCKTON- RESURFACING & RELATED 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	EASTON- SIGNAL & INTERSECTION 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	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
605038	PLYMOUTH- RECONSTRUCTION OF TAYLOR AVENUE, FROM WHITE HORSE ROAD TO MANOMET POINT ROAD, INCLUDES BRIDGE REPLACEMENT OF P-13-010	\$ 8,726,144	Quantified	2011.1	Quantified Decrease in Emissions from Other Improvements	Total Cost is \$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.	2017

Old Colony Region 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 2017)

COMMUNITY	ID	ADVERTISED	DESCRIPTION	TOTAL COST	FEDERAL	STATE
PLYMOUTH	605038	*	PLYMOUTH - RECONSTRUCTION OF TAYLOR AVENUE, FROM WHITE HORSE ROAD TO MANOMET POINT ROAD, INCLUDES P-13-010	\$ 8,829,256	\$ 7,063,405	\$ 1,765,851
			Total Cost of Projects Advertised:	\$ 8,829,256	\$ 7,063,405	\$ 1,765,851

* Projects anticipated to be advertised by October 1, 2017

** Projects not anticipated to be advertised by October 1, 2017

APPENDIX H - FFY 2018-2022 GATRA TRANSIT ELEMENT

GATRA DRAFT FFY2018-2022 TIP Project Lists

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	RTD0005540	Greater Attleboro-Taunton Regional Transit Authority	119203	PURCHASE LANDSCAPING / SCENIC BEAUTIFICATION		\$32,000	\$8,000	\$0	\$0	\$40,000
5307	RTD0005541	Greater Attleboro-Taunton Regional Transit Authority	114220	ACQUIRE - MISC SUPPORT EQUIPMENT		\$60,000	\$15,000	\$0	\$0	\$75,000
5307	RTD0005542	Greater Attleboro-Taunton Regional Transit Authority	117C00	NON FIXED ROUTE ADA PARA SERV		\$1,000,000	\$250,000	\$0	\$0	\$1,250,000
5307	RTD0005543	Greater Attleboro-Taunton Regional Transit Authority	300901	Operating Assistance		\$500,000	\$500,000	\$0	\$0	\$1,000,000
5307	RTD0005544	Greater Attleboro-Taunton Regional Transit Authority	117A00	PREVENTIVE MAINTENANCE		\$2,800,000	\$700,000	\$0	\$0	\$3,500,000
5307	RTD0005551	Greater Attleboro-Taunton Regional Transit Authority	442400	SHORT RANGE TRANSIT PLANNING		\$80,000	\$20,000	\$0	\$0	\$100,000
5307	RTD0005553	Greater Attleboro-Taunton Regional Transit Authority	111215	BUY REPLACEMENT VAN - 6		\$300,000	\$0	\$0	\$75,000	\$375,000
5307	RTD0005566	Greater Attleboro-Taunton Regional Transit Authority	111203	BUY REPLACEMENT 30-FT BUS - 2		\$768,000	\$192,000	\$0	\$0	\$960,000
					Subtotal	\$5,540,000	\$1,685,000	\$0	\$75,000	\$7,300,000
5309										
					Subtotal	\$0	\$0	\$0	\$0	\$0
5310										
					Subtotal	\$0	\$0	\$0	\$0	\$0
5311										
					Subtotal	\$0	\$0	\$0	\$0	\$0
5337										
5337	RTD0004454	Greater Attleboro-Taunton Regional Transit Authority	123402	REHAB/RENOV - RAIL GARAGE STATION		\$811,181	\$0	\$0	\$202,795	\$1,013,976
					Subtotal	\$811,181	\$0	\$0	\$202,795	\$1,013,976
5339										
5339	RTD0005554	Greater Attleboro-Taunton Regional Transit Authority	111204	BUY REPLACEMENT <30 FT BUS - 4		\$260,000	\$0	\$0	\$65,000	\$325,000
					Subtotal	\$260,000	\$0	\$0	\$65,000	\$325,000
5320										
					Subtotal	\$0	\$0	\$0	\$0	\$0
Other Federal										
					Subtotal	\$0	\$0	\$0	\$0	\$0
Other Non-Federal										
					Subtotal	\$0	\$0	\$0	\$0	\$0
					Total	\$6,611,181	\$1,685,000	\$0	\$342,795	\$8,638,976

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

GATRA DRAFT FFY2018-2022 TIP Project Lists

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		Greater Attleboro-Taunton Regional Transit Authority								
5307	RTD0005545	Greater Attleboro-Taunton Regional Transit Authority	111215	BUY REPLACEMENT VAN - 6		\$380,000	\$0	\$0	\$95,000	\$475,000
5307	RTD0005546	Greater Attleboro-Taunton Regional Transit Authority	119203	PURCHASE LANDSCAPING / SCENIC BEAUTIFICATION	2018 - \$32,000	\$32,000	\$8,000	\$0	\$0	\$40,000
5307	RTD0005547	Greater Attleboro-Taunton Regional Transit Authority	114220	ACQUIRE - MISC SUPPORT EQUIPMENT	2018 - \$60,000	\$60,000	\$15,000	\$0	\$0	\$75,000
5307	RTD0005548	Greater Attleboro-Taunton Regional Transit Authority	117C00	NON FIXED ROUTE ADA PARA SERV	2018 - \$443,044	\$1,000,000	\$250,000	\$0	\$0	\$1,250,000
5307	RTD0005549	Greater Attleboro-Taunton Regional Transit Authority	117A00	PREVENTIVE MAINTENANCE	2018 - \$2,019,061	\$2,800,000	\$700,000	\$0	\$0	\$3,500,000
5307	RTD0005550	Greater Attleboro-Taunton Regional Transit Authority	300901	OPERATING ASSISTANCE		\$500,000	\$500,000	\$0	\$0	\$1,000,000
5307	RTD0005552	Greater Attleboro-Taunton Regional Transit Authority	442400	SHORT RANGE TRANSIT PLANNING	2018 - \$80,000	\$80,000	\$20,000	\$0	\$0	\$100,000
5307	RTD0005555	Greater Attleboro-Taunton Regional Transit Authority	111303	BUY 30-FT BUS FOR EXPANSION - 2	2018 - \$800,000	\$800,000	\$200,000	\$0	\$0	\$1,000,000
5307	RTD0005556	Greater Attleboro-Taunton Regional Transit Authority	111204	BUY REPLACEMENT <30 FT BUS - 3	2018 - \$180,000	\$180,000	\$0	\$0	\$45,000	\$225,000
5307	RTD0005568	Greater Attleboro-Taunton Regional Transit Authority	111203	BUY REPLACEMENT 30-FT BUS - 3	2018 - \$31,070	\$1,280,000	\$320,000	\$0	\$0	\$1,600,000
				Subtotal		\$7,112,000	\$2,013,000	\$0	\$140,000	\$9,265,000
5309				Subtotal		\$0	\$0	\$0	\$0	\$0
5310				Subtotal		\$0	\$0	\$0	\$0	\$0
5311				Subtotal		\$0	\$0	\$0	\$0	\$0
5337		Greater Attleboro-Taunton Regional Transit Authority								
5337	RTD0006121	Greater Attleboro-Taunton Regional Transit Authority	123402	REHAB/RENOV - RAIL STATION	2016 - \$930,543	\$930,543	\$0	\$0	\$232,636	\$1,163,179
				Subtotal		\$930,543	\$0	\$0	\$232,636	\$1,163,179
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				Subtotal		\$0	\$0	\$0	\$0	\$0
				Total		\$8,042,543	\$2,013,000	\$0	\$372,636	\$10,428,179

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

GATRA DRAFT FFY2018-2022 TIP Project Lists

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	RTD0005557	Greater Attleboro-Taunton Regional Transit Authority	442400	SHORT RANGE TRANSIT PLANNING	2019 - \$80,000	\$80,000	\$20,000	\$0	\$0	\$100,000
5307	RTD0005558	Greater Attleboro-Taunton Regional Transit Authority	300901	OPERATING ASSISTANCE	2019 - \$250,000	\$500,000	\$500,000	\$0	\$0	\$1,000,000
5307	RTD0005559	Greater Attleboro-Taunton Regional Transit Authority	119203	PURCHASE LANDSCAPING / SCENIC BEAUTIFICATION		\$32,000	\$8,000	\$0	\$0	\$40,000
5307	RTD0005560	Greater Attleboro-Taunton Regional Transit Authority	114200	ACQUIRE - MISC SUPPORT EQUIPMENT	2019 - \$60,000	\$60,000	\$15,000	\$0	\$0	\$75,000
5307	RTD0005561	Greater Attleboro-Taunton Regional Transit Authority	117A00	PREVENTIVE MAINTENANCE		\$2,800,000	\$700,000	\$0	\$0	\$3,500,000
5307	RTD0005562	Greater Attleboro-Taunton Regional Transit Authority	111203	BUY REPLACEMENT 30-FT BUS - 2	2019 - \$252,870	\$800,000	\$100,000	\$0	\$100,000	\$1,000,000
5307	RTD0005563	Greater Attleboro-Taunton Regional Transit Authority	111215	BUY REPLACEMENT VAN - 5	2019 - \$76,060	\$260,000	\$0	\$0	\$65,000	\$325,000
5307	RTD0005564	Greater Attleboro-Taunton Regional Transit Authority	117C00	NON FIXED ROUTE ADA PARA SERV		\$1,000,000	\$250,000	\$0	\$0	\$1,250,000
5307	RTD0005565	Greater Attleboro-Taunton Regional Transit Authority	111204	BUY REPLACEMENT <30 FT BUS - 4	2019 - \$300,000	\$300,000	\$0	\$0	\$75,000	\$375,000
				Subtotal		\$5,832,000	\$1,593,000	\$0	\$240,000	\$7,665,000
5309				Subtotal		\$0	\$0	\$0	\$0	\$0
5310				Subtotal		\$0	\$0	\$0	\$0	\$0
5311				Subtotal		\$0	\$0	\$0	\$0	\$0
5337										
5337	RTD0006122	Greater Attleboro-Taunton Regional Transit Authority	123402	REHAB/RENOV - RAIL STATION		\$838,102	\$0	\$0	\$209,526	\$1,047,628
				Subtotal		\$838,102	\$0	\$0	\$209,526	\$1,047,628
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				Subtotal		\$0	\$0	\$0	\$0	\$0
				Total		\$6,670,102	\$1,593,000	\$0	\$449,526	\$8,712,628

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

GATRA DRAFT FFY2018-2022 TIP Project Lists

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	RTD0005569	Greater Attleboro-Taunton Regional Transit Authority	442400	SHORT RANGE TRANSIT PLANNING		\$80,000	\$20,000	\$0	\$0	\$100,000
5307	RTD0005570	Greater Attleboro-Taunton Regional Transit Authority	119203	PURCHASE LANDSCAPING / SCENIC BEAUTIFICATION		\$32,000	\$8,000	\$0	\$0	\$40,000
5307	RTD0005571	Greater Attleboro-Taunton Regional Transit Authority	111215	BUY REPLACEMENT VAN - 5	2020 - \$116,210	\$260,000	\$0	\$0	\$65,000	\$325,000
5307	RTD0005572	Greater Attleboro-Taunton Regional Transit Authority	117A00	PREVENTIVE MAINTENANCE		\$2,800,000	\$700,000	\$0	\$0	\$3,500,000
5307	RTD0005573	Greater Attleboro-Taunton Regional Transit Authority	300901	OPERATING ASSISTANCE		\$500,000	\$500,000	\$0	\$0	\$1,000,000
5307	RTD0005574	Greater Attleboro-Taunton Regional Transit Authority	114220	ACQUIRE - MISC SUPPORT EQUIPMENT		\$60,000	\$15,000	\$0	\$0	\$75,000
5307	RTD0005575	Greater Attleboro-Taunton Regional Transit Authority	111203	BUY REPLACEMENT 30-FT BUS - 2	2020 - \$61,159	\$800,000	\$100,000	\$0	\$100,000	\$1,000,000
5307	RTD0005576	Greater Attleboro-Taunton Regional Transit Authority	117C00	NON FIXED ROUTE ADA PARA SERV	2020 - \$333,215	\$1,000,000	\$250,000	\$0	\$0	\$1,250,000
5307	RTD0005577	Greater Attleboro-Taunton Regional Transit Authority	111204	BUY REPLACEMENT <30 FT BUS - 3		\$300,000	\$0	\$0	\$75,000	\$375,000
Subtotal						\$12,491,973	\$7,670,035	\$0	\$264,000	\$20,426,008
5309										
Subtotal						\$0	\$0	\$0	\$0	\$0
5310										
Subtotal						\$0	\$0	\$0	\$0	\$0
5311										
Subtotal						\$0	\$0	\$0	\$0	\$0
5337										
5337	RTD0006123	Greater Attleboro-Taunton Regional Transit Authority	123402	REHAB/RENOV - RAIL STATION	2018 - \$850,674	\$850,674	\$0	\$0	\$212,669	\$1,063,343
Subtotal						\$850,674	\$0	\$0	\$212,669	\$1,063,343
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										
Subtotal						\$0	\$0	\$0	\$0	\$0
Total						\$13,342,647	\$7,670,035	\$0	\$476,669	\$21,489,351

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

GATRA DRAFT FFY2018-2022 TIP Project Lists

Transportation Improvement Program (TIP)

Project List (FY2022)

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	RTD0004472	Greater Attleboro-Taunton Regional Transit Authority	111204	BUY REPLACEMENT <30 FT BUS - 3		\$300,000	\$0	\$0	\$75,000	\$375,000
5307	RTD0006190	Greater Attleboro-Taunton Regional Transit Authority	442400	SHORT RANGE TRANSIT PLANNING		\$80,000	\$20,000	\$0	\$0	\$100,000
5307	RTD0006191	Greater Attleboro-Taunton Regional Transit Authority	119203	PURCHASE LANDSCAPING / SCENIC BEAUTIFICATION		\$32,000	\$8,000	\$0	\$0	\$40,000
5307	RTD0006192	Greater Attleboro-Taunton Regional Transit Authority	117A00	PREVENTIVE MAINTENANCE		\$2,800,000	\$700,000	\$0	\$0	\$3,500,000
5307	RTD0006193	Greater Attleboro-Taunton Regional Transit Authority	300901	OPERATING ASSISTANCE		\$500,000	\$500,000	\$0	\$0	\$1,000,000
5307	RTD0006194	Greater Attleboro-Taunton Regional Transit Authority	114220	ACQUIRE - MISC SUPPORT EQUIPMENT		\$60,000	\$15,000	\$0	\$0	\$75,000
5307	RTD0006195	Greater Attleboro-Taunton Regional Transit Authority	117C00	NON FIXED ROUTE ADA PARA SERV		\$1,000,000	\$250,000	\$0	\$0	\$1,250,000
5307	RTD0006210	Greater Attleboro-Taunton Regional Transit Authority	111215	BUY REPLACEMENT VAN - 5		\$260,000	\$0	\$0	\$65,000	\$325,000
Subtotal						\$5,032,000	\$1,493,000	\$0	\$140,000	\$6,665,000
5309										
Subtotal						\$0	\$0	\$0	\$0	\$0
5310										
Subtotal						\$0	\$0	\$0	\$0	\$0
5311										
Subtotal						\$0	\$0	\$0	\$0	\$0
5337										
5337	RTD0006124	Greater Attleboro-Taunton Regional Transit Authority	123402	REHAB/RENOV - RAIL STATION	2019 - \$863,434	\$863,434	\$0	\$0	\$215,859	\$1,079,293
Subtotal						\$863,434	\$0	\$0	\$215,859	\$1,079,293
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										
Subtotal						\$0	\$0	\$0	\$0	\$0
Total						\$5,895,434	\$1,493,000	\$0	\$355,859	\$7,744,293

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

APPENDIX I - 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 J - FEDERAL REGIONAL FUNDING TARGETS AND STATEWIDE SUMMARIES

Final 2018-2022 State Transportation Improvement Program Budgets

		Obligation authority <i>(federal aid only)</i>	Matching funds	Total funding <i>(federal aid + match)</i>		
2018	Base obligation authority	\$ 598,178,885				
	Planned redistribution request	\$ 50,000,000				
	Total Estimated Funding Available	\$ 648,178,885				
	ABP GANS Repayment	\$ (62,985,000)				
Total non-earmarked funding available		\$ 585,193,885	\$ 132,056,924	\$ 717,250,809		
Planning / Adjustments / Pass-throughs						
Award adjustments, change orders, etc.		\$ 30,000,000	\$ 7,500,000	\$ 37,500,000		
Metropolitan planning		\$ 8,670,263	\$ 2,167,566	\$ 10,837,829		
State planning and research		\$ 14,026,697	\$ 3,506,674	\$ 17,533,371		
Recreational trails		\$ 1,186,729	\$ 296,682	\$ 1,483,411		
Railroad grade crossings		\$ 4,250,000	\$ 472,222	\$ 4,722,222		
MassRides program		\$ -	\$ -	\$ -		
<i>subtotal of planning / adjustments / pass-throughs</i>		\$ 58,133,689	\$ 13,943,144	\$ 72,076,833		
Funding sources for regional priorities						
Congestion Mitigation Air Quality Improvements		\$ 20,000,000	\$ 5,000,000	\$ 25,000,000		
Highway Safety Improvement Program		\$ 9,000,000	\$ 1,000,000	\$ 10,000,000		
Transportation Alternatives Program		\$ 4,581,858	\$ 1,145,465	\$ 5,727,323		
Surface Transportation Program Block Grant		\$ 144,370,142	\$ 36,092,536	\$ 180,462,678		
<i>subtotal of funding for regional priorities</i>		\$ 177,952,000	\$ 43,238,000	\$ 221,190,000		
regional share %						
		CMAQ	HSIP	TAP	STPBG	Total
3.5596%	Berkshire	\$ 889,911	\$ 355,964	\$ -	\$ 6,627,701	\$ 7,873,577
42.9671%	Boston	\$ 10,741,776	\$ 4,296,710	\$ 2,929,085	\$ 77,071,365	\$ 95,038,936
4.5851%	Cape Cod	\$ 1,146,285	\$ 458,514	\$ 205,809	\$ 8,331,266	\$ 10,141,874
8.6901%	Central Mass	\$ 2,172,533	\$ 869,013	\$ 490,405	\$ 15,689,750	\$ 19,221,701
2.5397%	Franklin	\$ 634,937	\$ 253,975	\$ -	\$ 4,728,753	\$ 5,617,664
0.3100%	Martha's Vineyard	\$ 77,492	\$ 30,997	\$ -	\$ 577,131	\$ 685,620
4.4296%	Merrimack Valley	\$ 1,107,389	\$ 442,956	\$ 351,000	\$ 7,896,392	\$ 9,797,737
4.4596%	Montachusett	\$ 1,114,889	\$ 445,955	\$ 86,238	\$ 8,217,005	\$ 9,864,087
0.2200%	Nantucket	\$ 54,995	\$ 21,998	\$ -	\$ 409,577	\$ 486,569
3.9096%	Northern Middlesex	\$ 977,402	\$ 390,961	\$ 281,909	\$ 6,997,392	\$ 8,647,664
4.5595%	Old Colony	\$ 1,139,886	\$ 455,954	\$ 344,808	\$ 8,144,607	\$ 10,085,255
10.8099%	Pioneer Valley	\$ 2,702,480	\$ 1,080,992	\$ 545,638	\$ 19,581,351	\$ 23,910,460
8.9601%	Southeastern Mass	\$ 2,240,026	\$ 896,010	\$ 492,430	\$ 16,190,387	\$ 19,818,854
Highway Division programs		\$ 349,108,196	\$ 74,875,779	\$ 423,983,975		
Reliability programs		\$ 303,108,196	\$ 64,764,668	\$ 367,872,864		
Bridge program		\$ 170,824,000	\$ 42,706,000	\$ 213,530,000		
	<i>Inspections</i>	\$ 14,320,000	\$ 3,580,000	\$ 17,900,000		
	<i>Systematic maintenance</i>	\$ 8,000,000	\$ 2,000,000	\$ 10,000,000		
	<i>On-system NHS (minimum)</i>	\$ 94,900,000	\$ 23,725,000	\$ 118,625,000		
	<i>On-System Non-NHS</i>	\$ 25,104,000	\$ 6,276,000	\$ 31,380,000		
	<i>Off-system</i>	\$ 28,500,000	\$ 7,125,000	\$ 35,625,000		
Interstate pavement program		\$ 46,605,000	\$ 5,178,333	\$ 51,783,333		
Non-interstate DOT pavement program		\$ 54,879,196	\$ 12,277,557	\$ 67,156,753		
Roadway improvements program		\$ 3,500,000	\$ 875,000	\$ 4,375,000		
Safety improvements program		\$ 27,300,000	\$ 3,727,778	\$ 31,027,778		
Modernization programs		\$ 30,000,000	\$ 6,111,111	\$ 36,111,111		
ADA retrofits program		\$ -	\$ -	\$ -		
Intersection improvements program		\$ 15,000,000	\$ 2,361,111	\$ 17,361,111		
Intelligent Transportation Systems program		\$ 10,000,000	\$ 2,500,000	\$ 12,500,000		
Roadway reconstruction program		\$ 5,000,000	\$ 1,250,000	\$ 6,250,000		
Expansion programs		\$ 16,000,000	\$ 4,000,000	\$ 20,000,000		
Bicycles and pedestrians program		\$ 16,000,000	\$ 4,000,000	\$ 20,000,000		
Capacity program		\$ -	\$ -	\$ -		
Total Budgeted Funding		\$ 648,178,885	\$ 132,056,924	\$ 717,250,809		

Final 2018-2022 State Transportation Improvement Program Budgets

		Obligation authority <i>(federal aid only)</i>	Matching funds	Total funding <i>(federal aid + match)</i>		
2019	Base obligation authority	\$ 611,680,644				
	Planned redistribution request	\$ 50,000,000				
	Total Estimated Funding Available	\$ 661,680,644				
	ABP GANS Repayment	\$ (66,015,000)				
Total non-earmarked funding available		\$ 595,665,644	\$ 138,437,244	\$ 734,102,889		
Planning / Adjustments / Pass-throughs						
Award adjustments, change orders, etc.		\$ 25,000,000	\$ 6,250,000	\$ 31,250,000		
Metropolitan planning		\$ 8,670,263	\$ 2,167,566	\$ 10,837,829		
State planning and research		\$ 14,026,697	\$ 3,506,674	\$ 17,533,371		
Recreational trails		\$ 1,186,729	\$ 296,682	\$ 1,483,411		
Railroad grade crossings		\$ 3,800,000	\$ 422,222	\$ 4,222,222		
MassRides program		\$ 2,660,000	\$ 665,000	\$ 3,325,000		
<i>subtotal of planning / adjustments / pass-throughs</i>		\$ 55,343,689	\$ 13,308,144	\$ 68,651,833		
Funding sources for regional priorities						
Congestion Mitigation Air Quality Improvements		\$ 20,000,000	\$ 5,000,000	\$ 25,000,000		
Highway Safety Improvement Program		\$ 9,000,000	\$ 1,000,000	\$ 10,000,000		
Transportation Alternatives Program		\$ 4,581,858	\$ 1,145,465	\$ 5,727,323		
Surface Transportation Program Block Grant		\$ 151,362,142	\$ 37,840,536	\$ 189,202,678		
<i>subtotal of funding for regional priorities</i>		\$ 184,944,000	\$ 44,986,000	\$ 229,930,000		
regional share %						
		CMAQ	HSIP	TAP	STPBG	Total
3.5596%	Berkshire	\$ 889,911	\$ 355,964	-	\$ 6,938,814	\$ 8,184,689
42.9671%	Boston	\$ 10,741,776	\$ 4,296,710	\$ 2,929,085	\$ 80,826,690	\$ 98,794,261
4.5851%	Cape Cod	\$ 1,146,285	\$ 458,514	\$ 205,809	\$ 8,732,008	\$ 10,542,616
8.6901%	Central Mass	\$ 2,172,533	\$ 869,013	\$ 490,405	\$ 16,449,267	\$ 19,981,218
2.5397%	Franklin	\$ 634,937	\$ 253,975	-	\$ 4,950,727	\$ 5,839,638
0.3100%	Martha's Vineyard	\$ 77,492	\$ 30,997	-	\$ 604,223	\$ 712,712
4.4296%	Merrimack Valley	\$ 1,107,389	\$ 442,956	\$ 351,000	\$ 8,283,535	\$ 10,184,880
4.4596%	Montachusett	\$ 1,114,889	\$ 445,955	\$ 86,238	\$ 8,606,770	\$ 10,253,853
0.2200%	Nantucket	\$ 54,995	\$ 21,998	-	\$ 428,803	\$ 505,795
3.9096%	Northern Middlesex	\$ 977,402	\$ 390,961	\$ 281,909	\$ 7,339,092	\$ 8,989,364
4.5595%	Old Colony	\$ 1,139,886	\$ 455,954	\$ 344,808	\$ 8,543,111	\$ 10,483,760
10.8099%	Pioneer Valley	\$ 2,702,480	\$ 1,080,992	\$ 545,638	\$ 20,526,138	\$ 24,855,247
8.9601%	Southeastern Mass	\$ 2,240,026	\$ 896,010	\$ 492,430	\$ 16,973,500	\$ 20,601,967
Highway Division programs		\$ 355,377,955		\$ 80,143,100		\$ 435,521,055
Reliability programs		\$ 277,657,955		\$ 62,379,767		\$ 340,037,722
Bridge program		\$ 147,807,955		\$ 36,951,989		\$ 184,759,944
	<i>Inspections</i>	\$ -		\$ -		\$ -
	<i>Systematic maintenance</i>	\$ 8,000,000		\$ 2,000,000		\$ 10,000,000
	<i>On-system NHS (minimum)</i>	\$ 96,000,000		\$ 24,000,000		\$ 120,000,000
	<i>On-System Non-NHS</i>	\$ 15,307,955		\$ 3,826,989		\$ 19,134,944
	<i>Off-system</i>	\$ 28,500,000		\$ 7,125,000		\$ 35,625,000
Interstate pavement program		\$ 27,650,000		\$ 3,072,222		\$ 30,722,222
Non-interstate DOT pavement program		\$ 69,200,000		\$ 17,300,000		\$ 86,500,000
Roadway improvements program		\$ 2,000,000		\$ 500,000		\$ 2,500,000
Safety improvements program		\$ 31,000,000		\$ 4,555,556		\$ 35,555,556
Modernization programs		\$ 41,400,000		\$ 8,683,333		\$ 50,083,333
ADA retrofits program		\$ 2,400,000		\$ 600,000		\$ 3,000,000
Intersection improvements program		\$ 19,000,000		\$ 3,083,333		\$ 22,083,333
Intelligent Transportation Systems program		\$ 11,000,000		\$ 2,750,000		\$ 13,750,000
Roadway reconstruction program		\$ 9,000,000		\$ 2,250,000		\$ 11,250,000
Expansion programs		\$ 36,320,000		\$ 9,080,000		\$ 45,400,000
Bicycles and pedestrians program		\$ 36,320,000		\$ 9,080,000		\$ 45,400,000
Capacity program		\$ -		\$ -		\$ -
Total Budgeted Funding		\$ 661,680,644		\$ 138,437,244		\$ 734,102,889

Final 2018-2022 State Transportation Improvement Program Budgets

		Obligation authority <i>(federal aid only)</i>	Matching funds	Total funding <i>(federal aid + match)</i>
2020	Base obligation authority	\$ 626,330,019		
	Planned redistribution request	\$ 50,000,000		
	Total Estimated Funding Available	\$ 676,330,019		
	ABP GANS Repayment	\$ (104,275,000)		
Total non-earmarked funding available		\$ 572,055,019	\$ 132,099,079	\$ 704,154,098
Planning / Adjustments / Pass-throughs				
Award adjustments, change orders, etc.		\$ 25,000,000	\$ 6,250,000	\$ 31,250,000
Metropolitan planning		\$ 8,670,263	\$ 2,167,566	\$ 10,837,829
State planning and research		\$ 14,026,697	\$ 3,506,674	\$ 17,533,371
Recreational trails		\$ 1,186,729	\$ 296,682	\$ 1,483,411
Railroad grade crossings		\$ 2,000,000	\$ 222,222	\$ 2,222,222
MassRides program		\$ 2,660,000	\$ 665,000	\$ 3,325,000
<i>subtotal of planning / adjustments / pass-throughs</i>		\$ 53,543,689	\$ 13,108,144	\$ 66,651,833
Funding sources for regional priorities				
Congestion Mitigation Air Quality Improvements		\$ 20,000,000	\$ 5,000,000	\$ 25,000,000
Highway Safety Improvement Program		\$ 9,000,000	\$ 1,000,000	\$ 10,000,000
Transportation Alternatives Program		\$ 4,581,858	\$ 1,145,465	\$ 5,727,323
Surface Transportation Program Block Grant		\$ 149,938,142	\$ 37,484,536	\$ 187,422,678
<i>subtotal of funding for regional priorities</i>		\$ 183,520,000	\$ 44,630,000	\$ 228,150,000
regional share %		CMAQ	HSIP	TAP
3.5596%	Berkshire	\$ 889,911	\$ 355,964	\$ -
42.9671%	Boston	\$ 10,741,776	\$ 4,296,710	\$ 2,929,085
4.5851%	Cape Cod	\$ 1,146,285	\$ 458,514	\$ 205,809
8.6901%	Central Mass	\$ 2,172,533	\$ 869,013	\$ 490,405
2.5397%	Franklin	\$ 634,937	\$ 253,975	\$ -
0.3100%	Martha's Vineyard	\$ 77,492	\$ 30,997	\$ -
4.4296%	Merrimack Valley	\$ 1,107,389	\$ 442,956	\$ 351,000
4.4596%	Montachusett	\$ 1,114,889	\$ 445,955	\$ 86,238
0.2200%	Nantucket	\$ 54,995	\$ 21,998	\$ -
3.9096%	Northern Middlesex	\$ 977,402	\$ 390,961	\$ 281,909
4.5595%	Old Colony	\$ 1,139,886	\$ 455,954	\$ 344,808
10.8099%	Pioneer Valley	\$ 2,702,480	\$ 1,080,992	\$ 545,638
8.9601%	Southeastern Mass	\$ 2,240,026	\$ 896,010	\$ 492,430
		\$ 8,121,328	\$ 98,029,447	\$ 10,461,000
		\$ 19,826,534	\$ 5,794,430	\$ 707,194
		\$ 10,106,034	\$ 10,174,472	\$ 501,880
		\$ 8,919,773	\$ 10,402,600	\$ 24,662,830
		\$ 20,442,477	\$ 409,352,265	\$ 343,435,598
Highway Division programs		\$ 334,991,330	\$ 74,360,935	\$ 409,352,265
Reliability programs		\$ 280,591,330	\$ 62,844,268	\$ 343,435,598
Bridge program		\$ 154,820,000	\$ 38,705,000	\$ 193,525,000
<i>Inspections</i>		\$ 14,320,000	\$ 3,580,000	\$ 17,900,000
<i>Systematic maintenance</i>		\$ 8,000,000	\$ 2,000,000	\$ 10,000,000
<i>On-system NHS (minimum)</i>		\$ 94,900,000	\$ 23,725,000	\$ 118,625,000
<i>On-System Non-NHS</i>		\$ 9,100,000	\$ 2,275,000	\$ 11,375,000
<i>Off-system</i>		\$ 28,500,000	\$ 7,125,000	\$ 35,625,000
Interstate pavement program		\$ 37,585,665	\$ 4,176,185	\$ 41,761,850
Non-interstate DOT pavement program		\$ 65,185,665	\$ 16,296,416	\$ 81,482,081
Roadway improvements program		\$ 3,000,000	\$ 750,000	\$ 3,750,000
Safety improvements program		\$ 20,000,000	\$ 2,916,667	\$ 22,916,667
Modernization programs		\$ 34,400,000	\$ 6,516,667	\$ 40,916,667
ADA retrofits program		\$ -	\$ -	\$ -
Intersection improvements program		\$ 17,000,000	\$ 2,166,667	\$ 19,166,667
Intelligent Transportation Systems program		\$ 10,000,000	\$ 2,500,000	\$ 12,500,000
Roadway reconstruction program		\$ 7,400,000	\$ 1,850,000	\$ 9,250,000
Expansion programs		\$ 20,000,000	\$ 5,000,000	\$ 25,000,000
Bicycles and pedestrians program		\$ 20,000,000	\$ 5,000,000	\$ 25,000,000
Capacity program		\$ -	\$ -	\$ -
Total Budgeted Funding		\$ 676,330,019	\$ 132,099,079	\$ 704,154,098

Final 2018-2022 State Transportation Improvement Program Budgets

		Obligation authority <i>(federal aid only)</i>	Matching funds	Total funding <i>(federal aid + match)</i>		
2021	Base obligation authority	\$ 641,988,270				
	Planned redistribution request	\$ 50,000,000				
	Total Estimated Funding Available	\$ 691,988,270				
	ABP GANS Repayment	\$ (107,700,000)				
Total non-earmarked funding available		\$ 584,288,270	\$ 137,774,209	\$ 722,062,479		
Planning / Adjustments / Pass-throughs						
Award adjustments, change orders, etc.		\$ 20,000,000	\$ 5,000,000	\$ 25,000,000		
Metropolitan planning		\$ 8,670,263	\$ 2,167,566	\$ 10,837,829		
State planning and research		\$ 14,026,697	\$ 3,506,674	\$ 17,533,371		
Recreational trails		\$ 1,186,729	\$ 296,682	\$ 1,483,411		
Railroad grade crossings		\$ 2,000,000	\$ 222,222	\$ 2,222,222		
MassRides program		\$ 2,660,000	\$ 665,000	\$ 3,325,000		
<i>subtotal of planning / adjustments / pass-throughs</i>		\$ 48,543,689	\$ 11,858,144	\$ 60,401,833		
Funding sources for regional priorities						
Congestion Mitigation Air Quality Improvements		\$ 20,000,000	\$ 5,000,000	\$ 25,000,000		
Highway Safety Improvement Program		\$ 9,000,000	\$ 1,000,000	\$ 10,000,000		
Transportation Alternatives Program		\$ 4,581,858	\$ 1,145,465	\$ 5,727,323		
Surface Transportation Program Block Grant		\$ 154,162,142	\$ 38,540,536	\$ 192,702,678		
<i>subtotal of funding for regional priorities</i>		\$ 187,744,000	\$ 45,686,000	\$ 233,430,000		
regional share %						
		CMAQ	HSIP	TAP	STPBG	Total
3.5596%	Berkshire	\$ 889,911	\$ 355,964	-	\$ 7,063,402	\$ 8,309,277
42.9671%	Boston	\$ 10,741,776	\$ 4,296,710	\$ 2,929,085	\$ 82,330,538	\$ 100,298,110
4.5851%	Cape Cod	\$ 1,146,285	\$ 458,514	\$ 205,809	\$ 8,892,488	\$ 10,703,096
8.6901%	Central Mass	\$ 2,172,533	\$ 869,013	\$ 490,405	\$ 16,753,422	\$ 20,285,373
2.5397%	Franklin	\$ 634,937	\$ 253,975	-	\$ 5,039,618	\$ 5,928,529
0.3100%	Martha's Vineyard	\$ 77,492	\$ 30,997	-	\$ 615,071	\$ 723,561
4.4296%	Merrimack Valley	\$ 1,107,389	\$ 442,956	\$ 351,000	\$ 8,438,570	\$ 10,339,915
4.4596%	Montachusett	\$ 1,114,889	\$ 445,955	\$ 86,238	\$ 8,762,855	\$ 10,409,937
0.2200%	Nantucket	\$ 54,995	\$ 21,998	-	\$ 436,502	\$ 513,495
3.9096%	Northern Middlesex	\$ 977,402	\$ 390,961	\$ 281,909	\$ 7,475,928	\$ 9,126,200
4.5595%	Old Colony	\$ 1,139,886	\$ 455,954	\$ 344,808	\$ 8,702,695	\$ 10,643,344
10.8099%	Pioneer Valley	\$ 2,702,480	\$ 1,080,992	\$ 545,638	\$ 20,904,485	\$ 25,233,594
8.9601%	Southeastern Mass	\$ 2,240,026	\$ 896,010	\$ 492,430	\$ 17,287,104	\$ 20,915,571
Highway Division programs		\$ 348,000,581	\$ 80,230,065	\$ 428,230,646		
Reliability programs		\$ 239,280,581	\$ 54,577,842	\$ 293,858,423		
Bridge program		\$ 140,500,000	\$ 35,125,000	\$ 175,625,000		
	<i>Inspections</i>	\$ -	\$ -	\$ -		
	<i>Systematic maintenance</i>	\$ 8,000,000	\$ 2,000,000	\$ 10,000,000		
	<i>On-system NHS (minimum)</i>	\$ 94,900,000	\$ 23,725,000	\$ 118,625,000		
	<i>On-System Non-NHS</i>	\$ 9,100,000	\$ 2,275,000	\$ 11,375,000		
	<i>Off-system</i>	\$ 28,500,000	\$ 7,125,000	\$ 35,625,000		
Interstate pavement program		\$ 24,744,581	\$ 2,749,398	\$ 27,493,979		
Non-interstate DOT pavement program		\$ 54,036,000	\$ 13,509,000	\$ 67,545,000		
Roadway improvements program		\$ 3,000,000	\$ 750,000	\$ 3,750,000		
Safety improvements program		\$ 17,000,000	\$ 2,444,444	\$ 19,444,444		
Modernization programs		\$ 80,720,000	\$ 18,652,222	\$ 99,372,222		
ADA retrofits program		\$ 1,400,000	\$ 350,000	\$ 1,750,000		
Intersection improvements program		\$ 16,000,000	\$ 2,472,222	\$ 18,472,222		
Intelligent Transportation Systems program		\$ 8,000,000	\$ 2,000,000	\$ 10,000,000		
Roadway reconstruction program		\$ 55,320,000	\$ 13,830,000	\$ 69,150,000		
Expansion programs		\$ 28,000,000	\$ 7,000,000	\$ 35,000,000		
Bicycles and pedestrians program		\$ 28,000,000	\$ 7,000,000	\$ 35,000,000		
Capacity program		\$ -	\$ -	\$ -		
Total Budgeted Funding		\$ 691,988,270	\$ 137,774,209	\$ 722,062,479		

Final 2018-2022 State Transportation Improvement Program Budgets

		Obligation authority <i>(federal aid only)</i>	Matching funds	Total funding <i>(federal aid + match)</i>		
2022	Base obligation authority	\$ 658,744,163				
	Planned redistribution request	\$ 50,000,000				
	Total Estimated Funding Available	\$ 708,744,163				
	ABP GANS Repayment	\$ (116,770,949)				
Total non-earmarked funding available		\$ 591,973,214	\$ 139,255,869	\$ 731,229,083		
Planning / Adjustments / Pass-throughs						
Award adjustments, change orders, etc.		\$ 20,000,000	\$ 5,000,000	\$ 25,000,000		
Metropolitan planning		\$ 8,670,263	\$ 2,167,566	\$ 10,837,829		
State planning and research		\$ 14,026,697	\$ 3,506,674	\$ 17,533,371		
Recreational trails		\$ 1,186,729	\$ 296,682	\$ 1,483,411		
Railroad grade crossings		\$ 2,000,000	\$ 222,222	\$ 2,222,222		
MassRides program		\$ 2,660,000	\$ 665,000	\$ 3,325,000		
<i>subtotal of planning / adjustments / pass-throughs</i>		\$ 48,543,689	\$ 11,858,144	\$ 60,401,833		
Funding sources for regional priorities						
Congestion Mitigation Air Quality Improvements		\$ 20,000,000	\$ 5,000,000	\$ 25,000,000		
Highway Safety Improvement Program		\$ 9,000,000	\$ 1,000,000	\$ 10,000,000		
Transportation Alternatives Program		\$ 4,581,858	\$ 1,145,465	\$ 5,727,323		
Surface Transportation Program Block Grant		\$ 156,474,142	\$ 39,118,536	\$ 195,592,678		
<i>subtotal of funding for regional priorities</i>		\$ 190,056,000	\$ 46,264,000	\$ 236,320,000		
regional share %						
		CMAQ	HSIP	TAP	STPBG	Total
3.5596%	Berkshire	\$ 889,911	\$ 355,964	\$ -	\$ 7,166,275	\$ 8,412,151
42.9671%	Boston	\$ 10,741,776	\$ 4,296,710	\$ 2,929,085	\$ 83,572,288	\$ 101,539,859
4.5851%	Cape Cod	\$ 1,146,285	\$ 458,514	\$ 205,809	\$ 9,024,998	\$ 10,835,606
8.6901%	Central Mass	\$ 2,172,533	\$ 869,013	\$ 490,405	\$ 17,004,566	\$ 20,536,518
2.5397%	Franklin	\$ 634,937	\$ 253,975	\$ -	\$ 5,113,017	\$ 6,001,928
0.3100%	Martha's Vineyard	\$ 77,492	\$ 30,997	\$ -	\$ 624,030	\$ 732,519
4.4296%	Merrimack Valley	\$ 1,107,389	\$ 442,956	\$ 351,000	\$ 8,566,584	\$ 10,467,929
4.4596%	Montachusett	\$ 1,114,889	\$ 445,955	\$ 86,238	\$ 8,891,736	\$ 10,538,818
0.2200%	Nantucket	\$ 54,995	\$ 21,998	\$ -	\$ 442,860	\$ 519,852
3.9096%	Northern Middlesex	\$ 977,402	\$ 390,961	\$ 281,909	\$ 7,588,916	\$ 9,239,188
4.5595%	Old Colony	\$ 1,139,886	\$ 455,954	\$ 344,808	\$ 8,834,466	\$ 10,775,114
10.8099%	Pioneer Valley	\$ 2,702,480	\$ 1,080,992	\$ 545,638	\$ 21,216,891	\$ 25,546,001
8.9601%	Southeastern Mass	\$ 2,240,026	\$ 896,010	\$ 492,430	\$ 17,546,051	\$ 21,174,518
Highway Division programs		\$ 353,373,525	\$ 81,133,725	\$ 434,507,250		
Reliability programs		\$ 246,873,525	\$ 56,592,058	\$ 303,465,583		
Bridge program		\$ 154,820,000	\$ 38,705,000	\$ 193,525,000		
	<i>Inspections</i>	\$ 14,320,000	\$ 3,580,000	\$ 17,900,000		
	<i>Systematic maintenance</i>	\$ 8,000,000	\$ 2,000,000	\$ 10,000,000		
	<i>On-system NHS (minimum)</i>	\$ 94,900,000	\$ 23,725,000	\$ 118,625,000		
	<i>On-System Non-NHS</i>	\$ 9,100,000	\$ 2,275,000	\$ 11,375,000		
	<i>Off-system</i>	\$ 28,500,000	\$ 7,125,000	\$ 35,625,000		
Interstate pavement program		\$ 22,909,525	\$ 2,545,503	\$ 25,455,028		
Non-interstate DOT pavement program		\$ 51,144,000	\$ 12,786,000	\$ 63,930,000		
Roadway improvements program		\$ 1,000,000	\$ 250,000	\$ 1,250,000		
Safety improvements program		\$ 17,000,000	\$ 2,305,556	\$ 19,305,556		
Modernization programs		\$ 78,500,000	\$ 17,541,667	\$ 96,041,667		
ADA retrofits program		\$ -	\$ -	\$ -		
Intersection improvements program		\$ 15,000,000	\$ 1,666,667	\$ 16,666,667		
Intelligent Transportation Systems program		\$ 8,000,000	\$ 2,000,000	\$ 10,000,000		
Roadway reconstruction program		\$ 55,500,000	\$ 13,875,000	\$ 69,375,000		
Expansion programs		\$ 28,000,000	\$ 7,000,000	\$ 35,000,000		
Bicycles and pedestrians program		\$ 28,000,000	\$ 7,000,000	\$ 35,000,000		
Capacity program		\$ -	\$ -	\$ -		
Total Budgeted Funding		\$ 708,744,163	\$ 139,255,869	\$ 731,229,083		

Final 2018-2022 State Transportation Improvement Program Budgets

	2018	2019	2020	2021	2022
Base obligation authority	\$ 598.18	\$ 611.68	\$ 626.33	\$ 641.99	\$ 658.74
Planned redistribution request	\$ 50.00	\$ 50.00	\$ 50.00	\$ 50.00	\$ 50.00
Total obligation authority	\$ 648.18	\$ 661.68	\$ 676.33	\$ 691.99	\$ 708.74
ABP GANS Repayment	\$ (62.99)	\$ (66.02)	\$ (104.28)	\$ (107.70)	\$ (116.77)
Total federal funding with match	\$ 717.25	\$ 734.10	\$ 704.15	\$ 722.06	\$ 731.23
Planning / Adjustments / Pass-throughs					
Award adjustments, change orders, etc.	\$ 37.50	\$ 31.25	\$ 31.25	\$ 25.00	\$ 25.00
Metropolitan planning	\$ 10.84	\$ 10.84	\$ 10.84	\$ 10.84	\$ 10.84
State planning and research	\$ 17.53	\$ 17.53	\$ 17.53	\$ 17.53	\$ 17.53
Recreational trails	\$ 1.48	\$ 1.48	\$ 1.48	\$ 1.48	\$ 1.48
Railroad grade crossings	\$ 4.72	\$ 4.22	\$ 2.22	\$ 2.22	\$ 2.22
MassRides program	\$ -	\$ 3.33	\$ 3.33	\$ 3.33	\$ 3.33
subtotal of planning / adjustments / pass-throughs	\$ 72.08	\$ 68.65	\$ 66.65	\$ 60.40	\$ 60.40
Funding sources for regional priorities					
Congestion Mitigation Air Quality Improvements	\$ 25.00	\$ 25.00	\$ 25.00	\$ 25.00	\$ 25.00
Highway Safety Improvement Program	\$ 10.00	\$ 10.00	\$ 10.00	\$ 10.00	\$ 10.00
Transportation Alternatives Program	\$ 5.73	\$ 5.73	\$ 5.73	\$ 5.73	\$ 5.73
Surface Transportation Program Block Grant	\$ 180.46	\$ 189.20	\$ 187.42	\$ 192.70	\$ 195.59
regional share % subtotal of funding for regional priorities	\$ 221.19	\$ 229.93	\$ 228.15	\$ 233.43	\$ 236.32
3.5596% Berkshire	\$ 7.87	\$ 8.18	\$ 8.12	\$ 8.31	\$ 8.41
42.9671% Boston	\$ 95.04	\$ 98.79	\$ 98.03	\$ 100.30	\$ 101.54
4.5851% Cape Cod	\$ 10.14	\$ 10.54	\$ 10.46	\$ 10.70	\$ 10.84
8.6901% Central Mass	\$ 19.22	\$ 19.98	\$ 19.83	\$ 20.29	\$ 20.54
2.5397% Franklin	\$ 5.62	\$ 5.84	\$ 5.79	\$ 5.93	\$ 6.00
0.3100% Martha's Vineyard	\$ 0.69	\$ 0.71	\$ 0.71	\$ 0.72	\$ 0.73
4.4296% Merrimack Valley	\$ 9.80	\$ 10.18	\$ 10.11	\$ 10.34	\$ 10.47
4.4596% Montachusett	\$ 9.86	\$ 10.25	\$ 10.17	\$ 10.41	\$ 10.54
0.2200% Nantucket	\$ 0.49	\$ 0.51	\$ 0.50	\$ 0.51	\$ 0.52
3.9096% Northern Middlesex	\$ 8.65	\$ 8.99	\$ 8.92	\$ 9.13	\$ 9.24
4.5595% Old Colony	\$ 10.09	\$ 10.48	\$ 10.40	\$ 10.64	\$ 10.78
10.8099% Pioneer Valley	\$ 23.91	\$ 24.86	\$ 24.66	\$ 25.23	\$ 25.55
8.9601% Southeastern Mass	\$ 19.82	\$ 20.60	\$ 20.44	\$ 20.92	\$ 21.17
	31%	31%	32%	32%	32%
Highway Division programs	\$ 423.98	\$ 435.52	\$ 409.35	\$ 428.23	\$ 434.51
Reliability programs	\$ 367.87	\$ 340.04	\$ 343.44	\$ 293.86	\$ 303.47
Bridge program	\$ 213.53	\$ 184.76	\$ 193.53	\$ 175.63	\$ 193.53
Inspections	\$ 17.90	\$ -	\$ 17.90	\$ -	\$ 17.90
Systematic maintenance	\$ 10.00	\$ 10.00	\$ 10.00	\$ 10.00	\$ 10.00
On-system NHS (minimum)	\$ 118.63	\$ 120.00	\$ 118.63	\$ 118.63	\$ 118.63
On-System Non-NHS	\$ 31.38	\$ 19.13	\$ 11.38	\$ 11.38	\$ 11.38
Off-system	\$ 35.63	\$ 35.63	\$ 35.63	\$ 35.63	\$ 35.63
Interstate pavement program	\$ 51.78	\$ 30.72	\$ 41.76	\$ 27.49	\$ 25.46
Non-interstate DOT pavement program	\$ 67.16	\$ 86.50	\$ 81.48	\$ 67.55	\$ 63.93
Roadway improvements program	\$ 4.38	\$ 2.50	\$ 3.75	\$ 3.75	\$ 1.25
Safety improvements program	\$ 31.03	\$ 35.56	\$ 22.92	\$ 19.44	\$ 19.31
Modernization programs	\$ 36.11	\$ 50.08	\$ 40.92	\$ 99.37	\$ 96.04
ADA retrofits program	\$ -	\$ 3.00	\$ -	\$ 1.75	\$ -
Intersection improvements program	\$ 17.36	\$ 22.08	\$ 19.17	\$ 18.47	\$ 16.67
Intelligent Transportation Systems program	\$ 12.50	\$ 13.75	\$ 12.50	\$ 10.00	\$ 10.00
Roadway reconstruction program	\$ 6.25	\$ 11.25	\$ 9.25	\$ 69.15	\$ 69.38
Expansion programs	\$ 20.00	\$ 45.40	\$ 25.00	\$ 35.00	\$ 35.00
Bicycles and pedestrians program	\$ 20.00	\$ 45.40	\$ 25.00	\$ 35.00	\$ 35.00
Capacity program	\$ -	\$ -	\$ -	\$ -	\$ -
Total Budgeted Funding	\$ 717.25	\$ 734.10	\$ 704.15	\$ 722.06	\$ 731.23

APPENDIX K - OPERATIONS AND MAINTENANCE EXPENDITURES

**Old Colony MPO
Operations and Maintenance Summary Table
For the Brockton Area Transit Authority
State Fiscal Year 2018-2022**

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	Draft	Year Two	Year Three	Year Four	Year Five
	2017	2018	2019	2020	2021	2022
Farebox	\$ 2,925,000	\$ 2,880,000	\$ 2,952,000	\$ 3,025,800	\$ 3,101,445	\$ 3,178,981
Section 5307	\$ 1,615,969	\$ 1,969,054	\$ 2,018,280	\$ 2,068,737	\$ 2,120,456	\$ 2,173,467
Section 5311						
CMAQ/TDM						
Fully Funded *	\$ 1,098,540	\$ 1,118,540	\$ 1,146,504	\$ 1,175,166	\$ 1,204,545	\$ 1,234,659
JARC Sunday	\$ 82,000	\$ -	\$ -	\$ -	\$ -	\$ -
JARC/ New Freedom New Service	\$ 62,000	\$ 12,000	\$ -	\$ -	\$ -	\$ -
Auxillary Revenue	\$ 235,000	\$ 215,000	\$ 220,375	\$ 225,884	\$ 231,531	\$ 237,320
Interest Income	\$ 10,000	\$ 22,000	\$ 22,550	\$ 23,114	\$ 23,692	\$ 24,284
State Contract Assistance **	\$ 7,157,685	\$ 7,157,685	\$ 7,336,627	\$ 7,520,043	\$ 7,708,044	\$ 7,900,745
Local Assessment	\$ 2,914,224	\$ 2,945,721	\$ 3,019,364	\$ 3,094,848	\$ 3,172,219	\$ 3,251,525
TOTAL	\$ 16,100,418	\$ 16,320,000	\$ 16,715,700	\$ 17,133,593	\$ 17,561,932	\$ 18,000,981
Operating Expenses ***	Previous	Draft	Year Two	Year Three	Year Four	Year Five
	2017	2018	2019	2020	2012	2022
TOTAL (See Description Below)	\$ 16,100,418	\$ 16,320,000	\$ 16,715,700	\$ 17,133,593	\$ 17,561,932	\$ 18,000,981

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.

APPENDIX L - GREENHOUSE GAS (GHG) EMISSIONS ANALYSIS

2018-2022 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 2018-2022 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.

**Projects
with
Assumed
Impacts**

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 2018-2022 TIP

The following tables summarize the calculated quantitative and assumed qualitative impacts of the projects included in the regional FFY 2018-2022 TIP.

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
RTD0005907	BAT - ACQUIRE REPLACEMENT 40-FT BUS (4)	Quantified	Quantified Decrease in Emissions from Bus Replacement	20,577.935 kg Summer CO2
RTD0005914	BAT - ACQUIRE 35-FT BUS FOR EXPANSION (2) HYBRID	Quantified	Quantified Decrease in Emissions from New/Additional Transit Service	23,611.723 kg Summer CO2
RTD0004769	BAT - ACQUIRE 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)	989,860.450 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)	205,184.676 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
RTD0005901	BAT - ACQUIRE REPLACEMENT 30-FT BUS (4 BSU)	Quantified	Quantified Decrease in Emissions from Bus Replacement	19,308.574 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
RTD0005908	BAT - BUY REPLACEMENT 35-FT BUS (3)	Quantified	Quantified Decrease in Emissions from Bus Replacement	5,128.044 kg Summer CO2
RTD0006229	BAT - ACQUIRE REPLACEMENT 40-FT BUS (2)	Quantified	Quantified Decrease in Emissions from Bus Replacement	10,256.088 kg Summer CO2

2021 Regional Project Tracking

MassDOT Project ID	MassDOT Project Description	GHG Analysis Type	GHG Impact Description	GHG Impact by the Numbers
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
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

2022 Regional Project Tracking

MassDOT Project ID	MassDOT Project Description	GHG Analysis Type	GHG Impact Description	GHG Impact by the Numbers
600380	PEMBROKE- REHABILITATION OF ROUTE 36 (CENTER STREET) FROM ROUTE 27 TO ROUTE 14	Quantified	Quantified Decrease in Emissions (See Emissions Analysis Appendix)	155,419.600 kg Summer CO2
608279	STOUGHTON- INTERSECTION IMPROVEMENTS AND RELATED WORK AT CENTRAL STREET, CANTON STREET AND TOSCA DRIVE	Quantified	Quantified Decrease in Emissions (See Emissions Analysis Appendix)	83,067.763 kg Summer CO2

2018 GHG Tracking Old Colony Region Transportation Improvement

MassDOT Project ID ▼	MassDOT Project Description ▼	Total Programmed Funds ▼	GHG Analysis Type ▼	GHG CO ₂ Impact (kg/yr) ▼	GHG Impact Description ▼	Additional Description ▼
----------------------	-------------------------------	--------------------------	---------------------	--------------------------------------	--------------------------	--------------------------

► Section 1A / Regionally Prioritized Projects

► Regionally Prioritized Projects

607438	EASTON- INTERSECTION IMPROVEMENTS AT WASHINGTON STREET (ROUTE 138) AND UNION STREET	\$ 1,139,886				
607438	EASTON- INTERSECTION IMPROVEMENTS AT WASHINGTON STREET (ROUTE 138) AND UNION STREET	\$ 1,020,535	Quantified	326,293	Quantified Decrease in Emissions from Traffic Operational Improvement	
607337	PEMBROKE- INTERSECTION IMPROVEMENTS AND RELATED WORK AT WASHINGTON STREET (ROUTE 53) AND PLEASANT STREET	\$ 455,954				
607337	PEMBROKE- INTERSECTION IMPROVEMENTS AND RELATED WORK AT WASHINGTON STREET (ROUTE 53) AND PLEASANT STREET	\$ 1,808,755	Quantified	170,714	Quantified Decrease in Emissions from Traffic Operational Improvement	
606264	PLYMOUTH- IMPROVEMENTS ON OBERY STREET, FROM SOUTH STREET TO A.A. CARANCI WAY/PLYMOUTH NORTH H.S. DRIVE INTERSECTION	\$ 5,478,745	Quantified	583,160	Quantified Decrease in Emissions from Traffic Operational Improvement	
Quantified Impact ►				1,080,167		

► Section 1B / Earmark or Discretionary Grant Funded Projects

► Other Federal Aid

Project #	Description	\$ -				
Project #	Description	\$ -				
Quantified Impact ►				0		

► Section 2A / State Prioritized Reliability Projects

► Bridge Program / Inspections

Project #	Description	\$ -				
Quantified Impact ►				0		

► Bridge Program / Off-System

Project #	Description	\$ -				
Quantified Impact ►				0		

► Bridge Program / On-System (NHS)

Project #	Description	\$ -				
Quantified Impact ►				0		

► Bridge Program / On-System (Non-NHS)

Project #	Description	\$ -				
Quantified Impact ►				0		

► Bridge Program / Systematic Maintenance

Project #	Description	\$ -				
Quantified Impact ►				0		

► Interstate Pavement

Project #	Description	\$ -				
Quantified Impact ►				0		

► Non-Interstate Pavement

Project #	Description	\$ -				
Quantified Impact ►				0		

► Roadway Improvements

Project #	Description	\$ -				
Quantified Impact ►				0		

► Safety Improvements

Project #	Description	\$ -				
Quantified Impact ►				0		

► Section 2B / State Prioritized Modernization Projects

► ADA Retrofits

Project #	Description	\$ -				
Quantified Impact ►				0		

► Intersection Improvements

2018 GHG Tracking Old Colony Region Transportation Improvement

MassDOT Project ID ▼	MassDOT Project Description ▼	Total Programmed Funds ▼	GHG Analysis Type ▼	GHG CO ₂ Impact (kg/yr) ▼	GHG Impact Description ▼	Additional Description ▼
607860	WHITMAN- TRAFFIC SIGNAL IMPROVEMENTS & RELATED WORK ON BEDFORD STREET (ROUTE 18) AT 2 LOCATIONS: AUBURN STREET (ROUTE 14) & TEMPLE STREET (ROUTE 27)	\$ 3,964,260	Quantified	133,711	Quantified Decrease in Emissions from Traffic Operational Improvement	
Quantified Impact ►				133,711		
► Intelligent Transportation Systems						
Project #	Description	\$ -				
Quantified Impact ►				0		
► Roadway Reconstruction						
Project #	Description	\$ -				
Quantified Impact ►				0		
► Section 2C / State Prioritized Expansion Projects						
► Bicycles and Pedestrians						
Project #	Description	\$ -				
Quantified Impact ►				0		
► Capacity						
Project #	Description	\$ -				
Quantified Impact ►				0		
► Section 3 / Planning / Adjustments / Pass-throughs						
► Planning / Adjustments / Pass-throughs						
Project #	Description	\$ -				
Quantified Impact ►				0		
► Section 2A / Non-Federal Projects						
► Non-Federally Aided Projects						
Project #	Description	\$ -				
Quantified Impact ►				0		
2018 Old Colony MPO GHG Tracking Summary				Total Quantified Impact ▼		
Quantified Impact ►				1,213,879		

2019 GHG Tracking Old Colony Region Transportation Improvement

MassDOT Project ID ▼	MassDOT Project Description ▼	Total Programmed Funds ▼	GHG Analysis Type ▼	GHG CO ₂ Impact (kg/yr) ▼	GHG Impact Description ▼	Additional Description ▼
----------------------	-------------------------------	--------------------------	---------------------	--------------------------------------	--------------------------	--------------------------

► Section 1A / Regionally Prioritized Projects

► Regionally Prioritized Projects

608143	BROCKTON- INTERSECTION IMPROVEMENTS AT NORTH QUINCY STREET, BOUNDARY AVENUE AND CHESTNUT STREET	\$ 1,139,886				
608143	BROCKTON- INTERSECTION IMPROVEMENTS AT NORTH QUINCY STREET, BOUNDARY AVENUE AND CHESTNUT STREET	\$ 69,016	Quantified	505,089	Quantified Decrease in Emissions from Traffic Operational Improvement	
608088	BROCKTON- CORRIDOR IMPROVEMENTS ON ROUTE 123 (BELMONT STREET), FROM ANGUS BEATON DRIVE TO WEST STREET	\$ 386,938				
608088	BROCKTON- CORRIDOR IMPROVEMENTS ON ROUTE 123 (BELMONT STREET), FROM ANGUS BEATON DRIVE TO WEST STREET	\$ 3,629,893	Quantified	205,185	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	\$ 3,480,668	Quantified	1,525	Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure	
Quantified Impact ►				711,799		

► Section 1B / Earmark or Discretionary Grant Funded Projects

► Other Federal Aid

Project #	Description	\$ -				
Project #	Description	\$ -				
Quantified Impact ►				0		

► Section 2A / State Prioritized Reliability Projects

► Bridge Program / Inspections

Project #	Description	\$ -				
Quantified Impact ►				0		

► Bridge Program / Off-System

Project #	Description	\$ -				
Quantified Impact ►				0		

► Bridge Program / On-System (NHS)

Project #	Description	\$ -				
Quantified Impact ►				0		

► Bridge Program / On-System (Non-NHS)

Project #	Description	\$ -				
Quantified Impact ►				0		

► Bridge Program / Systematic Maintenance

Project #	Description	\$ -				
Quantified Impact ►				0		

► Interstate Pavement

Project #	Description	\$ -				
Quantified Impact ►				0		

► Non-Interstate Pavement

Project #	Description	\$ -				
Quantified Impact ►				0		

► Roadway Improvements

Project #	Description	\$ -				
Quantified Impact ►				0		

► Safety Improvements

Project #	Description	\$ -				
Quantified Impact ►				0		

► Section 2B / State Prioritized Modernization Projects

► ADA Retrofits

Project #	Description	\$ -				
Quantified Impact ►				0		

► Intersection Improvements

608086	AVON- INTERSECTION IMPROVEMENTS AT HARRISON BOULEVARD AND POND STREET	\$ 3,888,000	Quantified	989,860	Quantified Decrease in Emissions from Traffic Operational Improvement	
--------	---	--------------	------------	---------	---	--

2019 GHG Tracking Old Colony Region Transportation Improvement

MassDOT Project ID ▼	MassDOT Project Description ▼	Total Programmed Funds ▼	GHG Analysis Type ▼	GHG CO ₂ Impact (kg/yr) ▼	GHG Impact Description ▼	Additional Description ▼
				Quantified Impact ▶	989,860	
▶ Intelligent Transportation Systems						
Project #	Description	\$				
				Quantified Impact ▶	0	
▶ Roadway Reconstruction						
607941	EAST BRIDGEWATER- RESURFACING AND SIDEWALK CONSTRUCTION ON BEDFORD STREET (ROUTE 18), FROM WHITMAN STREET (ROUTE 106) TO CENTRAL STREET	\$ 1,891,000				
608088	BROCKTON- CORRIDOR IMPROVEMENTS ON ROUTE 123 (BELMONT STREET), FROM ANGUS BEATON DRIVE TO WEST STREET	\$ 592,300				
				Quantified Impact ▶	0	
▶ Section 2C / State Prioritized Expansion Projects						
▶ Bicycles and Pedestrians						
Project #	Description	\$				
				Quantified Impact ▶	0	
▶ Capacity						
Project #	Description	\$				
				Quantified Impact ▶	0	
▶ Section 3 / Planning / Adjustments / Pass-throughs						
▶ Planning / Adjustments / Pass-throughs						
Project #	Description	\$				
				Quantified Impact ▶	0	
▶ Section 2A / Non-Federal Projects						
▶ Non-Federally Aided Projects						
Project #	Description	\$				
				Quantified Impact ▶	0	
2019 Old Colony MPO GHG Tracking Summary				Total Quantified Impact ▼		
				Quantified Impact ▶	1,701,660	

2020 GHG Tracking Old Colony Region Transportation Improvement

MassDOT Project ID ▼	MassDOT Project Description ▼	Total Programmed Funds ▼	GHG Analysis Type ▼	GHG CO ₂ Impact (kg/yr) ▼	GHG Impact Description ▼	Additional Description ▼
----------------------	-------------------------------	--------------------------	---------------------	--------------------------------------	--------------------------	--------------------------

► Section 1A / Regionally Prioritized Projects

► Regionally Prioritized Projects

607217	EASTON- CORRIDOR IMPROVEMENTS ON DEPOT STREET (ROUTE 123), FROM NEWELL CIRCLE TO WASHINGTON STREET (ROUTE 138)	\$ 344,808				
607217	EASTON- CORRIDOR IMPROVEMENTS ON DEPOT STREET (ROUTE 123), FROM NEWELL CIRCLE TO WASHINGTON STREET (ROUTE 138)	\$ 1,139,886				
607217	EASTON- CORRIDOR IMPROVEMENTS ON DEPOT STREET (ROUTE 123), FROM NEWELL CIRCLE TO WASHINGTON STREET (ROUTE 138)	\$ 6,405,785	Quantified	132,863	Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure	
Project #	Description	\$ -				
Project #	Description	\$ -				
Quantified Impact ►				132,863		

► Section 1B / Earmark or Discretionary Grant Funded Projects

► Other Federal Aid

Project #	Description	\$ -				
Project #	Description	\$ -				
Quantified Impact ►				0		

► Section 2A / State Prioritized Reliability Projects

► Bridge Program / Inspections

Project #	Description	\$ -				
Quantified Impact ►				0		

► Bridge Program / Off-System

Project #	Description	\$ -				
Quantified Impact ►				0		

► Bridge Program / On-System (NHS)

Project #	Description	\$ -				
Quantified Impact ►				0		

► Bridge Program / On-System (Non-NHS)

Project #	Description	\$ -				
Quantified Impact ►				0		

► Bridge Program / Systematic Maintenance

Project #	Description	\$ -				
Quantified Impact ►				0		

► Interstate Pavement

Project #	Description	\$ -				
Quantified Impact ►				0		

► Non-Interstate Pavement

Project #	Description	\$ -				
Quantified Impact ►				0		

► Roadway Improvements

Project #	Description	\$ -				
Quantified Impact ►				0		

► Safety Improvements

Project #	Description	\$ -				
Quantified Impact ►				0		

► Section 2B / State Prioritized Modernization Projects

► ADA Retrofits

Project #	Description	\$ -				
Quantified Impact ►				0		

► Intersection Improvements

Project #	Description	\$ -				
Quantified Impact ►				0		

► Intelligent Transportation Systems

2020 GHG Tracking Old Colony Region Transportation Improvement

MassDOT Project ID ▼	MassDOT Project Description ▼	Total Programmed Funds ▼	GHG Analysis Type ▼	GHG CO ₂ Impact (kg/yr) ▼	GHG Impact Description ▼	Additional Description ▼
Project #	Description	\$ -				
Quantified Impact ▶				0		
▶ Roadway Reconstruction						
Project #	Description	\$ -				
Quantified Impact ▶				0		
▶ Section 2C / State Prioritized Expansion Projects						
▶ Bicycles and Pedestrians						
Project #	Description	\$ -				
Quantified Impact ▶				0		
▶ Capacity						
Project #	Description	\$ -				
Quantified Impact ▶				0		
▶ Section 3 / Planning / Adjustments / Pass-throughs						
▶ Planning / Adjustments / Pass-throughs						
Project #	Description	\$ -				
Quantified Impact ▶				0		
▶ Section 2A / Non-Federal Projects						
▶ Non-Federally Aided Projects						
Project #	Description	\$ -				
Quantified Impact ▶				0		
2020 Old Colony MPO GHG Tracking Summary				Total Quantified Impact ▼		
Quantified Impact ▶				132,863		

2021 GHG Tracking Old Colony Region Transportation Improvement

MassDOT Project ID ▼	MassDOT Project Description ▼	Total Programmed Funds ▼	GHG Analysis Type ▼	GHG CO ₂ Impact (kg/yr) ▼	GHG Impact Description ▼	Additional Description ▼
----------------------	-------------------------------	--------------------------	---------------------	--------------------------------------	--------------------------	--------------------------

► Section 1A / Regionally Prioritized Projects

► Regionally Prioritized Projects

606143	BROCKTON- INTERSECTION IMPROVEMENTS @ CRESCENT STREET (ROUTE 27)/QUINCY STREET/MASSASOIT BOULEVARD	\$ 1,139,886				
606143	BROCKTON- INTERSECTION IMPROVEMENTS @ CRESCENT STREET (ROUTE 27)/QUINCY STREET/MASSASOIT BOULEVARD	\$ 3,131,502	Quantified	94,824	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	\$ 455,954				
607403	STOUGHTON- CORRIDOR IMPROVEMENTS ON ROUTE 138 FROM LINCOLN STREET TO CENTRAL STREET, INCLUDING INTERSECTION IMPROVEMENTS ROUTE 138 (WASHINGTON STREET) & CENTRAL STREET	\$ 344,808				
607403	STOUGHTON- CORRIDOR IMPROVEMENTS ON ROUTE 138 FROM LINCOLN STREET TO CENTRAL STREET, INCLUDING INTERSECTION IMPROVEMENTS ROUTE 138 (WASHINGTON STREET) & CENTRAL STREET	\$ 4,239,238	Quantified	11,779	Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure	
Quantified Impact ►				106,603		

► Section 1B / Earmark or Discretionary Grant Funded Projects

► Other Federal Aid

Project #	Description	\$ -				
Project #	Description	\$ -				
Quantified Impact ►				0		

► Section 2A / State Prioritized Reliability Projects

► Bridge Program / Inspections

Project #	Description	\$ -				
Quantified Impact ►				0		

► Bridge Program / Off-System

608615	KINGSTON- BRIDGE REPLACEMENT, K-01-014, SMITHS LANE OVER ROUTE 3 (PILGRIM HIGHWAY)	\$ 12,347,440				
Quantified Impact ►				0		

► Bridge Program / On-System (NHS)

Project #	Description	\$ -				
Quantified Impact ►				0		

► Bridge Program / On-System (Non-NHS)

Project #	Description	\$ -				
Quantified Impact ►				0		

► Bridge Program / Systematic Maintenance

Project #	Description	\$ -				
Quantified Impact ►				0		

► Interstate Pavement

Project #	Description	\$ -				
Quantified Impact ►				0		

► Non-Interstate Pavement

Project #	Description	\$ -				
Quantified Impact ►				0		

► Roadway Improvements

Project #	Description	\$ -				
Quantified Impact ►				0		

► Safety Improvements

Project #	Description	\$ -				
-----------	-------------	------	--	--	--	--

2021 GHG Tracking Old Colony Region Transportation Improvement

MassDOT Project ID ▼	MassDOT Project Description ▼	Total Programmed Funds ▼	GHG Analysis Type ▼	GHG CO ₂ Impact (kg/yr) ▼	GHG Impact Description ▼	Additional Description ▼
Quantified Impact ▶				0		
▶ Section 2B / State Prioritized Modernization Projects						
▶ ADA Retrofits						
Project #	Description	\$ -				
Quantified Impact ▶				0		
▶ Intersection Improvements						
Project #	Description	\$ -				
Quantified Impact ▶				0		
▶ Intelligent Transportation Systems						
Project #	Description	\$ -				
Quantified Impact ▶				0		
▶ Roadway Reconstruction						
Project #	Description	\$ -				
Quantified Impact ▶				0		
▶ Section 2C / State Prioritized Expansion Projects						
▶ Bicycles and Pedestrians						
Project #	Description	\$ -				
Quantified Impact ▶				0		
▶ Capacity						
Project #	Description	\$ -				
Quantified Impact ▶				0		
▶ Section 3 / Planning / Adjustments / Pass-throughs						
▶ Planning / Adjustments / Pass-throughs						
Project #	Description	\$ -				
Quantified Impact ▶				0		
▶ Section 2A / Non-Federal Projects						
▶ Non-Federally Aided Projects						
Project #	Description	\$ -				
Quantified Impact ▶				0		
2021 Old Colony MPO GHG Tracking Summary				Total Quantified Impact ▼		
Quantified Impact ▶				106,603		

2022 GHG Tracking Old Colony Region Transportation Improvement

MassDOT Project ID ▼	MassDOT Project Description ▼	Total Programmed Funds ▼	GHG Analysis Type ▼	GHG CO ₂ Impact (kg/yr) ▼	GHG Impact Description ▼	Additional Description ▼
----------------------	-------------------------------	--------------------------	---------------------	--------------------------------------	--------------------------	--------------------------

► Section 1A / Regionally Prioritized Projects

► Regionally Prioritized Projects

600380	PEMBROKE- REHABILITATION OF ROUTE 36 (CENTER STREET) FROM ROUTE 27 TO ROUTE 14	\$ 344,808				
600380	PEMBROKE- REHABILITATION OF ROUTE 36 (CENTER STREET) FROM ROUTE 27 TO ROUTE 14	\$ 1,139,886				
600380	PEMBROKE- REHABILITATION OF ROUTE 36 (CENTER STREET) FROM ROUTE 27 TO ROUTE 14	\$ 6,554,751	Quantified	155,420	Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure	
608279	STOUGHTON- INTERSECTION IMPROVEMENTS AND RELATED WORK AT CENTRAL STREET, CANTON STREET AND TOSCA DRIVE	\$ 2,279,715	Quantified	83,068	Quantified Decrease in Emissions from Traffic Operational Improvement	
608279	STOUGHTON- INTERSECTION IMPROVEMENTS AND RELATED WORK AT CENTRAL STREET, CANTON STREET AND TOSCA DRIVE	\$ 388,285				
Quantified Impact ►				238,487		

► Section 1B / Earmark or Discretionary Grant Funded Projects

► Other Federal Aid

Project #	Description	\$ -				
Project #	Description	\$ -				
Quantified Impact ►				0		

► Section 2A / State Prioritized Reliability Projects

► Bridge Program / Inspections

Project #	Description	\$ -				
Quantified Impact ►				0		

► Bridge Program / Off-System

Project #	Description	\$ -				
Quantified Impact ►				0		

► Bridge Program / On-System (NHS)

Project #	Description	\$ -				
Quantified Impact ►				0		

► Bridge Program / On-System (Non-NHS)

Project #	Description	\$ -				
Quantified Impact ►				0		

► Bridge Program / Systematic Maintenance

Project #	Description	\$ -				
Quantified Impact ►				0		

► Interstate Pavement

Project #	Description	\$ -				
Quantified Impact ►				0		

► Non-Interstate Pavement

608820	BRIDGEWATER- BROCKTON- PAVEMENT PRESERVATION AND RELATED WORK ON ROUTE 24	\$ 11,021,578				
Quantified Impact ►				0		

► Roadway Improvements

Project #	Description	\$ -				
Quantified Impact ►				0		

► Safety Improvements

608842	STATEWIDE-VARIOUS SAFETY STRATEGIES TO ADDRESS SHSP - TO BE DETERMINED (2022)	\$ 14,153,556				
Quantified Impact ►				0		

► Section 2B / State Prioritized Modernization Projects

► ADA Retrofits

Project #	Description	\$ -				
Quantified Impact ►				0		

2022 GHG Tracking Old Colony Region Transportation Improvement

MassDOT Project ID ▼	MassDOT Project Description ▼	Total Programmed Funds ▼	GHG Analysis Type ▼	GHG CO ₂ Impact (kg/yr) ▼	GHG Impact Description ▼	Additional Description ▼
► Intersection Improvements						
Project #	Description	\$ -				
Quantified Impact ►				0		
► Intelligent Transportation Systems						
Project #	Description	\$ -				
Quantified Impact ►				0		
► Roadway Reconstruction						
Project #	Description	\$ -				
Quantified Impact ►				0		
► Section 2C / State Prioritized Expansion Projects						
► Bicycles and Pedestrians						
Project #	Description	\$ -				
Quantified Impact ►				0		
► Capacity						
Project #	Description	\$ -				
Quantified Impact ►				0		
► Section 3 / Planning / Adjustments / Pass-throughs						
► Planning / Adjustments / Pass-throughs						
Project #	Description	\$ -				
Quantified Impact ►				0		
► Section 2A / Non-Federal Projects						
► Non-Federally Aided Projects						
Project #	Description	\$ -				
Quantified Impact ►				0		
2022 Old Colony MPO GHG Tracking Summary				Total Quantified Impact ▼		
Quantified Impact ►				238,487		

2018 Old Colony Region Transit GHGs

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) ▼
RTD0005907	BAT ACQUIRE REPLACEMENT 40-FT BUS (4)	\$ 2,050,000	Quantified	20577.935	Quantified Decrease in Emissions from Bus Replacement	\$ 2,050,000		
RTD0005914	BAT - ACQUIRE 35-FT BUS FOR EXPANSION (2) HYBRID	\$ 1,400,000	Quantified	23611.723	Quantified Decrease in Emissions from New/Additional Transit Service	\$ 1,400,000		
RTD0004769	BAT ACQUIRE 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 Transit GHGs

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) ▼
RTD0005901	BAT - ACQUIRE REPLACEMENT 30-FT BUS (4 BSU)	\$ 1,000,000	Quantified	19308.574	Quantified Decrease in Emissions from Bus Replacement	\$ 1,000,000		

2020 Old Colony Region Transit GHGs

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) ▼
RTD0005908	BAT - BUY REPLACEMENT 35-FT BUS (3)	\$ 1,500,000	Quantified	5128.044	Quantified Decrease in Emissions from Bus Replacement	\$ 1,500,000		
RTD0006229	BAT - ACQUIRE REPLACEMENT 40-FT BUS (2)	\$ 1,010,000	Quantified	10256.088	Quantified Decrease in Emissions from Bus Replacement	\$ 1,010,000		

APPENDIX M - TWENTY-ONE DAY PUBLIC REVIEW - NOTICE OF AVAILABILITY AND PUBLIC COMMENTS

Classifieds

wickedlocalsearch.com

To Place an Advertisement Call 508-588-5000 • Mon-Fri 9am-5pm

JOBS

SERVICES

STUFF

HOMES

WHEELS

asks the court to make a determination that the Guardian and/or Conservator should be allowed to resign; or should be removed for good cause; or that the Guardianship is no longer necessary and therefore should be terminated. The original petition is on file with the court.

You have the right to object to this proceeding. If you wish to do so, you or your attorney must file a written appearance at this court on or before 10:00 A.M., on the return date of 04/28/2017. This day is NOT a hearing date but a deadline date by which you have to file the written appearance if you object to the petition. If you fail to file the written appearance by the return date, action may be taken in this matter without further notice to you. In addition to filing the written appearance, you or your attorney must file a written affidavit stating the specific facts and grounds of your objection within 30 days after the return date.

IMPORTANT NOTICE
The outcome of this proceeding may limit or completely take away the above-named person's right to make decisions about personal affairs or financial affairs or both. The above-named person has the right to ask for a lawyer. Anyone may make this request on behalf of the above-named person. If the above-named person cannot afford a lawyer, one may be appointed at State expense.

WITNESS, Hon. Katherine A Field, First Justice of this Court.
Date: March 23, 2017
Gina L. DeRossi
Register of Probate

13555902 4/18/17

ance by the return date, action may be taken in this matter without further notice to you. In addition to filing the written appearance, you or your attorney must file a written affidavit stating the specific facts and grounds of your objection within 30 days after the return date.

IMPORTANT NOTICE
The outcome of this proceeding may limit or completely take away the above-named person's right to make decisions about personal affairs or financial affairs or both. The above-named person has the right to ask for a lawyer. Anyone may make this request on behalf of the above-named person. If the above-named person cannot afford a lawyer, one may be appointed at State expense.
WITNESS, Hon. Edward G Boyle, First Justice of this Court.
Date: March 22, 2017

Matthew J McDonough
Register of Probate

13557607 4/18/17

NOTICE OF PUBLIC SALE: Self-storage Cube contents of the following household and other goods will be sold for cash by CubeSmart 692 South Franklin St., Holbrook, MA 02343 to satisfy a lien on May 3rd, 2017 at approx. 2:00PM at www.storagetreasures.com: Allen Kerr, Brian Aldrich, Steven Conroy, Kurt Mello, Terrence Floyd, Ruth Peterson, Ruth Peterson, Bernard Strickland, Taisha Tyler, Elizabeth Dorsey, Becky Dupiton, and Todd Burress.

13554590
4/18,25, 2017

for inspection between 9:00 A.M. and 5:45 P.M. on April 26, 2017. Contractors visiting the site that day should meet at the community building located at the 667-2 development on Riddell Road. The second site is located adjacent to the main office of the Authority at 100 Prospect St.

For an appointment to visit sites at other times, call: Nancy Morris @508 378-3838.

13558255 4/18/17

CITY OF BROCKTON PLANNING BOARD

The City of Brockton Planning Board will hold a public hearing on Tuesday, May 2, 2017 at 6:00 PM in the GAR Room of City Hall for approval of the Site Plan Application submitted by Pilling Engineering on behalf of Hawkeye Fence for construction of a commercial building at plot 471-1 Sargents Way.

The application and plans may be viewed in the Department of Planning & Economic Development, City Hall, Monday through Friday from 9:00 to 4:00 pm or at <http://www.brockton.ma.us/Government/Departments/Planning/reports>.

David Wheeler, Chairperson
April 18, 2017
April 25, 2017

13556536

CITY OF BROCKTON PUBLIC HEARING PLANNING BOARD

The City of Brockton Planning Board will hold a Public Hearing on Tuesday, May 2, 2017 at 6:00 p.m. in the GAR Room, City Hall to consider the following:

The application of Land Surveys on behalf of Manuel Bugginga for a proposed three lot subdivision with utilities and paving at plots 30, 30-1 & 31 Leach Avenue.

The application and plans may be viewed in the Department of Planning & Economic Development, City Hall, Monday through Friday from 9:00 to 4:00 pm or at <http://www.brockton.ma.us/Government/Departments/Planning/reports>.

David Wheeler, Chairman
April 18, 2017
April 25, 2017

13556682

By Its Attorneys,
ORLANS MORAN PLLC ITS SUCCESSORS AND ASSIGNS
PO Box 540540
Waltham, MA 02454
Phone: (781) 790-7800
14-001550

13546695 4/4,11,18, 2017

CITY OF BROCKTON PLANNING BOARD

The City of Brockton Planning Board will hold a public hearing on Tuesday, May 2, 2017 at 6:00 PM in the GAR Room of City Hall for approval of the Site Plan Application submitted by JK Holmgren on behalf of Teen Challenge NE for a proposed new three story building on Clifton Ave. and Main St. (Plots 23, 24 &1).

The application and plans may be viewed in the Department of Planning & Economic Development, City Hall, Monday through Friday from 9:00 to 4:00 pm or at <http://www.brockton.ma.us/Government/Departments/Planning/reports>.

David Wheeler, Chairperson
April 18, 2017
April 25, 2017

13556532

CITY OF BROCKTON PLANNING BOARD

The City of Brockton Planning Board will hold a public hearing on Tuesday, May 2, 2017 at 6:00 PM in the GAR Room of City Hall for approval of the Site Plan Application submitted by Meadow Wood LLC for construction of a roadway with utilities on plots 42 & 43 West Chestnut Street.

The application and plans may be viewed in the Department of Planning & Economic Development, City Hall, Monday through Friday from 9:00 to 4:00 pm or at <http://www.brockton.ma.us/Government/Departments/Planning/reports>.

David Wheeler, Chairperson
April 18, 2017
April 25, 2017

13556524

16-004342

13554766 4/18,25,5/2, 2017

NOTICE OF PUBLIC REVIEW AND COMMENT PERIOD

FFY 2017-2021 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AMENDMENT 1

FFY 2018-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

FFY 2018 UNIFIED PLANNINGWORK PROGRAM (UPWP)

PROPOSED CRITICAL RURAL FREIGHT CORRIDORS (CRFCS) AND CRITICAL URBAN FREIGHT CORRIDORS (CUFCS)

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 2017-2021 Transportation Improvement Program (TIP) Amendment, the FFY 2018-2022 Transportation Improvement Program (TIP), the FFY 2018 Unified Planning Work Program (UPWP) available for public review and comment, and the Proposed Critical Rural Freight Corridors (CRFCS) and Critical Urban Freight Corridors (CUFCS). 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 21-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 May 4, 2017 at 12 PM. Furthermore, a public meeting of the Old Colony MPO is scheduled for May 16, 2017 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

13556340 4/18/17

Classifieds

wickedlocalsearch.com

To Place an Advertisement Call 617-786-7100 • Mon-Fri 9am-5pm

- JOB
- SERVICES
- STUFF
- HOMES
- WHEELS

new today

Masonry

MASONRY-New / Repairs
Brick, block, concrete & granite. Walks, Steps, etc. Bulkheads. 781-985-1380

Appliances

USED FREEZER
for 2 months, Kenmore, paid \$465, will sell for \$300. (781) 344-4544

Apartments

DUXBURY Unfurnished
2nd flr, 4 rm, 1 bth, bay view, near beach \$1600+. (781) 738-0494



NOTICES

Legals

LEGAL NOTICE

TOWN OF ROCKLAND MASSACHUSETTS CONSERVATION COMMISSION

Legals

Commonwealth of Massachusetts
The Trial Court
Norfolk Probate and Family Court
Docket No. NO17P0711EA
CITATION ON PETITION FOR FORMAL ADJUDICATION

Estate of:
William K Gillooly
Also known as:
William Gillooly
Date of Death:
01/31/2017

To all interested persons: A Petition for Formal Adjudication of Intestacy and Appointment of Personal Representative has been filed by: John Gillooly of Hingham MA requesting that the Court enter a formal Decree and Order and for such other relief as requested in the Petition.

The Petitioner requests that: John Gillooly of Hingham MA be appointed as Personal Representative(s) of said estate to serve Without Surety on the bond in an unsupervised administration.

IMPORTANT NOTICE
You have the right to obtain a copy of the Petition from the Petitioner or at the Court. You have a right to object to this proceeding. To do so, you or your attorney must file a written appearance and objection at this Court before: 10:00 a.m. on the return day of 04/26/2017.

This is NOT a hearing date, but a deadline by which you must file a written appearance and objection if you object to this proceeding. If you fail to file a timely written appearance and objection followed by an affidavit of objections within thirty (30) days of the return day, action may be

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 given by Marilyn J. Hostetter to ABN AMRO Mortgage Group, Inc., dated October 25, 2002 and recorded in Norfolk County Registry of Deeds in Book 17503, Page 510 of which mortgage MTGLQ Investors, L.P. is the present holder by assignment from CitiMortgage, Inc. successor by merger to ABN AMRO Mortgage Group, Inc. to New Penn Financial LLC d/b/a Shellpoint Mortgage Servicing dated November 23, 2015 recorded at Norfolk County Registry of Deeds in Book 33665, Page 296 and corrective assignment from CitiMortgage, Inc. successor by merger to ABN AMRO Mortgage Group, Inc. to MTGLQ Investors, L.P. dated February 1, 2016 recorded at Norfolk County Registry of Deeds in Book 33875, Page 153, for breach of conditions of said mortgage and for the purpose of foreclosing the same, the mortgaged premises located at 868 Sea Street, Houghs Neck (Quincy), MA 02169 will be sold at a Public Auction at 1:00PM on May 16, 2017, at the mortgaged premises, more particularly described below, all and singular the premises described in said mortgage, to wit:

A certain parcel of land with the buildings thereon in that part of Quincy, Norfolk County, Massachusetts, known as Houghs Neck, being lots 635 and 636 as shown on plan entitled "Plan of House Lots at Houghs Neck, Quincy, Mass., owned by Wilton A. Dunham", dated March 26, 1907, by Ernest W. Branch, Surveyor, and recorded in Norfolk Deeds, Book 46, Page 2185, and bounded and described as follows:

- SOUTHERLY by Sea Street, 50 feet;
- EASTERLY by Lots 637, as shown on said plan, 100 feet;
- NORTHERLY by Lots 625 and 626, as shown on said plan, 50 feet;
- WESTERLY by Lot 634, as shown on said plan, 100 feet.

Containing, according to said plan, 5000 square feet of land, more or less.

For mortgagor's title see deed recorded with the Norfolk County Registry of Deeds in Book 13088, Page 83.

The premises will be sold subject to any and all unpaid taxes and other municipal assessments and liens, and subject to prior liens or other enforceable encumbrances of record entitled to precedence over this mortgage, and subject to and with the benefit of all easements, restrictions, reservations and conditions of record and subject to all tenancies and/or rights of parties in possession.

Terms of the Sale: Cash, cashier's or certified check in the sum of \$5,000.00 as a deposit must be shown at the time and place of the sale in order to qualify as a bidder (the mortgage holder and its designee(s) are exempt from this requirement); high

Legals

LEGAL NOTICE

By virtue of and in execution of the Power of Sale contained in a certain mortgage given by Marilyn J. Hostetter to ABN AMRO Mortgage Group, Inc., dated October 25, 2002 and recorded in Norfolk County Registry of Deeds in Book 17503, Page 510 of which mortgage MTGLQ Investors, L.P. is the present holder by assignment from CitiMortgage, Inc. successor by merger to ABN AMRO Mortgage Group, Inc. to New Penn Financial LLC d/b/a Shellpoint Mortgage Servicing dated November 23, 2015 recorded at Norfolk County Registry of Deeds in Book 33665, Page 296 and corrective assignment from CitiMortgage, Inc. successor by merger to ABN AMRO Mortgage Group, Inc. to MTGLQ Investors, L.P. dated February 1, 2016 recorded at Norfolk County Registry of Deeds in Book 33875, Page 153, for breach of conditions of said mortgage and for the purpose of foreclosing the same, the mortgaged premises located at 868 Sea Street, Houghs Neck (Quincy), MA 02169 will be sold at a Public Auction at 1:00PM on May 16, 2017, at the mortgaged premises, more particularly described below, all and singular the premises described in said mortgage, to wit:

A certain parcel of land with the buildings thereon in that part of Quincy, Norfolk County, Massachusetts, known as Houghs Neck, being lots 635 and 636 as shown on plan entitled "Plan of House Lots at Houghs Neck, Quincy, Mass., owned by Wilton A. Dunham", dated March 26, 1907, by Ernest W. Branch, Surveyor, and recorded in Norfolk Deeds, Book 46, Page 2185, and bounded and described as follows:

- SOUTHERLY by Sea Street, 50 feet;
- EASTERLY by Lots 637, as shown on said plan, 100 feet;
- NORTHERLY by Lots 625 and 626, as shown on said plan, 50 feet;
- WESTERLY by Lot 634, as shown on said plan, 100 feet.

Containing, according to said plan, 5000 square feet of land, more or less.

For mortgagor's title see deed recorded with the Norfolk County Registry of Deeds in Book 13088, Page 83.

The premises will be sold subject to any and all unpaid taxes and other municipal assessments and liens, and subject to prior liens or other enforceable encumbrances of record entitled to precedence over this mortgage, and subject to and with the benefit of all easements, restrictions, reservations and conditions of record and subject to all tenancies and/or rights of parties in possession.

Terms of the Sale: Cash, cashier's or certified check in the sum of \$5,000.00 as a deposit must be shown at the time and place of the sale in order to qualify as a bidder (the mortgage holder and its designee(s) are exempt from this requirement); high

Legals

NOTICE OF PUBLIC REVIEW AND COMMENT PERIOD

FFY 2017-2021 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AMENDMENT 1

FFY 2018-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

FFY 2018 UNIFIED PLANNINGWORK PROGRAM (UPWP)
PROPOSED CRITICAL RURAL FREIGHT CORRIDORS (CRFCS) AND CRITICAL URBAN FREIGHT CORRIDORS (CUFCS)

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 2017-2021 Transportation Improvement Program (TIP) Amendment, the FFY 2018-2022 Transportation Improvement Program (TIP), the FFY 2018 Unified Planning Work Program (UPWP) available for public review and comment, and the Proposed Critical Rural Freight Corridors (CRFCS) and Critical Urban Freight Corridors (CUFCS). 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 21-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 May 4, 2017 at 12 PM. Furthermore, a public meeting of the Old Colony MPO is scheduled for May 16, 2017 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

13556336 4/18/17

LEGAL NOTICE

Legals

LEGAL NOTICE

By virtue of and in execution of the Power of Sale contained in a certain mortgage given by Marilyn J. Hostetter to ABN AMRO Mortgage Group, Inc., dated October 25, 2002 and recorded in Norfolk County Registry of Deeds in Book 17503, Page 510 of which mortgage MTGLQ Investors, L.P. is the present holder by assignment from CitiMortgage, Inc. successor by merger to ABN AMRO Mortgage Group, Inc. to New Penn Financial LLC d/b/a Shellpoint Mortgage Servicing dated November 23, 2015 recorded at Norfolk County Registry of Deeds in Book 33665, Page 296 and corrective assignment from CitiMortgage, Inc. successor by merger to ABN AMRO Mortgage Group, Inc. to MTGLQ Investors, L.P. dated February 1, 2016 recorded at Norfolk County Registry of Deeds in Book 33875, Page 153, for breach of conditions of said mortgage and for the purpose of foreclosing the same, the mortgaged premises located at 868 Sea Street, Houghs Neck (Quincy), MA 02169 will be sold at a Public Auction at 1:00PM on May 16, 2017, at the mortgaged premises, more particularly described below, all and singular the premises described in said mortgage, to wit:

A certain parcel of land with the buildings thereon in that part of Quincy, Norfolk County, Massachusetts, known as Houghs Neck, being lots 635 and 636 as shown on plan entitled "Plan of House Lots at Houghs Neck, Quincy, Mass., owned by Wilton A. Dunham", dated March 26, 1907, by Ernest W. Branch, Surveyor, and recorded in Norfolk Deeds, Book 46, Page 2185, and bounded and described as follows:

- SOUTHERLY by Sea Street, 50 feet;
- EASTERLY by Lots 637, as shown on said plan, 100 feet;
- NORTHERLY by Lots 625 and 626, as shown on said plan, 50 feet;
- WESTERLY by Lot 634, as shown on said plan, 100 feet.

Containing, according to said plan, 5000 square feet of land, more or less.

For mortgagor's title see deed recorded with the Norfolk County Registry of Deeds in Book 13088, Page 83.

The premises will be sold subject to any and all unpaid taxes and other municipal assessments and liens, and subject to prior liens or other enforceable encumbrances of record entitled to precedence over this mortgage, and subject to and with the benefit of all easements, restrictions, reservations and conditions of record and subject to all tenancies and/or rights of parties in possession.

Terms of the Sale: Cash, cashier's or certified check in the sum of \$5,000.00 as a deposit must be shown at the time and place of the sale in order to qualify as a bidder (the mortgage holder and its designee(s) are exempt from this requirement); high

Legals

LEGAL NOTICE

By virtue of and in execution of the Power of Sale contained in a certain mortgage given by Marilyn J. Hostetter to ABN AMRO Mortgage Group, Inc., dated October 25, 2002 and recorded in Norfolk County Registry of Deeds in Book 17503, Page 510 of which mortgage MTGLQ Investors, L.P. is the present holder by assignment from CitiMortgage, Inc. successor by merger to ABN AMRO Mortgage Group, Inc. to New Penn Financial LLC d/b/a Shellpoint Mortgage Servicing dated November 23, 2015 recorded at Norfolk County Registry of Deeds in Book 33665, Page 296 and corrective assignment from CitiMortgage, Inc. successor by merger to ABN AMRO Mortgage Group, Inc. to MTGLQ Investors, L.P. dated February 1, 2016 recorded at Norfolk County Registry of Deeds in Book 33875, Page 153, for breach of conditions of said mortgage and for the purpose of foreclosing the same, the mortgaged premises located at 868 Sea Street, Houghs Neck (Quincy), MA 02169 will be sold at a Public Auction at 1:00PM on May 16, 2017, at the mortgaged premises, more particularly described below, all and singular the premises described in said mortgage, to wit:

A certain parcel of land with the buildings thereon in that part of Quincy, Norfolk County, Massachusetts, known as Houghs Neck, being lots 635 and 636 as shown on plan entitled "Plan of House Lots at Houghs Neck, Quincy, Mass., owned by Wilton A. Dunham", dated March 26, 1907, by Ernest W. Branch, Surveyor, and recorded in Norfolk Deeds, Book 46, Page 2185, and bounded and described as follows:

- SOUTHERLY by Sea Street, 50 feet;
- EASTERLY by Lots 637, as shown on said plan, 100 feet;
- NORTHERLY by Lots 625 and 626, as shown on said plan, 50 feet;
- WESTERLY by Lot 634, as shown on said plan, 100 feet.

Containing, according to said plan, 5000 square feet of land, more or less.

For mortgagor's title see deed recorded with the Norfolk County Registry of Deeds in Book 13088, Page 83.

The premises will be sold subject to any and all unpaid taxes and other municipal assessments and liens, and subject to prior liens or other enforceable encumbrances of record entitled to precedence over this mortgage, and subject to and with the benefit of all easements, restrictions, reservations and conditions of record and subject to all tenancies and/or rights of parties in possession.

Terms of the Sale: Cash, cashier's or certified check in the sum of \$5,000.00 as a deposit must be shown at the time and place of the sale in order to qualify as a bidder (the mortgage holder and its designee(s) are exempt from this requirement); high

Legals

LEGAL NOTICE

By virtue of and in execution of the Power of Sale contained in a certain mortgage given by Marilyn J. Hostetter to ABN AMRO Mortgage Group, Inc., dated October 25, 2002 and recorded in Norfolk County Registry of Deeds in Book 17503, Page 510 of which mortgage MTGLQ Investors, L.P. is the present holder by assignment from CitiMortgage, Inc. successor by merger to ABN AMRO Mortgage Group, Inc. to New Penn Financial LLC d/b/a Shellpoint Mortgage Servicing dated November 23, 2015 recorded at Norfolk County Registry of Deeds in Book 33665, Page 296 and corrective assignment from CitiMortgage, Inc. successor by merger to ABN AMRO Mortgage Group, Inc. to MTGLQ Investors, L.P. dated February 1, 2016 recorded at Norfolk County Registry of Deeds in Book 33875, Page 153, for breach of conditions of said mortgage and for the purpose of foreclosing the same, the mortgaged premises located at 868 Sea Street, Houghs Neck (Quincy), MA 02169 will be sold at a Public Auction at 1:00PM on May 16, 2017, at the mortgaged premises, more particularly described below, all and singular the premises described in said mortgage, to wit:

A certain parcel of land with the buildings thereon in that part of Quincy, Norfolk County, Massachusetts, known as Houghs Neck, being lots 635 and 636 as shown on plan entitled "Plan of House Lots at Houghs Neck, Quincy, Mass., owned by Wilton A. Dunham", dated March 26, 1907, by Ernest W. Branch, Surveyor, and recorded in Norfolk Deeds, Book 46, Page 2185, and bounded and described as follows:

- SOUTHERLY by Sea Street, 50 feet;
- EASTERLY by Lots 637, as shown on said plan, 100 feet;
- NORTHERLY by Lots 625 and 626, as shown on said plan, 50 feet;
- WESTERLY by Lot 634, as shown on said plan, 100 feet.

Containing, according to said plan, 5000 square feet of land, more or less.

For mortgagor's title see deed recorded with the Norfolk County Registry of Deeds in Book 13088, Page 83.

The premises will be sold subject to any and all unpaid taxes and other municipal assessments and liens, and subject to prior liens or other enforceable encumbrances of record entitled to precedence over this mortgage, and subject to and with the benefit of all easements, restrictions, reservations and conditions of record and subject to all tenancies and/or rights of parties in possession.

Terms of the Sale: Cash, cashier's or certified check in the sum of \$5,000.00 as a deposit must be shown at the time and place of the sale in order to qualify as a bidder (the mortgage holder and its designee(s) are exempt from this requirement); high

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION-HIGHWAY DIVISION
NOTICE OF A PUBLIC HEARING
Project File No. 606518

A Design Public Hearing will be held by MassDOT to discuss the proposed new bridge and access road in Quincy, MA.

WHERE: Quincy City Hall
First Floor Meeting Hall – Old City Hall
1305 Hancock Street, Quincy, MA 02169

WHEN: Tuesday, May 2, 2017 at 7:00 PM

PURPOSE: The purpose of this hearing is to provide the public with the opportunity to become fully acquainted with the proposed Burgin Parkway Access Road and bridge over the MBTA. All views and comments made at the hearing will be reviewed and considered to the maximum extent possible.

PROPOSAL: The proposed project consists of constructing a new Burgin Parkway Access Road connecting Burgin Parkway to the future site redevelopment between the MBTA tracks and Ross Way, and a new bridge carrying the Road over the MBTA tracks. The new bridge structure consists of steel girders and a concrete deck, forming pre-fabricated bridge units that will accelerate construction. The ornamental concrete bridge rail and protective screen with provide aesthetics similar to the Hannon Parkway Bridge to the south. Reconstruction of a portion of Burgin Parkway between Hannon Parkway and Granite Street is required to accommodate the new Access Road.

A secure right-of-way is necessary for this project. Acquisitions in fee and permanent or temporary easements may be required. The City of Quincy is responsible for acquiring all needed rights in private or public lands. MassDOT's policy concerning land acquisitions will be discussed at this hearing.

Written views received by MassDOT subsequent to the date of this notice and up to five (5) days prior to the date of the hearing shall be displayed for public inspection and copying at the time and date listed above. Plans will be on display one-half hour before the hearing begins, with an engineer in attendance to answer questions regarding this project. A project handout will be made available on the MassDOT website listed below.

Written statements and other exhibits in place of, or in addition to, oral statements made at the Public Hearing regarding the proposed undertaking are to be submitted to Patricia A. Leavenworth, P.E., Chief Engineer, MassDOT, 10 Park Plaza, Boston, MA 02116, Attention: Bridge Project Management, Project File No. 606518. Such submissions will also be accepted at the hearing. Mailed statements and exhibits intended for inclusion in the public hearing transcript must be postmarked within ten (10) business days of this Public Hearing. Project inquiries may be emailed to

**BIZARRIA
TRANSPORTATION**

A única companhia local licenciada para transportar passageiros para aeroportos internacionais, a preços módicos. Ligue para Domingos,

1-508-818-1030



Your Car Search
COMMAND CENTER awaits...

BestRide is your car search Command Center.
We make it simple for you to find your BestRide.



THE SMARTEST, EASIEST WAY TO FIND A CAR

Your News
In
and Print
Online

All about you. **WICKED
LOCAL**

NOTICE OF PUBLIC REVIEW AND COMMENT PERIOD

- FFY 2017-2021 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AMENDMENT
- FFY 2018-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
- FFY 2018 UNIFIED PLANNINGWORK PROGRAM (UPWP)
- PROPOSED CRITICAL RURAL FREIGHT CORRIDORS (CRFCS) AND CRITICAL URBAN FREIGHT CORRIDORS (CUFCS)

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 2017-2021 Transportation Improvement Program (TIP) Amendment, the FFY 2018-2022 Transportation Improvement Program (TIP), the FFY 2018 Unified Planning Work Program (UPWP) available for public review and comment, and the Proposed Critical Rural Freight Corridors (CRFCS) and Critical Urban Freight Corridors (CUFCS). 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 21-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 May 4, 2017 at 12 PM. Furthermore, a public meeting of the Old Colony MPO is scheduled for May 16, 2017 at 10 AM to hear additional public comments and consider endorsement. Please contact Charles Kilmer at [508-583-1833](tel: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



EMPLOYMENT

Help Wanted

Laborer/ Solid Waste Recycling Attendant
Raynham Highway Department is seeking qualified candidates

for the position of Laborer-Attendant in the Solid Waste Division and Maint. Public Ways. FT 40 hrs/wk: Tues-Sat. Hourly wage \$19- 21 DOE. Active MA CDL B required. Complete job description and reqs are available at the Raynham Highway Department or RHD website. Application deadline: 05/11/17. Submit to: Raynham Highway Department, 1555 King Philip Street, Raynham, MA 02767. Raynham is an EOE.

Help Wanted

Help Wanted

Licensed Electrician for Seafood Facility in New Bedford, MA

Fast paced environment. Must have 3-5 yrs industrial exp. Must be able to read blue prints, diagrams, and electrical schematics, etc. Knowledge of PLC's and computers, along with strong trouble shooting skills and single to three phase 220-480 volts is a must. Must be able to repair baggers, blast freezers, motors, machine wiring & troubleshooting. Full time position with overtime when needed. Should be knowledgeable in OSHA, Safety Awareness in a processing environment.

Apply in Person
16 Hassey St., New Bedford, MA

LOCAL BODY SHOP
looking for exp. Comb. man with tools.
Call 508-676-1540



Maintenance Mechanic needed for Seafood Facility in New Bedford, MA
Must have 3-5 yrs exp. as an industrial mechanic. Must be familiar with bagging machine, conveyors, motors, sprockets, bearing etc. Tig welding a plus, minor piping, some computer skills, must be able to lift 50lbs. This is a full time position with overtime when nec.

Apply in Person
Northern Wind Inc.
16 Hassey St., New Bedford, MA

Jobs Wanted

7D Drivers Wanted-Also Wheelchair Drivers, Exp'd. Apply in person at 295 Broadway Rear Taunton MA.
508-822-7313

LEGAL ADVERTISING/CONTACTS

For rates and to place a legal advertisement

Call 1-800-624-7355
ext.6930

or
email
legals@wickedlocal.com

WICKEDLOCAL

Empreiteiro de DRYWALL

LOCALIZADO EM FALL RIVER, MA

Vários postos de trabalho disponíveis
Moldadores/Sheet-rockers/Retocadores

CAPATAZ – Mínimo 3 anos de experiência
Perícia TEM que incluir: saber ler plantas/Job Layout com capacidades organizacionais e supervisoras.
OSHA 30

Nota: Conhecimentos de computador um extra.

JOURNEYMEN – Framers/Sheet-rockers/Finishers
Mínimo 1 ano de experiência.

Tem que ter transporte e ferramentas do ofício.
Cartão OSHA 10.

Oferecemos:

- Salário comparável com experiência
- Plano completo de saúde e dentário
- Plano 401k • Feriados e tempo de Férias

Contacte Melinda pelo número [774-322-9333](tel:774-322-9333)
File-resume@outlook.com

Draft FFY 2018-2022 Old Colony Transportation Improvement Program (TIP) Public Comment Matrix

Date	Name	Representation	Comment Summary	Response
4/26/2017	Old Colony Planning Council Board of Directors	Old Colony Region	The Old Colony Planning Council Board of Directors reviewed and approved the Draft FFY 2018-2022 Old Colony Transportation Improvement Program (TIP).	Noted.
5/4/2017	Old Colony Joint Transportation Committee (JTC)	Old Colony Region	The Old Colony Joint Transportation Committee reviewed and approved the Draft FFY 2018-2022 Old Colony Transportation Improvement Program (TIP).	Noted.
5/4/2017	Marc Tisdelle, Stoughton Town Engineer	Stoughton	I hope all is well. I was hoping to see Tosca Drive/ Central Street Intersection on the TIP. We hired GPI for \$110,000 to come up with 25% Design Plans so the Town is vested and serious about this project. I have had numerous discussions with Pam Haznar on this too and she agrees that this should be on the TIP. Are we too late to program it?	The MPO recognizes the importance of this project and considered its programming in the Draft TIP. However, due to project readiness, combined with the need to maintain fiscal constraint, the project is not included in the fiscally constrained element of the TIP.
5/4/2017	Duxbury Board of Selectmen - Shawn Dahlen, Chair; David Madigan; and, Theodore Flynn	Duxbury	The Duxbury Board of Selectmen has voted unanimously in favor of expressing its continued support for the signalization of the Exit 10 ramps in Kingston and Duxbury, which is in each of your Transportation Improvement Plan Drafts currently out for public comment and review. The project lies partially within Kingston' s boundaries in the Old Colony Planning Council (which is Kingston's MPO) and in which Duxbury participates as an active member, and primarily within Duxbury 's borders in the Boston Region MPO.	The MPO recognizes the importance of this project and considered its programming in the Draft TIP. Additionally, the Draft 2017 Old Colony Route 3A Corridor Study recommends signalization of the Exit 10 ramps in Kingston and Duxbury. However, due to project readiness, combined with

Draft FFY 2018-2022 Old Colony Transportation Improvement Program (TIP) Public Comment Matrix

			<p>The need to install the signalization remains a high priority for the Town, as two higher-density developments at this location, including age-restricted housing, have recently completed full build-out, and medical office use is also expanding in this vicinity. We anticipate heavier traffic as the 400-year anniversaries of Plymouth, as well as other coastal communities in coming years; will draw tourists unfamiliar with the area in the coming decade. We respectfully request that you reconsider these important aspects of the need for the improvements in your scoring process, and that you place the signalization into the current respective TIPs as funded projects in the next five-year horizon to protect and improve public safety at this location.</p> <p>Please contact Mr. Rene Read, Duxbury Town Manager, with any further information and/or schedule a meeting. Mr. Read can be reached by telephone at 781-934-1100; Ext. 5400 or by email to read@town.duxbury.ma.us.</p>	<p>the need to maintain fiscal constraint, the project is not included in the fiscally constrained element of the TIP.</p>
5/12/2017	Nikki Tishler	MassDOT - Office of Transportation Planning	<p>Comments provided are with regard to edits and corrections (project costs and project GHG analysis).</p>	<p>Edits and corrections have been made.</p>
5/12/2017	Annie Lemelin	Conservation Law Foundation	<p>Conservation Law Foundation (“CLF”) submits these comments for consideration by the Old Colony Metropolitan Planning Organization (“MPO”) during the written comment period for the Draft 2018-2022 Transportation Improvement Program (“TIP”). CLF is a nonprofit, member-supported regional environmental organization working to conserve natural</p>	<p>The Old Colony MPO supports a balanced TIP and has flexed CMAQ funds in the past to fund to fund bus projects for BAT, and will consider such actions to the annual element of the TIP on a year to year basis.</p>

Draft FFY 2018-2022 Old Colony Transportation Improvement Program (TIP) Public Comment Matrix

			<p>resources, protect public health, and promote thriving communities for all throughout New England. CLF has long advocated for enhanced public transportation in New England.</p> <p>CLF supports a balanced TIP that enhances public transportation, pedestrian and bicycle infrastructure, increases mobility for all, and protects the environment. Looking forward, CLF hopes to see further investment in the Brockton Area Transit Authority (“BAT”). Further investment may be accomplished by flexing funding, which has been successful for other MPOs in the Commonwealth. For example, the Merrimack Valley MPO voted to flex over \$515,000 to regional transit projects in its 2017-2021 TIP. This flexed money was used to fund the incremental cost of purchasing hybrid buses over diesel buses.</p> <p>Thank you for your consideration of these comments. If you have any questions, I can be reached by phone at (617) 850-1702 or by email at alemelin@clf.org.</p>	
5/15/2017	David Mohler	MassDOT - Office of Transportation Planning	<p>The Massachusetts Department of Transportation (MassDOT) Office of Transportation Planning {OTP) has reviewed the draft 2018-2022 Transportation Improvement Program (TIP) released by the Old Colony Metropolitan Planning Organization (MPO) on April 18, 2017. The following are MassDOT's comments:</p> <ul style="list-style-type: none"> ▪ In each fiscal year of the TIP there are highway funds available for 	OCPC is working with Highway Division District 5

Draft FFY 2018-2022 Old Colony Transportation Improvement Program (TIP) Public Comment Matrix

			<p>programming. Please work with Highway Division District 5 and your municipal partners to identify or initiate projects to program these available funds.</p> <ul style="list-style-type: none"> ▪ Please update the greenhouse gas emissions information for the 2019 Highway tab which reports an error on line 75 and on the 2018 Transit tab, line 6, which should be labeled as qualitative, until analysis can be completed. 	<p>and your municipal partners to identify or initiate projects to program these available funds.</p> <p>Edits and corrections have been made.</p>
--	--	--	---	--

Comments as of Close of Business (COB) May 15, 2017

Charles Kilmer

From: Marc Tisdelle <mtisdelle@stoughton-ma.gov>
Sent: Thursday, May 04, 2017 9:38 AM
To: Charles Kilmer
Subject: RE: May 16, 2017 Old Colony Metropolitan Planning Organization (MPO) Meeting

Hello Charlie,

I hope all is well. I was hoping to see Tosca Drive/ Central Street Intersection on the TIP. We hired GPI for \$110,000 to come up with 25% Design Plans so the Town is vested and serious about this project. I have had numerous discussions with Pam Haznar on this too and she agrees that this should be on the TIP. Are we too late to program it?

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)-341-1300)
Email: mtisdelle@stoughton-ma.gov

From: Charles Kilmer [<mailto:ckilmer@ocpcrpa.org>]
Sent: Thursday, May 04, 2017 9:11 AM
To: Undisclosed Recipients
Subject: May 16, 2017 Old Colony Metropolitan Planning Organization (MPO) Meeting

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

The following is the agenda for the May 16, 2017 Old Colony Metropolitan Planning Organization (MPO) Meeting (10 AM, at Old Colony Planning Council, 70 School Street, Brockton, MA).

Meeting Agenda

- Call to Order and Introductions
- Public Comments
- Minutes of April 18, 2017 Old Colony MPO Meeting
- Brockton Area Transit (BAT) Report
- FFY 2017 Old Colony Unified Planning Work Program (UPWP) Budget Reallocation
- Draft FFY 2018 Old Colony Unified Planning Work Program (UPWP)
 - Public Comments and Potential Endorsement
- Draft FFY 2017-2021 Old Colony Transportation Improvement Program (TIP) Amendment 1
 - Public Comments and Potential Endorsement
- Draft FFY 2018-2022 Old Colony Transportation Improvement Program (TIP)
 - Public Comments and Potential Endorsement
- Proposed Critical Rural Freight Corridors (CRFCS) and Critical Urban Freight Corridors (CUFCS)
 - Public Comments and Potential Endorsement
- Administrative Matters, Other Business, and Date and Time of Next Meeting(s)
- Adjournment

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

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

Charles Kilmer

Charles Kilmer, AICP, Assistant Director/ Transportation Program Manager

Old Colony Planning Council (OCPC)

Old Colony Metropolitan Planning Organization (MPO)

70 School Street, Brockton, MA 02301

508-583-1833 Extension 206 | <http://www.ocpcrpa.org/>

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

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

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

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

Si yo bezwen enfòmasyon sa a nan yon lòt lang, tanpri kontakte Pat Ciaramella nan 508-583-1833 Ekstansyon 202.

The public discussion of the Transportation Improvement Plan (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).

Town of Duxbury, Massachusetts

OFFICE OF THE BOARD OF SELECTMEN AND TOWN MANAGER



RECEIVED
MAY 04 2017

May 1, 2017

Karl H. Quackenbush, Executive Director, Boston Region Metropolitan Planning Organization
State Transportation Building
10 Park Plaza, Suite 2150
Boston, MA 02116-3968

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

**RE: Public Comment - Draft Transportation Improvement Plans (TIP)
MassDOT Project No. 606002 - Duxbury, Massachusetts and
MassDOT Project No. 603462 - Kingston, Massachusetts
Signal Installation at Route 3 (Northbound and Southbound ramps) at
Route 3A (Tremont Street)**

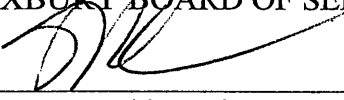
Dear Mr. Quackenbush and Mr. Ciaramella:

The Duxbury Board of Selectmen has voted unanimously in favor of expressing its continued support for the signalization of the Exit 10 ramps in Kingston and Duxbury, which is in each of your Transportation Improvement Plan Drafts currently out for public comment and review. The project lies partially within Kingston's boundaries in the Old Colony Planning Council (which is Kingston's MPO) and in which Duxbury participates as an active member, and primarily within Duxbury's borders in the Boston Region MPO.

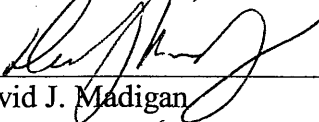
The need to install the signalization remains a high priority for the Town, as two higher-density developments at this location, including age-restricted housing, have recently completed full build-out, and medical office use is also expanding in this vicinity. We anticipate heavier traffic as the 400-year anniversaries of Plymouth, as well as other coastal communities in coming years; will draw tourists unfamiliar with the area in the coming decade. We respectfully request that you reconsider these important aspects of the need for the improvements in your scoring process, and that you place the signalization into the current respective TIPs as funded projects in the next five-year horizon to protect and improve public safety at this location.

Please contact Mr. René Read, Duxbury Town Manager, with any further information and/or schedule a meeting. Mr. Read can be reached by telephone at 781-934-1100; Ext. 5400 or by email to read@town.duxbury.ma.us.

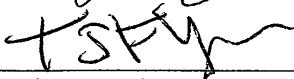
Sincerely yours,
DUXBURY BOARD OF SELECTMEN



Shawn M. Dahlen, Chair



David J. Madigan



Theodore J. Flynn

BOS:cam

CC: Honorable Representative Josh Cutler
Mary-Joe Perry, MassDOT District 5 Highway Director
Pamela Haznar, P.E., MassDOT District 5 Project Development Engineer
Michele Pecoraro, Executive Director, Plymouth 400 Inc.
Marc Draisen, Executive Director, Metropolitan Area Planning Council
Elaine A. Fiore, Chairman, Town of Kingston Board of Selectmen
René Read, Town of Duxbury, Town Manager
Valerie Massard, AICP, CFM, Town of Duxbury, Planning Director
Thomas Bott, FAICP, Town of Kingston, Planning Director

Charles Kilmer

From: Tishler, Nicole (DOT) <Nicole.Tishler@dot.state.ma.us>
Sent: Friday, May 12, 2017 12:59 PM
To: Kilmer, Charlie (OCPC)
Cc: Wadsworth, Trey (DOT); Woelfel, Steve (DOT)
Subject: Old Colony TIP

Hi Charlie -

Below are your comments related to GHG in the TIP:

Old Colony

2019 Highway tab

Error in line 75

2018 Transit tab

Line 6 should be labeled as Qualitative until analysis done

Let me know if you have any questions.

Best,
Nikki

Nikki Tishler

MassDOT Office of Transportation Planning | Capital Planning Group MPO Liaison | Title VI Strategist | Safe Routes to School/TAP Coordinator

10 Park Plaza Suite 4150 Boston, MA 02116 | phone 857.368.8882 | email

Nicole.Tishler@dot.state.ma.us<mailto:Nicole.Tishler@dot.state.ma.us>

Charles Kilmer

From: Tishler, Nicole (DOT) <nicole.tishler@state.ma.us>
Sent: Friday, May 12, 2017 1:07 PM
To: Kilmer, Charlie (OCPC)
Subject: RE: Old Colony TIP

Additionally, Trey may have flagged this one for you already, but double check the cost on 607941 in East Bridgewater.

Thanks
nikki

From: Tishler, Nicole (DOT)
Sent: Friday, May 12, 2017 12:59 PM
To: Kilmer, Charlie (OCPC) (ckilmer@ocpcrpa.org)
Cc: Wadsworth, Trey (DOT) (Trey.Wadsworth@dot.state.ma.us); Woelfel, Steve (DOT)
Subject: Old Colony TIP

Hi Charlie -

Below are your comments related to GHG in the TIP:

Old Colony

2019 Highway tab
Error in line 75
2018 Transit tab
Line 6 should be labeled as Qualitative until analysis done

Let me know if you have any questions.

Best,
Nikki

Nikki Tishler
MassDOT Office of Transportation Planning | Capital Planning Group MPO Liaison | Title VI Strategist | Safe Routes to School/TAP Coordinator
10 Park Plaza Suite 4150 Boston, MA 02116 | phone 857.368.8882 | email
Nicole.Tishler@dot.state.ma.us<<mailto:Nicole.Tishler@dot.state.ma.us>>



For a thriving New England

CLF Massachusetts 62 Summer Street
Boston MA 02110
P: 617.350.0990
F: 617.350.4030
www.clf.org

May 12, 2017

BY EMAIL

Charles Kilmer
Transportation Manager
Old Colony Planning Council
70 School Street
Brockton, MA 02301
ckilmer@ocpcrpa.org

Re: Old Colony Metropolitan Planning Organization
Draft FY2018-2022 TIP Public Comment

Dear Mr. Kilmer:

Conservation Law Foundation (“CLF”) submits these comments for consideration by the Old Colony Metropolitan Planning Organization (“MPO”) during the written comment period for the Draft 2018-2022 Transportation Improvement Program (“TIP”). CLF is a nonprofit, member-supported regional environmental organization working to conserve natural resources, protect public health, and promote thriving communities for all throughout New England. CLF has long advocated for enhanced public transportation in New England.

CLF supports a balanced TIP that enhances public transportation, pedestrian and bicycle infrastructure, increases mobility for all, and protects the environment. Looking forward, CLF hopes to see further investment in the Brockton Area Transit Authority (“BAT”). Further investment may be accomplished by flexing funding, which has been successful for other MPOs in the Commonwealth. For example, the Merrimack Valley MPO voted to flex over \$515,000 to regional transit projects in its 2017-2021 TIP. This flexed money was used to fund the incremental cost of purchasing hybrid buses over diesel buses.

Thank you for your consideration of these comments. If you have any questions, I can be reached by phone at (617) 850-1702 or by email at alemelin@clf.org.

Sincerely,



Anne C. Lemelin

A handwritten signature in cursive script that reads "Anne C. Lemelin".

Legal Fellow/Attorney



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

massDOT
Massachusetts Department of Transportation

May 15, 2017

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 2018-2022 Transportation Improvement Program (TIP) released by the Old Colony Metropolitan Planning Organization (MPO) on April 18, 2017. The following are MassDOT's comments:

- In each fiscal year of the TIP there are highway funds available for programming. Please work with Highway Division District 5 and your municipal partners to identify or initiate projects to program these available funds.
- Please update the greenhouse gas emissions information for the 2019 Highway tab which reports an error on line 75 and on the 2018 Transit tab, line 6, which should be labeled as qualitative, until analysis can be completed.

Please contact me at (857) 368-8865 or Trey 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

OLD COLONY METROPOLITAN PLANNING ORGANIZATION (MPO)

FFY 2018-2022

OLD COLONY

TRANSPORTATION

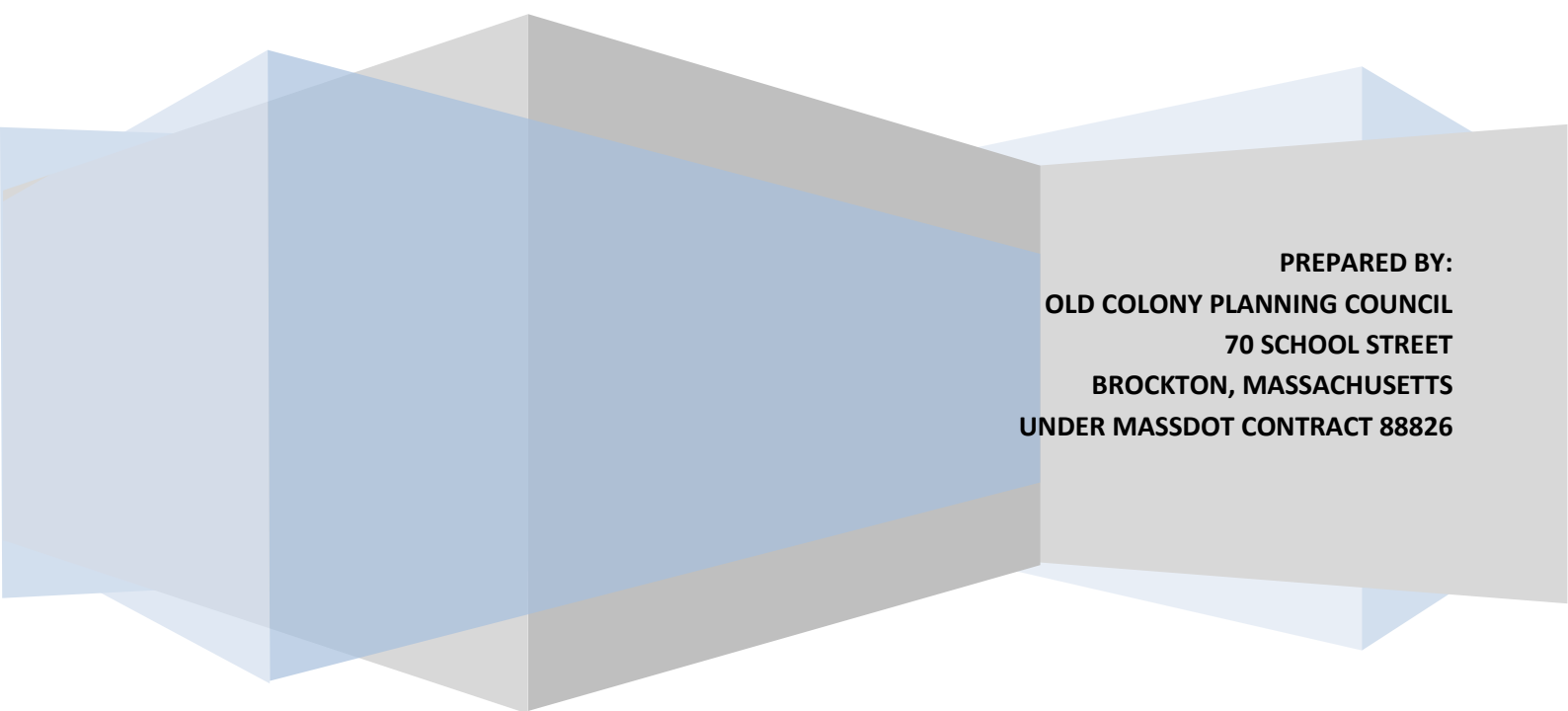
IMPROVEMENT PROGRAM

(TIP) AMENDMENT 1

- **ENDORSED BY THE OLD COLONY MPO ON NOVEMBER 21, 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)**



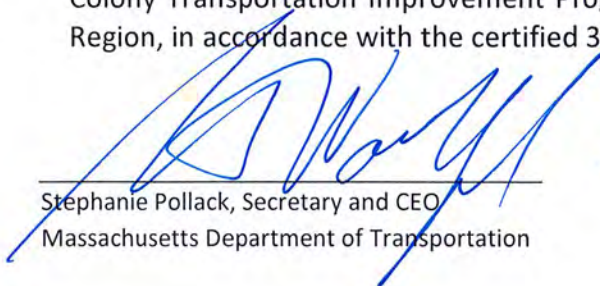
**PREPARED BY:
OLD COLONY PLANNING COUNCIL
70 SCHOOL STREET
BROCKTON, MASSACHUSETTS
UNDER MASSDOT CONTRACT 88826**

OLD COLONY METROPOLITAN PLANNING ORGANIZATION (MPO)

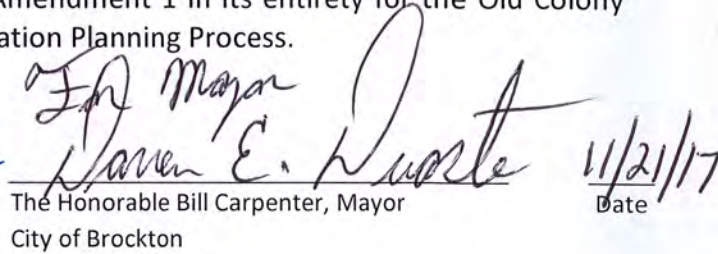
FFY 2018-2022

OLD COLONY TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AMENDMENT 1
ENDORSEMENT

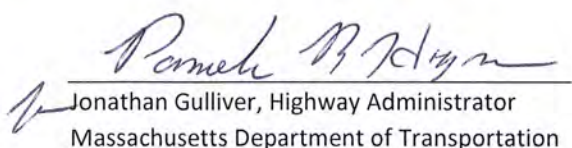
This is to certify that the Signatories of the Old Colony Metropolitan Planning Organization, at their Old Colony MPO meeting on November 21, 2017 hereby approve and endorse the FFY 2018-2022 Old Colony Transportation Improvement Program (TIP) Amendment 1 in its entirety for the Old Colony Region, in accordance with the certified 3C Transportation Planning Process.


Stephanie Pollack, Secretary and CEO
Massachusetts Department of Transportation

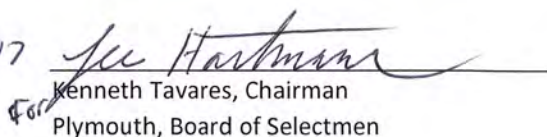
11/21/17
Date


The Honorable Bill Carpenter, Mayor
City of Brockton

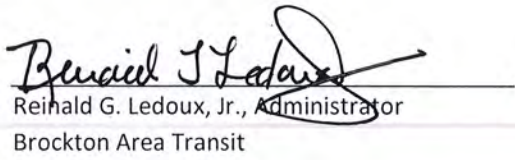
11/21/17
Date


Jonathan Gulliver, Highway Administrator
Massachusetts Department of Transportation

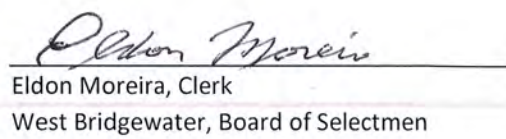
11/21/17
Date


Kenneth Tavares, Chairman
Plymouth, Board of Selectmen

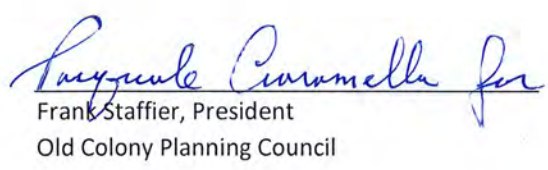
11/21/17
Date


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

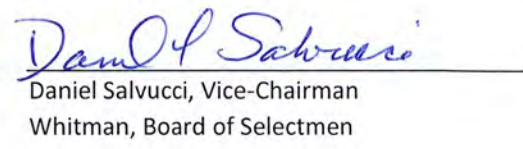
11/21/17
Date


Eldon Moreira, Clerk
West Bridgewater, Board of Selectmen

11/21/17
Date


Frank Staffier, President
Old Colony Planning Council

11/21/17
Date


Daniel Salvucci, Vice-Chairman
Whitman, Board of Selectmen

11/21/17
Date

Ex-Officio Non-Voting 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)

**DRAFT FFY 2018-2022
OLD COLONY TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AMENDMENT 1**

The Old Colony Transportation Improvement Program (TIP) is a program of capital improvements and operating assistance for the transportation system in the Old Colony Region. The Old Colony TIP lists projects (highway, bridge, and transit) and operational assistance that receive federal funds, and may list some projects that do not receive federal funds.

On November 21, 2017, following a 21-day public review and comment period, the Old Colony MPO endorsed the Draft FFY 2018-2022 Old Colony TIP Amendment 1.

The FFY 2018-2022 Old Colony TIP Amendment 1 adds the Downtown Brockton Streetscape (Federal Earmark MA-214) for Design Project, and adds six (6) projects that were awarded as part of the 2017 Community Transit Grant Program.

1. CITY OF BROCKTON

- AMENDMENT: ADD PROJECT - MA-214, DOWNTOWN BROCKTON STREETScape (FEDERAL EARMARK) FOR DESIGN
- COST IS \$476,691.99 (\$381,353.59 FEDERAL; \$95,338.40 CITY OF BROCKTON)

2. BROCKTON AREA TRANSIT (BAT)

- AMENDMENT: ADD PROJECT - BUY REPLACEMENT <30 FT BUS (7)
- COST IS \$462,800 (\$370,240 FEDERAL; \$92,560 STATE)

3. BROCKTON AREA TRANSIT (BAT)

- AMENDMENT: ADD PROJECT - OPERATING ASSISTANCE TO CONTINUE TO PROVIDE AVON-STOUGHTON SERVICE
- COST IS \$52,000 (\$26,000 FEDERAL; \$26,000 LOCAL)

4. BROCKTON AREA TRANSIT (BAT)

- AMENDMENT: ADD PROJECT - OPERATING ASSISTANCE TO CONTINUE TO PROVIDE SERVICE TO THE TOWN OF ROCKLAND
- COST IS \$100,000 (\$50,000 FEDERAL; \$50,000 LOCAL)

5. OLD COLONY PLANNING COUNCIL (OCPC)

- AMENDMENT: ADD PROJECT - OPERATING ASSISTANCE FOR VOLUNTEER TRANSPORTATION PROGRAM (VTP)
- COST IS \$64,000 (\$32,000 FEDERAL; \$32,000 LOCAL)

6. SOUTH SHORE COMMUNITY ACTION COUNCIL (SSCAC)

- AMENDMENT: ADD PROJECT - OPERATING ASSISTANCE TO SUPPORT SSCAC TRANSPORTATION PROGRAM
- COST IS \$80,000 (\$40,000 FEDERAL; \$40,000 LOCAL)

7. SOUTH SHORE COMMUNITY ACTION COUNCIL (SSCAC)

- AMENDMENT: ADD PROJECT - BUY REPLACEMENT VAN (7)
- COST IS \$449,400 (\$359,520 FEDERAL; \$89,880 LOCAL)

AMENDMENT 1

2018 Old Colony Region Transportation Improvement Program

TIP Amendment 1 Released: October 17, 2017

TIP Amendment 1 Endorsed: November 21, 2017

Amendment / Adjustment Type ▼	STIP Program ▼	MassDOT Project ID ▼	Metropolitan Planning Organization ▼	Municipality Name ▼	MassDOT Project Description ▼	MassDOT District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼ <i>Present information as follows, if applicable: a) Planning / Design / or Construction; b) total project cost and funding sources used; c) advance construction status; d) MPO project score; e) name of entity receiving a transfer; f) name of entity paying the non-state non-federal match; g) earmark details; h) TAP project proponent; i) other information</i>
-------------------------------	----------------	----------------------	--------------------------------------	---------------------	-------------------------------	--------------------	------------------	--------------------------	-----------------	---------------------	--

► Section 1A / Regionally Prioritized Projects

► Regionally Prioritized Projects

Intersection improvements program	607438	Old Colony	Municipalities	EASTON- INTERSECTION IMPROVEMENTS AT WASHINGTON STREET (ROUTE 138) AND UNION STREET	5	CMAQ	\$ 1,139,886	\$ 911,909	\$ 227,977	a) Construction; b) Total Project Cost = \$2,160,421 w/ \$1,139,886 of CMAQ funding, and \$1,020,535 of STP funding; d) MPO score 7.85
Intersection improvements program	607438	Old Colony	Municipalities	EASTON- INTERSECTION IMPROVEMENTS AT WASHINGTON STREET (ROUTE 138) AND UNION STREET	5	STP	\$ 1,020,535	\$ 816,428	\$ 204,107	a) Construction; b) Total Project Cost = \$2,160,421 w/ \$1,139,886 of CMAQ funding, and \$1,020,535 of STP funding; d) MPO score 7.85
Intersection improvements program	607337	Old Colony	Municipalities	PEMBROKE- INTERSECTION IMPROVEMENTS AND RELATED WORK AT WASHINGTON STREET (ROUTE 53) AND PLEASANT STREET	5	HSIP	\$ 455,954	\$ 410,359	\$ 45,595	a) Construction; b) Total Project Cost = \$2,264,709 w/ \$455,954 of HSIP funding, and \$1,808,755 of STP funding; d) MPO score 6.85
Intersection improvements program	607337	Old Colony	Municipalities	PEMBROKE- INTERSECTION IMPROVEMENTS AND RELATED WORK AT WASHINGTON STREET (ROUTE 53) AND PLEASANT STREET	5	STP	\$ 1,808,755	\$ 1,447,004	\$ 361,751	a) Construction; b) Total Project Cost = \$2,264,709 w/ \$455,954 of HSIP funding, and \$1,808,755 of STP funding; d) MPO score 6.85
Roadway reconstruction program	606264	Old Colony	Municipalities	PLYMOUTH- IMPROVEMENTS ON OBERY STREET, FROM SOUTH STREET TO A.A. CARANCI WAY/PLYMOUTH NORTH H.S. DRIVE INTERSECTION	5	STP	\$ 5,478,745	\$ 4,382,996	\$ 1,095,749	a) Construction; b) Total Project Cost = 5,478,745 w/ \$5,478,745 of STP funding; d) MPO score 7.97

Regionally Prioritized Projects subtotal ► \$ 9,903,875 \$ 7,968,696 \$ 1,935,180 ◀ 80% Federal + 20% Non-Federal

► Section 1A / Fiscal Constraint Analysis

		Total Regional Federal Aid Funds Programmed ►	\$ 9,903,875	\$ 10,085,255	◀ Total	\$ 181,380	Target Funds Available
STP programmed ►		\$ 8,308,035	\$ 8,144,607	◀ Max STP	\$ (163,429)	STP exceeds recommendation	
HSIP programmed ►		\$ 455,954	\$ 455,954	◀ Min. HSIP	\$ 0	HSIP recommended not met	
CMAQ programmed ►		\$ 1,139,886	\$ 1,139,886	◀ Min. CMAQ	\$ -	CMAQ recommended met	
TAP programmed ►		\$ -	\$ 344,808	◀ Min. TAP	\$ 344,808	TAP recommended not met	

Remaining HSIP, CMAQ, and TAP Funds \$ 181,380

► Section 1B / Earmark or Discretionary Grant Funded Projects

► Other Federal Aid

AMENDMENT: Add Project	Earmark Discretionary	MA-214	Old Colony	Brockton	Brockton Main Street Circulation Study (Federal Earmark)	5	TI	\$ 476,692	\$ 381,354	\$ 95,338	DEMO ID MA-214 EARMARK FOR DESIGN
	Earmark Discretionary	Project #	Old Colony	Municipalities	Description	District	HPP	\$ -	\$ -	\$ -	

Other Federal Aid subtotal ► \$ 476,692 \$ 381,354 \$ 95,338 ◀ Funding Split Varies by Funding Source

► Section 2A / State Prioritized Reliability Projects

► Bridge Program / Inspections

Bridge Program	Project #	MPO	Municipalities	Description	District	NHPP	\$ -	\$ -	\$ -	
Bridge Program / Inspections subtotal ►							\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source

► Bridge Program / Off-System

Bridge Program	Project #	MPO	Municipalities	Description	District	STP-BR-OFF	\$ -	\$ -	\$ -	
Bridge Program / Off-System subtotal ►							\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal

► Bridge Program / On-System (NHS)

Bridge Program	Project #	MPO	Municipalities	Description	District	NHPP-On	\$ -	\$ -	\$ -	
----------------	-----------	-----	----------------	-------------	----------	---------	------	------	------	--

AMENDMENT 1

2018 Old Colony Region Transportation Improvement Program TIP Amendment 1 Released: October 17, 2017
TIP Amendment 1 Endorsed: November 21, 2017

Amendment / Adjustment Type ▼	STIP Program ▼	MassDOT Project ID ▼	Metropolitan Planning Organization ▼	Municipality Name ▼	MassDOT Project Description ▼	MassDOT District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼ <i>Present information as follows, if applicable: a) Planning / Design / or Construction; b) total project cost and funding sources used; c) advance construction status; d) MPO project score; e) name of entity receiving a transfer; f) name of entity paying the non-state non-federal match; g) earmark details; h) TAP project proponent; i) other information</i>
-------------------------------	----------------	----------------------	--------------------------------------	---------------------	-------------------------------	--------------------	------------------	--------------------------	-----------------	---------------------	--

Bridge Program / On-System (NHS) subtotal ► \$ - \$ - \$ - ◀ Funding Split Varies by Funding Source

► **Bridge Program / On-System (Non-NHS)**

Bridge Program	Project #	MPO	Municipalities	Description	District	NHPP-Off	\$	-	\$	-	\$	-
----------------	-----------	-----	----------------	-------------	----------	----------	----	---	----	---	----	---

Bridge Program / On-System (Non-NHS) subtotal ► \$ - \$ - \$ - ◀ 80% Federal + 20% Non-Federal

► **Bridge Program / Systematic Maintenance**

Bridge Program	Project #	MPO	Municipalities	Description	District	NHPP-On	\$	-	\$	-	\$	-
----------------	-----------	-----	----------------	-------------	----------	---------	----	---	----	---	----	---

Bridge Program / Systematic Maintenance subtotal ► \$ - \$ - \$ - ◀ Funding Split Varies by Funding Source

► **Interstate Pavement**

Interstate Pavement	Project #	MPO	Municipalities	Description	District	NHPP	\$	-	\$	-	\$	-
---------------------	-----------	-----	----------------	-------------	----------	------	----	---	----	---	----	---

Interstate Pavement subtotal ► \$ - \$ - \$ - ◀ 90% Federal + 10% Non-Federal

► **Non-Interstate Pavement**

Non-Interstate Pavement	Project #	MPO	Municipalities	Description	District	NHPP	\$	-	\$	-	\$	-
-------------------------	-----------	-----	----------------	-------------	----------	------	----	---	----	---	----	---

Non-Interstate Pavement subtotal ► \$ - \$ - \$ - ◀ 80% Federal + 20% Non-Federal

► **Roadway Improvements**

Roadway Improvements	Project #	MPO	Municipalities	Description	District	STP	\$	-	\$	-	\$	-
----------------------	-----------	-----	----------------	-------------	----------	-----	----	---	----	---	----	---

Roadway Improvements subtotal ► \$ - \$ - \$ - ◀ 80% Federal + 20% Non-Federal

► **Safety Improvements**

Safety Improvements	Project #	MPO	Municipalities	Description	District	STP	\$	-	\$	-	\$	-
---------------------	-----------	-----	----------------	-------------	----------	-----	----	---	----	---	----	---

Safety Improvements subtotal ► \$ - \$ - \$ - ◀ Funding Split Varies by Funding Source

► **Section 2B / State Prioritized Modernization Projects**

► **ADA Retrofits**

ADA Retrofits	Project #	MPO	Municipalities	Description	District	STP	\$	-	\$	-	\$	-
---------------	-----------	-----	----------------	-------------	----------	-----	----	---	----	---	----	---

ADA Retrofits subtotal ► \$ - \$ - \$ - ◀ 80% Federal + 20% Non-Federal

► **Intersection Improvements**

Intersection Improvements	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	\$ 3,964,260	\$ 3,171,408	\$ 792,852	Construction / PSAC score 57
---------------------------	--------	------------	---------	--	---	------	--------------	--------------	------------	------------------------------

Intersection Improvements subtotal ► \$ 3,964,260 \$ 3,171,408 \$ 792,852 ◀ Funding Split Varies by Funding Source

► **Intelligent Transportation Systems**

Intelligent Transportation Systems	Project #	MPO	Municipalities	Description	District	NHPP	\$	-	\$	-	\$	-
------------------------------------	-----------	-----	----------------	-------------	----------	------	----	---	----	---	----	---

Intelligent Transportation System subtotal ► \$ - \$ - \$ - ◀ 80% Federal + 20% Non-Federal

► **Roadway Reconstruction**

Roadway Reconstruction	Project #	MPO	Municipalities	Description	District	CMAQ	\$	-	\$	-	\$	-
------------------------	-----------	-----	----------------	-------------	----------	------	----	---	----	---	----	---

Roadway Reconstruction subtotal ► \$ - \$ - \$ - ◀ 80% Federal + 20% Non-Federal

► **Section 2C / State Prioritized Expansion Projects**

► **Bicycles and Pedestrians**

Bicycles and Pedestrians	Project #	MPO	Municipalities	Description	District	CMAQ	\$	-	\$	-	\$	-
--------------------------	-----------	-----	----------------	-------------	----------	------	----	---	----	---	----	---

Bicycles and Pedestrians subtotal ► \$ - \$ - \$ - ◀ 80% Federal + 20% Non-Federal

AMENDMENT 1

2018 Old Colony Region Transportation Improvement Program TIP Amendment 1 Released: October 17, 2017
TIP Amendment 1 Endorsed: November 21, 2017

Amendment / Adjustment Type ▼	STIP Program ▼	MassDOT Project ID ▼	Metropolitan Planning Organization ▼	Municipality Name ▼	MassDOT Project Description ▼	MassDOT District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼ <i>Present information as follows, if applicable: a) Planning / Design / or Construction; b) total project cost and funding sources used; c) advance construction status; d) MPO project score; e) name of entity receiving a transfer; f) name of entity paying the non-state non-federal match; g) earmark details; h) TAP project proponent; i) other information</i>
-------------------------------	----------------	----------------------	--------------------------------------	---------------------	-------------------------------	--------------------	------------------	--------------------------	-----------------	---------------------	--

► **Capacity**

Capacity	Project #	MPO	Municipalities	Description	District	CMAQ	\$	-	\$	-	\$	-		
							Capacity subtotal ►	\$	-	\$	-	\$	-	◀ Funding Split Varies by Funding Source

► **Section 3 / Planning / Adjustments / Pass-throughs**

► **Planning / Adjustments / Pass-throughs**

Planning / Adjustments / Pass-throughs	Project #	MPO	Municipalities	Description	District	NHPP	\$	-	\$	-	\$	-		
							Other Statewide Items subtotal ►	\$	-	\$	-	\$	-	◀ Funding Split Varies by Funding Source

► **Section 4 / Non-Federally Aided Projects**

► **Non-Federally Aided Projects**

Non Federal Aid	Project #	MPO	Municipalities	Description	District	NFA	\$	-	\$	-		
							Non-Federal Aid subtotal ►	\$	-	\$	-	◀ 100% Non-Federal

2018 Summary

	TIP Section 1 - 3: ▼	TIP Section 4: ▼	Total of All Projects ▼	
Total ►	\$ 14,344,827	\$ -	\$ 14,344,827	◀ Total Spending in Region
Federal Funds ►	\$ 11,521,457	\$ -	\$ 11,521,457	◀ Total Federal Spending in Region
Non-Federal Funds ►	\$ 2,823,370	\$ -	\$ 2,823,370	◀ 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)

AMENDMENT 1

TIP Amendment 1 Released: October 17, 2017

Project List (FY2018)

TIP Amendment 1 Endorsed: November 21, 2017

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	RTD0005871	Brockton Area Transit Authority	114220	ACQUIRE - MISC SUPPORT EQUIPMENT		\$64,000	\$16,000	\$0	\$0	\$80,000
5307	RTD0005872	Brockton Area Transit Authority	111240	ACQUIRE ASSOC CAP MAINT ITEMS		\$80,000	\$20,000	\$0	\$0	\$100,000
5307	RTD0005880	Brockton Area Transit Authority	300900	Operating/PM/ADA		\$2,000,000	\$2,000,000	\$0	\$0	\$4,000,000
5307	RTD0005907	Brockton Area Transit Authority	111201	ACQUIRE REPLACEMENT 40-FT BUS (4)		\$410,000	\$1,640,000	\$0	\$0	\$2,050,000
5307	RTD0005910	Brockton Area Transit Authority	119202	ACQUIRE REPLACEMENT BUS SHELTERS		\$16,000	\$4,000	\$0	\$0	\$20,000
5307	RTD0005911	Brockton Area Transit Authority	114211	ACQUIRE - REPLACEMENT SUPPORT VEHICLE (1)		\$48,000	\$12,000	\$0	\$0	\$60,000
5307	RTD0005914	Brockton Area Transit Authority	111302	ACQUIRE 35-FT BUS FOR EXPANSION (2) HYBRID		\$280,000	\$1,120,000	\$0	\$0	\$1,400,000
5307	RTD0005915	Brockton Area Transit Authority	111700	VEH OVERHAUL (UP TO 20% VEH MAINT) (3)		\$126,000	\$504,000	\$0	\$0	\$630,000
5307	RTD0005916	Brockton Area Transit Authority	114406	REHAB/RENOVATE - SHOP EQUIPMENT Waste Oil Heater		\$12,000	\$3,000	\$0	\$0	\$15,000
5307	RTD0005918	Brockton Area Transit Authority	113401	REHAB/RENOVATE - BUS TERMINAL - Concrete, pavers, pavement		\$40,000	\$10,000	\$0	\$0	\$50,000
5307	RTD0004769	Brockton Area Transit Authority	111202	ACQUIRE REPLACEMENT 35-FT BUS (6)		\$600,000	\$2,400,000	\$0	\$0	\$3,000,000
5307	RTD0006189	Brockton Area Transit Authority	114206	ACQUIRE - SHOP EQUIPMENT (2) Heavy Duty Lifts		\$200,000	\$50,000	\$0	\$0	\$250,000
					Subtotal	\$3,876,000	\$7,779,000	\$0	\$0	\$11,655,000
5309										
					Subtotal	\$0	\$0	\$0	\$0	\$0
5310										
5310	RTD0006493	Brockton Area Transit Authority	111215	BUY REPLACEMENT VAN (7)		\$370,240	\$92,560	\$0	\$0	\$462,800
5310	RTD0006506	Brockton Area Transit Authority	300901	OPERATING ASSISTANCE - Rockland Service		\$50,000	\$0	\$0	\$50,000	\$100,000
5310	RTD0006507	Brockton Area Transit Authority	300901	OPERATING ASSISTANCE - Avon-Stoughton		\$26,000	\$0	\$0	\$26,000	\$52,000
5310	RTD0006481	Old Colony Planning Council	300901	UP TO 50% FEDERAL SHARE		\$32,000	\$0	\$0	\$32,000	\$64,000
5310	RTD0006467	South Shore Community Action Council, Inc.	111215	BUY REPLACEMENT VAN (7)		\$359,520	\$0	\$0	\$89,880	\$449,400
5310	RTD0006496	South Shore Community Action Council, Inc.	300900	PROGRAM OPERATING ASSISTANCE		\$40,000	\$0	\$0	\$40,000	\$80,000
					Subtotal	\$877,760	\$92,560	\$0	\$237,880	\$1,208,200
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	RTD0005886	Brockton Area Transit Authority	300900	OPERATING ASSISTANCE - Rockland Service		\$0	\$50,000	\$0	\$50,000	\$100,000
Other Non-Federal	RTD0005887	Brockton Area Transit Authority	300900	OPERATING ASSISTANCE - Avon-Stoughton		\$0	\$28,000	\$0	\$28,000	\$56,000
Other Non-Federal	RTD0005888	Brockton Area Transit Authority	300900	OPERATING ASSISTANCE - Saturday Evening Service		\$0	\$75,000	\$0	\$75,000	\$150,000
Other Non-Federal	RTD0005889	Brockton Area Transit Authority	300900	OPERATING ASSISTANCE - Sunday Service		\$0	\$175,000	\$0	\$175,000	\$350,000
					Subtotal	\$0	\$328,000	\$0	\$328,000	\$656,000
					Total	\$4,753,760	\$8,199,560	\$0	\$565,880	\$13,519,200

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

AMENDMENT: Add Project

APPENDIX N - ADMINISTRATIVE MODIFICATIONS AND AMENDMENTS

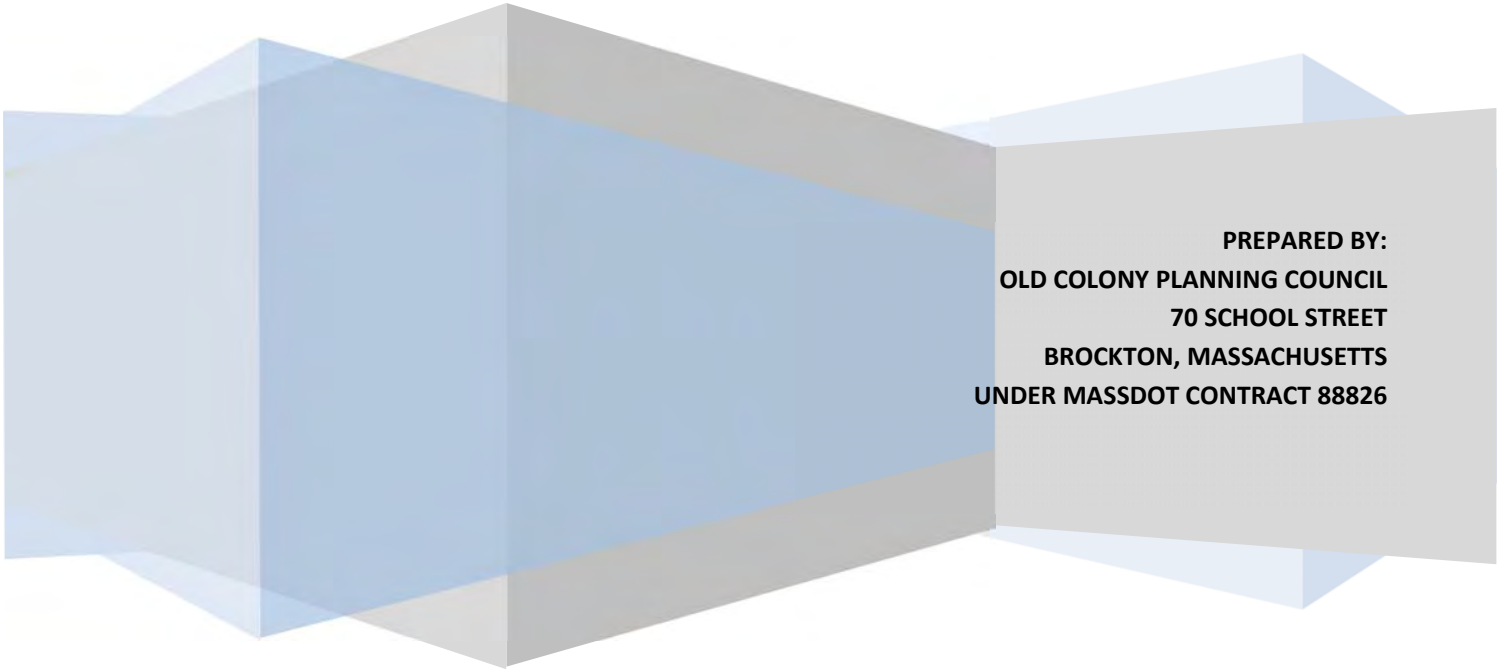
OLD COLONY METROPOLITAN PLANNING ORGANIZATION (MPO)

FFY 2018-2022 OLD COLONY TRANSPORTATION IMPROVEMENT PROGRAM (TIP) ADJUSTMENT 1

- **ENDORSED BY THE OLD COLONY MPO ON JANUARY 16, 2018**

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)**



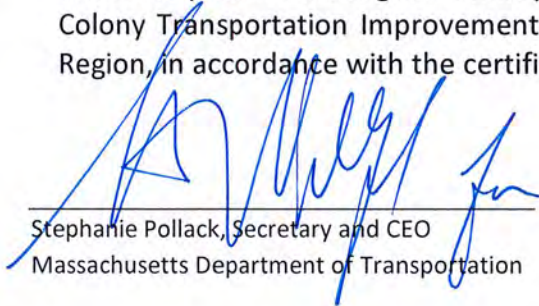
**PREPARED BY:
OLD COLONY PLANNING COUNCIL
70 SCHOOL STREET
BROCKTON, MASSACHUSETTS
UNDER MASSDOT CONTRACT 88826**

OLD COLONY METROPOLITAN PLANNING ORGANIZATION (MPO)

FFY 2018-2022

OLD COLONY TRANSPORTATION IMPROVEMENT PROGRAM (TIP) ADJUSTMENT 1
ENDORSEMENT

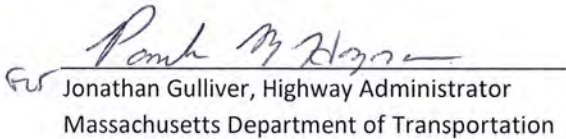
This is to certify that the Signatories of the Old Colony Metropolitan Planning Organization, at their Old Colony MPO meeting on January 16, 2018 hereby approve and endorse the FFY 2018-2022 Old Colony Transportation Improvement Program (TIP) Adjustment 1 in its entirety for the Old Colony Region, in accordance with the certified 3C Transportation Planning Process.


Stephanie Pollack, Secretary and CEO
Massachusetts Department of Transportation

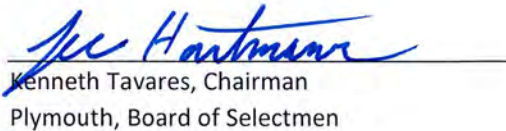
1/16/18
Date

The Honorable Bill Carpenter, Mayor
City of Brockton

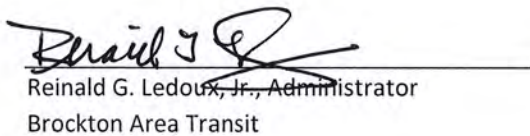
Date


Jonathan Gulliver, Highway Administrator
Massachusetts Department of Transportation

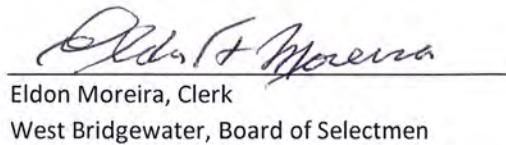
1/16/18
Date
for


Kenneth Tavares, Chairman
Plymouth, Board of Selectmen

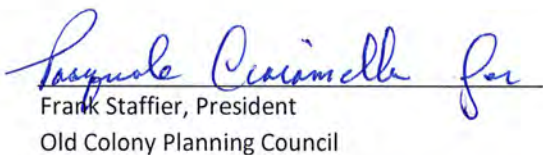
1-16-18
Date


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

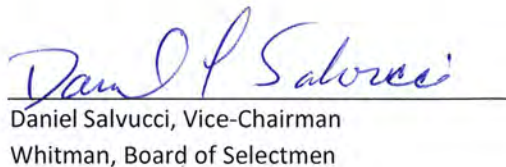
1-16-18
Date


Eldon Moreira, Clerk
West Bridgewater, Board of Selectmen

1-16-18
Date


Frank Staffier, President
Old Colony Planning Council

1-16-18
Date


Daniel Salvucci, Vice-Chairman
Whitman, Board of Selectmen

1/16/18
Date

Ex-Officio Non-Voting 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)

**FFY 2018-2022
OLD COLONY TRANSPORTATION IMPROVEMENT PROGRAM (TIP) ADJUSTMENT 1**

The Old Colony Transportation Improvement Program (TIP) is a program of capital improvements and operating assistance for the transportation system in the Old Colony Region. The Old Colony TIP lists projects (highway, bridge, and transit) and operational assistance that receive federal funds, and may list some projects that do not receive federal funds.

From time to time, Administrative Modifications and/ or Amendments to the Old Colony TIP are necessary.

On January 16, 2018, the Old Colony MPO endorsed the FFY 2018-2022 Old Colony TIP Adjustment 1.

As such, the FFY 2018-2022 Old Colony TIP Adjustment 1 is as follows:

FFY 2018-2022 OLD COLONY TIP ADJUSTMENT 1

1. CITY OF BROCKTON

- MA-214, BROCKTON MAIN STREET CIRCULATION STUDY (FEDERAL EARMARK) FOR DESIGN
- COST IS \$476,691.99 (\$381,353.59 FEDERAL; \$95,338.40 CITY OF BROCKTON)

ADJUSTMENT: CHANGE MASSDOT PROJECT ID# FROM MA-214 TO OC0001

ADJUSTMENT: INCLUDE SOURCE OF LOCAL MATCH IN ADDITIONAL INFORMATION: DEMO ID MA-214 EARMARK FOR DESIGN; CITY OF BROCKTON MATCH

ADJUSTMENT 1 - ENDORSED JANUARY 16, 2018

2018 Old Colony Region Transportation Improvement Program

Amendment / Adjustment Type ▼	STIP Program ▼	MassDOT Project ID ▼	Metropolitan Planning Organization ▼	Municipality Name ▼	MassDOT Project Description ▼	MassDOT District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼ <i>Present information as follows, if applicable: a) Planning / Design / or Construction; b) total project cost and funding sources used; c) advance construction status; d) MPO project score; e) name of entity receiving a transfer; f) name of entity paying the non-state non-federal match; g) earmark details; h) TAP project proponent; i) other information</i>
-------------------------------	----------------	----------------------	--------------------------------------	---------------------	-------------------------------	--------------------	------------------	--------------------------	-----------------	---------------------	--

► **Section 1A / Regionally Prioritized Projects**

► **Regionally Prioritized Projects**

Intersection improvements program	607438	Old Colony	Municipalities	EASTON- INTERSECTION IMPROVEMENTS AT WASHINGTON STREET (ROUTE 138) AND UNION STREET	5	CMAQ	\$ 1,139,886	\$ 911,909	\$ 227,977	a) Construction; b) Total Project Cost = \$2,160,421 w/ \$1,139,886 of CMAQ funding, and \$1,020,535 of STP funding; d) MPO score 7.85
Intersection improvements program	607438	Old Colony	Municipalities	EASTON- INTERSECTION IMPROVEMENTS AT WASHINGTON STREET (ROUTE 138) AND UNION STREET	5	STP	\$ 1,020,535	\$ 816,428	\$ 204,107	a) Construction; b) Total Project Cost = \$2,160,421 w/ \$1,139,886 of CMAQ funding, and \$1,020,535 of STP funding; d) MPO score 7.85
Intersection improvements program	607337	Old Colony	Municipalities	PEMBROKE- INTERSECTION IMPROVEMENTS AND RELATED WORK AT WASHINGTON STREET (ROUTE 53) AND PLEASANT STREET	5	HSIP	\$ 455,954	\$ 410,359	\$ 45,595	a) Construction; b) Total Project Cost = \$2,264,709 w/ \$455,954 of HSIP funding, and \$1,808,755 of STP funding; d) MPO score 6.85
Intersection improvements program	607337	Old Colony	Municipalities	PEMBROKE- INTERSECTION IMPROVEMENTS AND RELATED WORK AT WASHINGTON STREET (ROUTE 53) AND PLEASANT STREET	5	STP	\$ 1,808,755	\$ 1,447,004	\$ 361,751	a) Construction; b) Total Project Cost = \$2,264,709 w/ \$455,954 of HSIP funding, and \$1,808,755 of STP funding; d) MPO score 6.85
Roadway reconstruction program	606264	Old Colony	Municipalities	PLYMOUTH- IMPROVEMENTS ON OBERY STREET, FROM SOUTH STREET TO A.A. CARANCI WAY/PLYMOUTH NORTH H.S. DRIVE INTERSECTION	5	STP	\$ 4,800,000	\$ 3,840,000	\$ 960,000	a) Construction; b) Total Project Cost = 4,800,000 w/ \$4,800,000 of STP funding; d) MPO score 7.97

Regionally Prioritized Projects subtotal ► **\$ 9,225,130** \$ 7,425,699 \$ 1,799,431 ◀ 80% Federal + 20% Non-Federal

► **Section 1A / Fiscal Constraint Analysis**

		Total Regional Federal Aid Funds Programmed ►	\$ 9,225,130	\$ 10,085,255	◀ Total	\$ 860,125	Target Funds Available
		STP programmed ►	\$ 7,629,290	\$ 8,144,607	◀ Max STP	\$ 515,317	STP available
		HSIP programmed ►	\$ 455,954	\$ 455,954	◀ Min. HSIP	\$ 0	HSIP recommended not met
		CMAQ programmed ►	\$ 1,139,886	\$ 1,139,886	◀ Min. CMAQ	\$ -	CMAQ recommended met
		TAP programmed ►	\$ -	\$ 344,808	◀ Min. TAP	\$ 344,808	TAP recommended not met

Remaining HSIP, CMAQ, and TAP Funds \$ 860,125

► **Section 1B / Earmark or Discretionary Grant Funded Projects**

► **Other Federal Aid**

ADJUSTMENT: Change MassDOT Project ID; ADJUSTMENT: Change Additional Information.	Earmark Discretionary	OC0001	Old Colony	Brockton	Brockton Main Street Circulation Study (Federal Earmark)	5	TI	\$ 476,692	\$ 381,354	\$ 95,338	DEMO ID MA-214 EARMARK FOR DESIGN; CITY OF BROCKTON MATCH
	Earmark Discretionary	Project #	Old Colony	Municipalities	Description	District	HPP	\$ -	\$ -	\$ -	

Other Federal Aid subtotal ► **\$ 476,692** \$ 381,354 \$ 95,338 ◀ Funding Split Varies by Funding Source

► **Section 2A / State Prioritized Reliability Projects**

► **Bridge Program / Inspections**

Bridge Program	Project #	MPO	Municipalities	Description	District	NHPP	\$ -	\$ -	\$ -	
----------------	-----------	-----	----------------	-------------	----------	------	------	------	------	--

Bridge Program / Inspections subtotal ► **\$ -** \$ - \$ - ◀ Funding Split Varies by Funding Source

► **Bridge Program / Off-System**

Bridge Program	Project #	MPO	Municipalities	Description	District	STP-BR-OFF	\$ -	\$ -	\$ -	
----------------	-----------	-----	----------------	-------------	----------	------------	------	------	------	--

Bridge Program / Off-System subtotal ► **\$ -** \$ - \$ - ◀ 80% Federal + 20% Non-Federal

ADJUSTMENT 1 - ENDORSED JANUARY 16, 2018

2018 Old Colony Region Transportation Improvement Program

Amendment / Adjustment Type ▼	STIP Program ▼	MassDOT Project ID ▼	Metropolitan Planning Organization ▼	Municipality Name ▼	MassDOT Project Description ▼	MassDOT District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼ <i>Present information as follows, if applicable: a) Planning / Design / or Construction; b) total project cost and funding sources used; c) advance construction status; d) MPO project score; e) name of entity receiving a transfer; f) name of entity paying the non-state non-federal match; g) earmark details; h) TAP project proponent; i) other information</i>
► Bridge Program / On-System (NHS)											
	Bridge Program	Project #	MPO	Municipalities	Description	District	NHPP-On	\$ -	\$ -	\$ -	
Bridge Program / On-System (NHS) subtotal ►								\$ -	\$ -	\$ -	◄ Funding Split Varies by Funding Source
► Bridge Program / On-System (Non-NHS)											
	Bridge Program	Project #	MPO	Municipalities	Description	District	NHPP-Off	\$ -	\$ -	\$ -	
Bridge Program / On-System (Non-NHS) subtotal ►								\$ -	\$ -	\$ -	◄ 80% Federal + 20% Non-Federal
► Bridge Program / Systematic Maintenance											
	Bridge Program	Project #	MPO	Municipalities	Description	District	NHPP-On	\$ -	\$ -	\$ -	
Bridge Program / Systematic Maintenance subtotal ►								\$ -	\$ -	\$ -	◄ Funding Split Varies by Funding Source
► Interstate Pavement											
	Interstate Pavement	Project #	MPO	Municipalities	Description	District	NHPP	\$ -	\$ -	\$ -	
Interstate Pavement subtotal ►								\$ -	\$ -	\$ -	◄ 90% Federal + 10% Non-Federal
► Non-Interstate Pavement											
	Non-Interstate Pavement	Project #	MPO	Municipalities	Description	District	NHPP	\$ -	\$ -	\$ -	
Non-Interstate Pavement subtotal ►								\$ -	\$ -	\$ -	◄ 80% Federal + 20% Non-Federal
► Roadway Improvements											
	Roadway Improvements	Project #	MPO	Municipalities	Description	District	STP	\$ -	\$ -	\$ -	Construction
Roadway Improvements subtotal ►								\$ -	\$ -	\$ -	◄ 80% Federal + 20% Non-Federal
► Safety Improvements											
	Safety Improvements	Project #	MPO	Municipalities	Description	District	STP	\$ -	\$ -	\$ -	
Safety Improvements subtotal ►								\$ -	\$ -	\$ -	◄ Funding Split Varies by Funding Source
► Section 2B / State Prioritized Modernization Projects											
► ADA Retrofits											
	ADA Retrofits	Project #	MPO	Municipalities	Description	District	STP	\$ -	\$ -	\$ -	
ADA Retrofits subtotal ►								\$ -	\$ -	\$ -	◄ 80% Federal + 20% Non-Federal
► Intersection Improvements											
	Intersection Improvements	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	\$ 3,964,260	\$ 3,171,408	\$ 792,852	Construction / PSAC score 57
Intersection Improvements subtotal ►								\$ 3,964,260	\$ 3,171,408	\$ 792,852	◄ Funding Split Varies by Funding Source
► Intelligent Transportation Systems											
	Intelligent Transportation Systems	Project #	MPO	Municipalities	Description	District	NHPP	\$ -	\$ -	\$ -	
Intelligent Transportation System subtotal ►								\$ -	\$ -	\$ -	◄ 80% Federal + 20% Non-Federal
► Roadway Reconstruction											
	Roadway Reconstruction	Project #	MPO	Municipalities	Description	District	CMAQ	\$ -	\$ -	\$ -	
Roadway Reconstruction subtotal ►								\$ -	\$ -	\$ -	◄ 80% Federal + 20% Non-Federal
► Section 2C / State Prioritized Expansion Projects											
► Bicycles and Pedestrians											

ADJUSTMENT 1 - ENDORSED JANUARY 16, 2018

2018 Old Colony Region Transportation Improvement Program

Amendment / Adjustment Type ▼	STIP Program ▼	MassDOT Project ID ▼	Metropolitan Planning Organization ▼	Municipality Name ▼	MassDOT Project Description ▼	MassDOT District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼ <i>Present information as follows, if applicable: a) Planning / Design / or Construction; b) total project cost and funding sources used; c) advance construction status; d) MPO project score; e) name of entity receiving a transfer; f) name of entity paying the non-state non-federal match; g) earmark details; h) TAP project proponent; i) other information</i>
	Bicycles and Pedestrians	Project #	MPO	Municipalities	Description	District	CMAQ	\$ -	\$ -	\$ -	
Bicycles and Pedestrians subtotal ▶								\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal

▶ Capacity											
	Capacity	Project #	MPO	Municipalities	Description	District	CMAQ	\$ -	\$ -	\$ -	
Capacity subtotal ▶								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source

▶ Section 3 / Planning / Adjustments / Pass-throughs

▶ Planning / Adjustments / Pass-throughs											
	Planning / Adjustments / Pass-throughs	Project #	MPO	Municipalities	Description	District	NHPP	\$ -	\$ -	\$ -	
Other Statewide Items subtotal ▶								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source

▶ Section 4 / Non-Federally Aided Projects

▶ Non-Federally Aided Projects											
	Non Federal Aid	Project #	MPO	Municipalities	Description	District	NFA	\$ -		\$ -	
Non-Federal Aid subtotal ▶								\$ -		\$ -	◀ 100% Non-Federal

2018 Summary

	TIP Section 1 - 3: ▼	TIP Section 4: ▼	Total of All Projects ▼	
Total ▶	\$ 13,666,082	\$ -	\$ 13,666,082	◀ Total Spending in Region
Federal Funds ▶	\$ 10,978,461		\$ 10,978,461	◀ Total Federal Spending in Region
Non-Federal Funds ▶	\$ 2,687,621	\$ -	\$ 2,687,621	◀ 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>

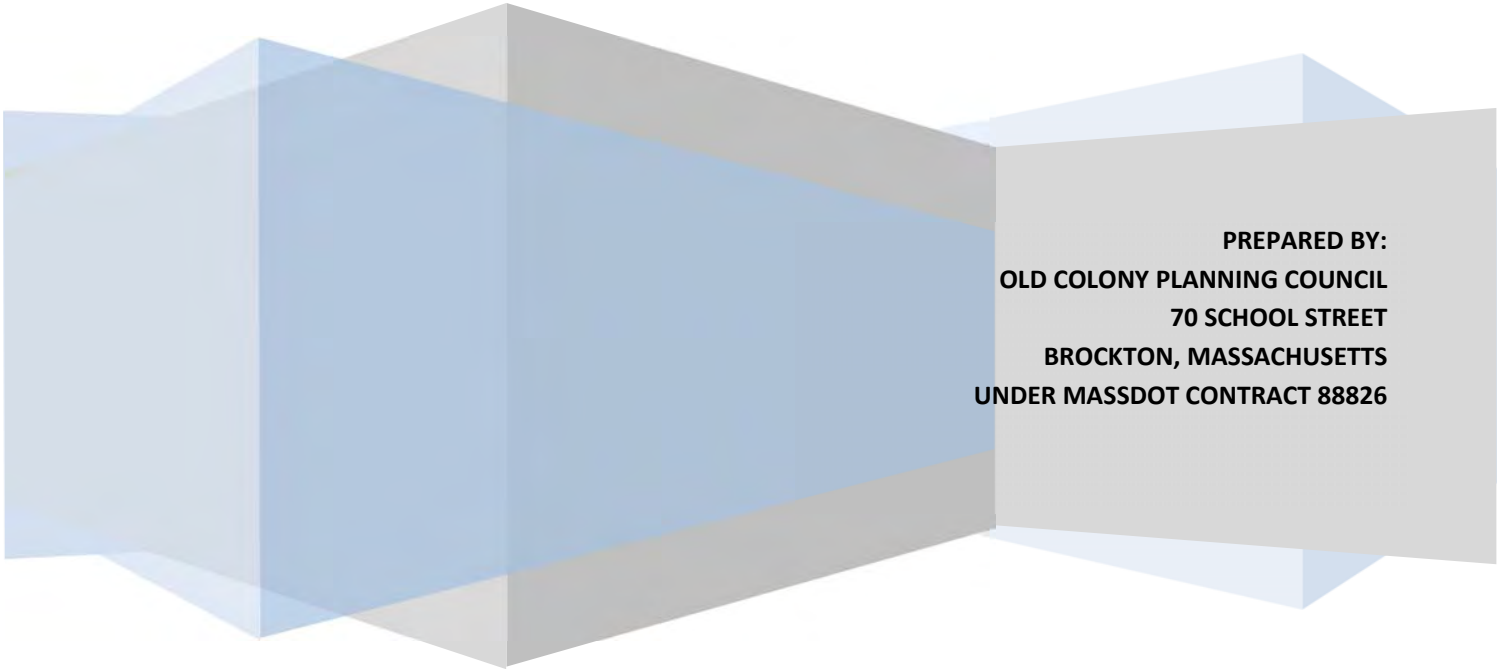
OLD COLONY METROPOLITAN PLANNING ORGANIZATION (MPO)

FFY 2018-2022 OLD COLONY TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AMENDMENT 2

- **ENDORSED BY THE OLD COLONY MPO ON APRIL 17, 2018**

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)**



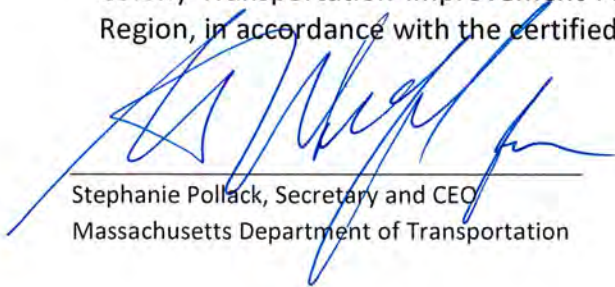
**PREPARED BY:
OLD COLONY PLANNING COUNCIL
70 SCHOOL STREET
BROCKTON, MASSACHUSETTS
UNDER MASSDOT CONTRACT 88826**

OLD COLONY METROPOLITAN PLANNING ORGANIZATION (MPO)

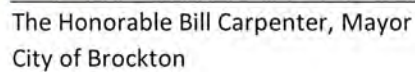
FFY 2018-2022

OLD COLONY TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AMENDMENT 2 ENDORSEMENT

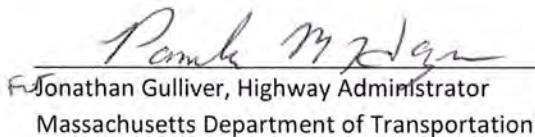
This is to certify that the Signatories of the Old Colony Metropolitan Planning Organization, at their Old Colony MPO meeting on April 17, 2018 hereby approve and endorse the FFY 2018-2022 Old Colony Transportation Improvement Program (TIP) Amendment 2 in its entirety for the Old Colony Region, in accordance with the certified 3C Transportation Planning Process.


Stephanie Pollack, Secretary and CEO
Massachusetts Department of Transportation

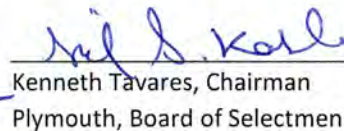
4/17/18
Date


The Honorable Bill Carpenter, Mayor
City of Brockton

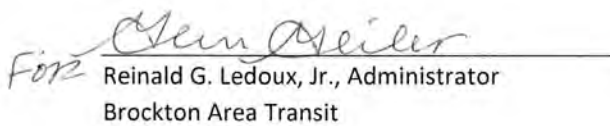
Date


Jonathan Gulliver, Highway Administrator
Massachusetts Department of Transportation

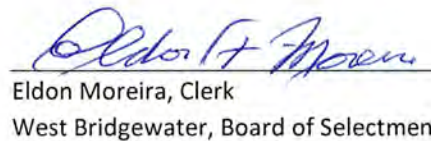
4/17/18
Date


Kenneth Tavares, Chairman
Plymouth, Board of Selectmen

4-17-18
Date


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

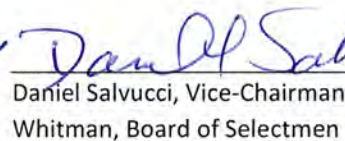
4/17/18
Date


Eldon Moreira, Clerk
West Bridgewater, Board of Selectmen

4/17/18
Date


Frank Staffier, President
Old Colony Planning Council

4-17-18
Date


Daniel Salvucci, Vice-Chairman
Whitman, Board of Selectmen

4/17/18
Date

Ex-Officio Non-Voting 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)

**FFY 2018-2022
OLD COLONY TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
AMENDMENT 2**

The Old Colony Transportation Improvement Program (TIP) is a program of capital improvements and operating assistance for the transportation system in the Old Colony Region. The Old Colony TIP lists projects (highway, bridge, and transit) and operational assistance that receive federal funds, and may list some projects that do not receive federal funds.

On April 17, 2018, following a 21-day public review and comment period, the Old Colony MPO endorsed the Draft FFY 2018-2022 Old Colony TIP Amendment 2.

FFY 2018-2022 OLD COLONY TIP AMENDMENT 2

FFY 2018

1. WHITMAN - TRAFFIC SIGNAL IMPROVEMENTS & RELATED WORK ON BEDFORD STREET (ROUTE 18) AT 2 LOCATIONS: AUBURN STREET (ROUTE 14) & TEMPLE STREET (ROUTE 27) (607860)
 - AMENDMENT: INCREASE COST - Increase cost from \$3,964,260 to \$5,990,816.

2. PLYMOUTH - IMPROVEMENTS ON OBERY STREET, FROM SOUTH STREET TO A.A. CARANCI WAY/PLYMOUTH NORTH H.S. DRIVE INTERSECTION (606264)
 - AMENDMENT: INCREASE COST AND ADD FUNDING PROGRAM - Increase cost from \$4,800,000 to \$6,657,553, add 860,125 in Regional Target STP funding, and add \$997,428 in Statewide STP funding.

3. EASTON - INTERSECTION IMPROVEMENTS AT WASHINGTON STREET (ROUTE 138) AND UNION STREET (607438)
 - AMENDMENT: INCREASE COST AND ADD FUNDING PROGRAM - Increase cost from \$2,160,421 to \$2,659,239, and add \$498,818 in Statewide STP funding.

FFY 2018-2022 TIP AMENDMENT 2 - ENDORSED APRIL 17, 2018

2018 Old Colony Region Transportation Improvement Program

Amendment / Adjustment Type ▼	STIP Program ▼	MassDOT Project ID ▼	Metropolitan Planning Organization ▼	Municipality Name ▼	MassDOT Project Description ▼	MassDOT District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼ <i>Present information as follows, if applicable: a) Planning / Design / or Construction; b) total project cost and funding sources used; c) advance construction status; d) MPO project score; e) name of entity receiving a transfer; f) name of entity paying the non-state non-federal match; g) earmark details; h) TAP project proponent; i) other information</i>
-------------------------------	----------------	----------------------	--------------------------------------	---------------------	-------------------------------	--------------------	------------------	--------------------------	-----------------	---------------------	--

► Section 1A / Regionally Prioritized Projects

► Regionally Prioritized Projects

AMENDMENT: Change Additional Information	Intersection improvements program	607438	Old Colony	Easton	EASTON- INTERSECTION IMPROVEMENTS AT WASHINGTON STREET (ROUTE 138) AND UNION STREET	5	CMAQ	\$ 1,139,886	\$ 911,909	\$ 227,977	a) Construction; b) Total Project Cost = \$2,659,239 w/ \$1,139,886 of CMAQ funding, \$1,020,535 of STP funding, and \$498,818 Statewide STP funding; d) MPO score 7.85
AMENDMENT: Change Additional Information	Intersection improvements program	607438	Old Colony	Easton	EASTON- INTERSECTION IMPROVEMENTS AT WASHINGTON STREET (ROUTE 138) AND UNION STREET	5	STP	\$ 1,020,535	\$ 816,428	\$ 204,107	a) Construction; b) Total Project Cost = \$2,659,239 w/ \$1,139,886 of CMAQ funding, \$1,020,535 of STP funding, and \$498,818 Statewide STP funding; d) MPO score 7.85
	Intersection improvements 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	a) Construction; b) Total Project Cost = \$2,264,709 w/ \$455,954 of HSIP funding, and \$1,808,755 of STP funding; d) MPO score 6.85
	Intersection improvements program	607337	Old Colony	Pembroke	PEMBROKE- INTERSECTION IMPROVEMENTS AND RELATED WORK AT WASHINGTON STREET (ROUTE 53) AND PLEASANT STREET	5	STP	\$ 1,808,755	\$ 1,447,004	\$ 361,751	a) Construction; b) Total Project Cost = \$2,264,709 w/ \$455,954 of HSIP funding, and \$1,808,755 of STP funding; d) MPO score 6.85
AMENDMENT: Change Additional Information	Roadway reconstruction 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	STP	\$ 5,660,125	\$ 4,528,100	\$ 1,132,025	a) Construction; b) Total Project Cost = \$6,657,553 w/ \$5,660,125 of STP funding and \$997,428 of Statewide STP funding; d) MPO score 7.97

Regionally Prioritized Projects subtotal ► **\$ 10,085,255** \$ 8,113,799 \$ 1,971,456 ◀ 80% Federal + 20% Non-Federal

► Section 1A / Fiscal Constraint Analysis

		Total Regional Federal Aid Funds Programmed ►	\$ 10,085,255	\$ 10,085,255	◀ Total	\$ 0	Target Funds Available
		STP programmed ►	\$ 8,489,415	\$ 8,144,607	◀ Max STP	\$ (344,808)	STP exceeds recommendation
		HSIP programmed ►	\$ 455,954	\$ 455,954	◀ Min. HSIP	\$ 0	HSIP recommended not met
		CMAQ programmed ►	\$ 1,139,886	\$ 1,139,886	◀ Min. CMAQ	\$ -	CMAQ recommended met
		TAP programmed ►	\$ -	\$ 344,808	◀ Min. TAP	\$ 344,808	TAP recommended not met

Section 1A Instructions: MPO Template Name) Choose Regional Name from dropdown list to populate header and MPO column; Column C) Enter ID from ProjectInfo; Column E) Choose Municipality Name from dropdown list; Column H) Choose the Funding Source being used for the project - if multiple funding sources are being used enter multiple lines; Column I) Enter the total amount of funds being programmed in this fiscal year and for each funding source; Column J) Federal funds autocalculates. Please verify the amount and only change if needed for flex; Column K) Non-federal funds autocalculates. Please verify the split/match - if matching an FTA flex, coordinate with Rail & Transit Division before programming; Column L) Enter Additional Information as described - please do not use any other format.

Remaining HSIP, CMAQ, and TAP Funds \$ 0

► Section 1B / Earmark or Discretionary Grant Funded Projects

► Other Federal Aid

AMENDMENT 1: Add Project	Earmark Discretionary	MA-214	Old Colony	Brockton	Brockton Main Street Circulation Study (Federal Earmark)	5	TI	\$ 476,692	\$ 381,354	\$ 95,338	DEMO ID MA-214 EARMARK FOR DESIGN
	Earmark Discretionary	Project #	Old Colony	Municipalities	Description	District	HPP	\$ -	\$ -	\$ -	

Other Federal Aid subtotal ► **\$ 476,692** \$ 381,354 \$ 95,338 ◀ Funding Split Varies by Funding Source

► Section 2A / State Prioritized Reliability Projects

► Bridge Program / Inspections

Bridge Program	Project #	MPO	Municipalities	Description	District	NHPP	\$ -	\$ -	\$ -	
Bridge Program / Inspections subtotal ►							\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source

► Bridge Program / Off-System

Bridge Program	Project #	MPO	Municipalities	Description	District	STP-BR-OFF	\$ -	\$ -	\$ -	
Bridge Program / Off-System subtotal ►							\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal

► Bridge Program / On-System (NHS)

FFY 2018-2022 TIP AMENDMENT 2 - ENDORSED APRIL 17, 2018

2018 Old Colony Region Transportation Improvement Program

Amendment / Adjustment Type ▼	STIP Program ▼	MassDOT Project ID ▼	Metropolitan Planning Organization ▼	Municipality Name ▼	MassDOT Project Description ▼	MassDOT District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼ <i>Present information as follows, if applicable: a) Planning / Design / or Construction; b) total project cost and funding sources used; c) advance construction status; d) MPO project score; e) name of entity receiving a transfer; f) name of entity paying the non-state non-federal match; g) earmark details; h) TAP project proponent; i) other information</i>
	Bridge Program	Project #	MPO	Municipalities	Description	District	NHPP-On	\$ -	\$ -	\$ -	
Bridge Program / On-System (NHS) subtotal ▶								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source
► Bridge Program / On-System (Non-NHS)											
	Bridge Program	Project #	MPO	Municipalities	Description	District	NHPP-Off	\$ -	\$ -	\$ -	
Bridge Program / On-System (Non-NHS) subtotal ▶								\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
► Bridge Program / Systematic Maintenance											
	Bridge Program	Project #	MPO	Municipalities	Description	District	NHPP-On	\$ -	\$ -	\$ -	
Bridge Program / Systematic Maintenance subtotal ▶								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source
► Interstate Pavement											
	Interstate Pavement	Project #	MPO	Municipalities	Description	District	NHPP	\$ -	\$ -	\$ -	
Interstate Pavement subtotal ▶								\$ -	\$ -	\$ -	◀ 90% Federal + 10% Non-Federal
► Non-Interstate Pavement											
	Non-Interstate Pavement	Project #	MPO	Municipalities	Description	District	NHPP	\$ -	\$ -	\$ -	
Non-Interstate Pavement subtotal ▶								\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
► Roadway Improvements											
	Roadway Improvements	Project #	MPO	Municipalities	Description	District	STP	\$ -	\$ -	\$ -	Construction
Roadway Improvements subtotal ▶								\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
► Safety Improvements											
	Safety Improvements	Project #	MPO	Municipalities	Description	District	STP	\$ -	\$ -	\$ -	
Safety Improvements subtotal ▶								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source
► Section 2B / State Prioritized Modernization Projects											
► ADA Retrofits											
	ADA Retrofits	Project #	MPO	Municipalities	Description	District	STP	\$ -	\$ -	\$ -	
ADA Retrofits subtotal ▶								\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
► Intersection Improvements											
AMENDMENT: Add Funding Source	Intersection Improvements	607438	Old Colony	Easton	EASTON- INTERSECTION IMPROVEMENTS AT WASHINGTON STREET (ROUTE 138) AND UNION STREET	5	STP	\$ 498,818	\$ 399,054	\$ 99,764	Construction / PSAC score 57
AMENDMENT: Increase Cost	Intersection Improvements	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	\$ 5,990,816	\$ 4,792,653	\$ 1,198,163	Construction / PSAC score 57
Intersection Improvements subtotal ▶								\$ 5,990,816	\$ 4,792,653	\$ 1,198,163	◀ Funding Split Varies by Funding Source
► Intelligent Transportation Systems											
	Intelligent Transportation Systems	Project #	MPO	Municipalities	Description	District	NHPP	\$ -	\$ -	\$ -	
Intelligent Transportation System subtotal ▶								\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
► Roadway Reconstruction											

FFY 2018-2022 TIP AMENDMENT 2 - ENDORSED APRIL 17, 2018

2018 Old Colony Region Transportation Improvement Program

Amendment / Adjustment Type ▼	STIP Program ▼	MassDOT Project ID ▼	Metropolitan Planning Organization ▼	Municipality Name ▼	MassDOT Project Description ▼	MassDOT District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼ <i>Present information as follows, if applicable: a) Planning / Design / or Construction; b) total project cost and funding sources used; c) advance construction status; d) MPO project score; e) name of entity receiving a transfer; f) name of entity paying the non-state non-federal match; g) earmark details; h) TAP project proponent; i) other information</i>
AMENDMENT: Add Funding Source	Roadway Reconstruction	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	\$ 997,428	\$ 797,942	\$ 199,486	Construction
Roadway Reconstruction subtotal ▶								\$ 997,428	\$ 797,942	\$ 199,486	◀ 80% Federal + 20% Non-Federal

▶ **Section 2C / State Prioritized Expansion Projects**

▶ **Bicycles and Pedestrians**

Bicycles and Pedestrians	Project #	MPO	Municipalities	Description	District	CMAQ	\$ -	\$ -	\$ -	
Bicycles and Pedestrians subtotal ▶							\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal

▶ **Capacity**

Capacity	Project #	MPO	Municipalities	Description	District	CMAQ	\$ -	\$ -	\$ -	
Capacity subtotal ▶							\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source

▶ **Section 3 / Planning / Adjustments / Pass-throughs**

▶ **Planning / Adjustments / Pass-throughs**

Planning / Adjustments / Pass-throughs	Project #	MPO	Municipalities	Description	District	NHPP	\$ -	\$ -	\$ -	
Other Statewide Items subtotal ▶							\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source

▶ **Section 4 / Non-Federally Aided Projects**

▶ **Non-Federally Aided Projects**

Non Federal Aid	Project #	MPO	Municipalities	Description	District	NFA	\$ -	\$ -	
Non-Federal Aid subtotal ▶							\$ -	\$ -	◀ 100% Non-Federal

2018 Summary

	TIP Section 1 - 3: ▼	TIP Section 4: ▼	Total of All Projects ▼	
Total ▶	\$ 17,550,191	\$ -	\$ 17,550,191	◀ Total Spending in Region
Federal Funds ▶	\$ 14,085,748	\$ -	\$ 14,085,748	◀ Total Federal Spending in Region
Non-Federal Funds ▶	\$ 3,464,443	\$ -	\$ 3,464,443	◀ 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>

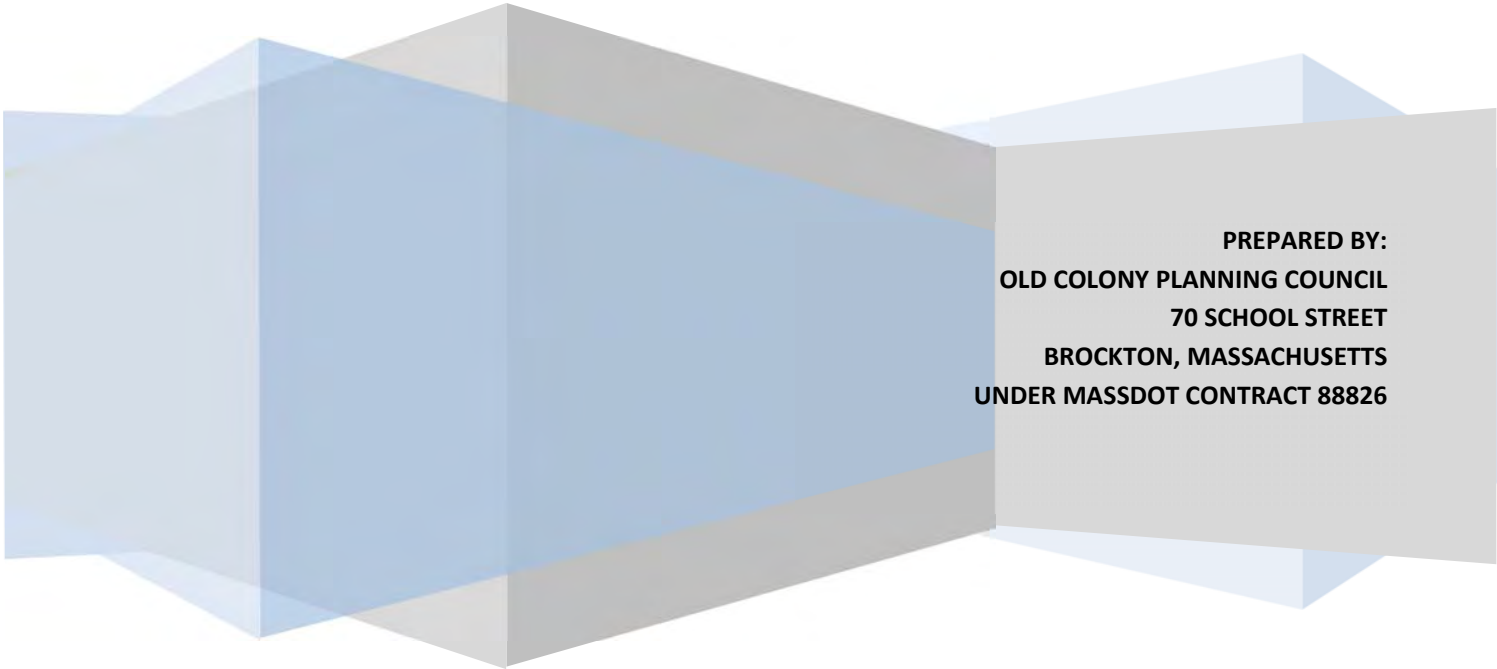
OLD COLONY METROPOLITAN PLANNING ORGANIZATION (MPO)

FFY 2018-2022 OLD COLONY TRANSPORTATION IMPROVEMENT PROGRAM (TIP) ADJUSTMENT 2

- **ENDORSED BY THE OLD COLONY MPO ON APRIL 17, 2018**

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**

OLD COLONY METROPOLITAN PLANNING ORGANIZATION (MPO)

FFY 2018-2022

**OLD COLONY TRANSPORTATION IMPROVEMENT PROGRAM (TIP) ADJUSTMENT 2
ENDORSEMENT**

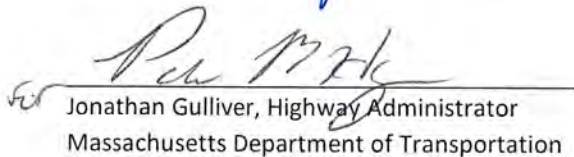
This is to certify that the Signatories of the Old Colony Metropolitan Planning Organization, at their Old Colony MPO meeting on April 17, 2018 hereby approve and endorse the FFY 2018-2022 Old Colony Transportation Improvement Program (TIP) Adjustment 2 in its entirety for the Old Colony Region, in accordance with the certified 3C Transportation Planning Process.


Stephanie Pollack, Secretary and CEO
Massachusetts Department of Transportation


4/17/18
Date

The Honorable Bill Carpenter, Mayor
City of Brockton

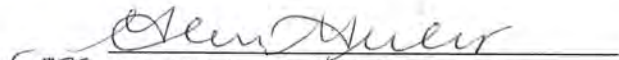
Date


Jonathan Gulliver, Highway Administrator
Massachusetts Department of Transportation


4/17/18
Date


FOR Kenneth Tavares, Chairman
Plymouth, Board of Selectmen

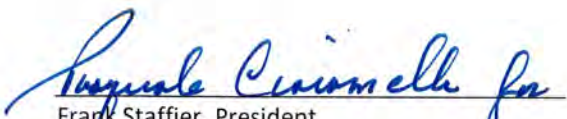
4-17-18
Date


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

4/17/18
Date


Eldon Moreira, Clerk
West Bridgewater, Board of Selectmen

4/17/18
Date


Frank Staffier, President
Old Colony Planning Council

4-17-18
Date


Daniel Salvucci, Vice-Chairman
Whitman, Board of Selectmen

4/17/18
Date

Ex-Officio Non-Voting 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)

**FFY 2018-2022
OLD COLONY TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
ADJUSTMENT 2**

The Old Colony Transportation Improvement Program (TIP) is a program of capital improvements and operating assistance for the transportation system in the Old Colony Region. The Old Colony TIP lists projects (highway, bridge, and transit) and operational assistance that receive federal funds, and may list some projects that do not receive federal funds.

On April 17, 2018, following a discussion at their public meeting, the Old Colony MPO endorsed the Draft FFY 2018-2022 Old Colony TIP Adjustment 2.

FFY 2018-2022 OLD COLONY TIP ADJUSTMENT 2

FFY 2021

1. KINGSTON - BRIDGE REPLACEMENT, K-01-014, SMITHS LANE OVER ROUTE 3 (PILGRIM HIGHWAY) (608615)
 - o ADJUSTMENT: INCREASE COST - Increase total cost from \$12,347,440 to \$12,788,000 (\$10,230,400 Federal; \$2,557,600 State).

2021 Old Colony Region Transportation Improvement Program

Amendment / Adjustment Type ▼	STIP Program ▼	MassDOT Project ID ▼	Metropolitan Planning Organization ▼	Municipality Name ▼	MassDOT Project Description ▼	MassDOT District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼ <i>Present information as follows, if applicable:</i> a) Planning / Design / or Construction; b) total project cost and funding sources used; c) advance construction status; d) MPO project score; e) name of entity receiving a transfer; f) name of entity paying the non-state non-federal match; g) earmark details; h) TAP project proponent; i) other information
-------------------------------	----------------	----------------------	--------------------------------------	---------------------	-------------------------------	--------------------	------------------	--------------------------	-----------------	---------------------	--

► Section 1A / Regionally Prioritized Projects

► Regionally Prioritized Projects

Roadway reconstruction program	606143	Old Colony	Municipalities	BROCKTON- INTERSECTION IMPROVEMENTS @ CRESCENT STREET (ROUTE 27)/QUINCY STREET/MASSASOIT BOULEVARD	5	CMAQ	\$ 1,139,886	\$ 911,909	\$ 227,977	a) Construction; b) Total Project Cost = \$4,271,388 w/ \$1,139,886 of CMAQ funding, and \$3,131,502 of STP funding; d) MPO score 8.25
Roadway reconstruction program	606143	Old Colony	Municipalities	BROCKTON- INTERSECTION IMPROVEMENTS @ CRESCENT STREET (ROUTE 27)/QUINCY STREET/MASSASOIT BOULEVARD	5	STP	\$ 3,131,502	\$ 2,505,202	\$ 626,300	a) Construction; b) Total Project Cost = \$4,271,388 w/ \$1,139,886 of CMAQ funding, and \$3,131,502 of STP funding; d) MPO score 8.25
Roadway reconstruction program	607403	Old Colony	Municipalities	STOUGHTON- CORRIDOR IMPROVEMENTS ON ROUTE 138 FROM LINCOLN STREET TO CENTRAL STREET, INCLUDING INTERSECTION IMPROVEMENTS ROUTE 138 (WASHINGTON STREET) & CENTRAL STREET	5	HSIP	\$ 455,954	\$ 410,359	\$ 45,595	a) Construction; b) Total Project Cost = \$5,040,000 w/ \$455,954 of HSIP funding, \$344,808 of TAP funding, and \$4,239,238 of STP funding; d) MPO score 9.32
Roadway reconstruction program	607403	Old Colony	Municipalities	STOUGHTON- CORRIDOR IMPROVEMENTS ON ROUTE 138 FROM LINCOLN STREET TO CENTRAL STREET, INCLUDING INTERSECTION IMPROVEMENTS ROUTE 138 (WASHINGTON STREET) & CENTRAL STREET	5	TAP	\$ 344,808	\$ 275,846	\$ 68,962	a) Construction; b) Total Project Cost = \$5,040,000 w/ \$455,954 of HSIP funding, \$344,808 of TAP funding, and \$4,239,238 of STP funding; d) MPO score 9.32
Roadway reconstruction program	607403	Old Colony	Municipalities	STOUGHTON- CORRIDOR IMPROVEMENTS ON ROUTE 138 FROM LINCOLN STREET TO CENTRAL STREET, INCLUDING INTERSECTION IMPROVEMENTS ROUTE 138 (WASHINGTON STREET) & CENTRAL STREET	5	STP	\$ 4,239,238	\$ 3,391,390	\$ 847,848	a) Construction; b) Total Project Cost = \$5,040,000 w/ \$455,954 of HSIP funding, \$344,808 of TAP funding, and \$4,239,238 of STP funding; d) MPO score 9.32
Regionally Prioritized Projects subtotal ►							\$ 9,311,388	\$ 7,494,706	\$ 1,816,682	◀ 80% Federal + 20% Non-Federal

► Section 1A / Fiscal Constraint Analysis

Section 1A Instructions: MPO Template Name) Choose Regional Name from dropdown list to populate header and MPO column; **Column C)** Enter ID from ProjectInfo; **Column E)** Choose Municipality Name from dropdown list; **Column H)** Choose the Funding Source being used for the project - if multiple funding sources are being used enter multiple lines; **Column I)** Enter the total amount of funds being programmed in this fiscal year and for each funding source; **Column J)** Federal funds autocalculates. Please verify the amount and only change if needed for flex. **Column K)** Non-federal funds autocalculates. Please verify the split/match - if matching an FTA flex, coordinate with Rail & Transit Division before programming; **Column L)** Enter Additional Information as described - please do not use any other format.

Total Regional Federal Aid Funds Programmed ►	\$ 9,311,388	\$ 10,643,344	◀ Total	\$ 1,331,956	Target Funds Available
STP programmed ►	\$ 7,370,740	\$ 8,702,695	◀ Max STP	\$ 1,331,956	STP available
HSIP programmed ►	\$ 455,954	\$ 455,954	◀ Min. HSIP	\$ 0	HSIP recommended not met
CMAQ programmed ►	\$ 1,139,886	\$ 1,139,886	◀ Min. CMAQ	\$ -	CMAQ recommended met
TAP programmed ►	\$ 344,808	\$ 344,808	◀ Min. TAP	\$ 0	TAP recommended not met
Remaining HSIP, CMAQ, and TAP Funds		\$ 1,331,956			

► Section 1B / Earmark or Discretionary Grant Funded Projects

► Other Federal Aid

Earmark Discretionary	Project #	Old Colony	Municipalities	Description	District	HPP	\$ -	\$ -	\$ -	
Earmark Discretionary	Project #	Old Colony	Municipalities	Description	District	HPP	\$ -	\$ -	\$ -	
Other Federal Aid subtotal ►							\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source

► Section 2A / State Prioritized Reliability Projects

► Bridge Program / Inspections

Bridge Program	Project #	MPO	Municipalities	Description	District	NHPP	\$ -	\$ -	\$ -	
Bridge Program / Inspections subtotal ►							\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source

► Bridge Program / Off-System

2021 Old Colony Region Transportation Improvement Program

Amendment / Adjustment Type ▼	STIP Program ▼	MassDOT Project ID ▼	Metropolitan Planning Organization ▼	Municipality Name ▼	MassDOT Project Description ▼	MassDOT District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼ <i>Present information as follows, if applicable: a) Planning / Design / or Construction; b) total project cost and funding sources used; c) advance construction status; d) MPO project score; e) name of entity receiving a transfer; f) name of entity paying the non-state non-federal match; g) earmark details; h) TAP project proponent; i) other information</i>
ADJUSTMENT: Increase Cost	Bridge Program	608615	Old Colony	Kingston	KINGSTON- BRIDGE REPLACEMENT, K-01-014, SMITHS LANE OVER ROUTE 3 (PILGRIM HIGHWAY)	5	STP-BR-OFF	\$ 12,788,000	\$ 10,230,400	\$ 2,557,600	Construction
Bridge Program / Off-System subtotal ▶								\$ 12,788,000	\$ 10,230,400	\$ 2,557,600	◀ 80% Federal + 20% Non-Federal

▶ Bridge Program / On-System (NHS)											
Bridge Program	Project #	MPO	Municipalities	Description	District	NHPP-On	\$	\$	\$	\$	
Bridge Program / On-System (NHS) subtotal ▶								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source

▶ Bridge Program / On-System (Non-NHS)											
Bridge Program	Project #	MPO	Municipalities	Description	District	NHPP-Off	\$	\$	\$	\$	
Bridge Program / On-System (Non-NHS) subtotal ▶								\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal

▶ Bridge Program / Systematic Maintenance											
Bridge Program	Project #	MPO	Municipalities	Description	District	NHPP-On	\$	\$	\$	\$	
Bridge Program / Systematic Maintenance subtotal ▶								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source

▶ Interstate Pavement											
Interstate Pavement	Project #	MPO	Municipalities	Description	District	NHPP	\$	\$	\$	\$	
Interstate Pavement subtotal ▶								\$ -	\$ -	\$ -	◀ 90% Federal + 10% Non-Federal

▶ Non-Interstate Pavement											
Non-Interstate Pavement	Project #	MPO	Municipalities	Description	District	NHPP	\$	\$	\$	\$	
Non-Interstate Pavement subtotal ▶								\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal

▶ Roadway Improvements											
Roadway Improvements	Project #	MPO	Municipalities	Description	District	STP	\$	\$	\$	\$	
Roadway Improvements subtotal ▶								\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal

▶ Safety Improvements											
Safety Improvements	Project #	MPO	Municipalities	Description	District	STP	\$	\$	\$	\$	
Safety Improvements subtotal ▶								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source

▶ Section 2B / State Prioritized Modernization Projects

▶ ADA Retrofits											
ADA Retrofits	Project #	MPO	Municipalities	Description	District	STP	\$	\$	\$	\$	
ADA Retrofits subtotal ▶								\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal

▶ Intersection Improvements											
Intersection Improvements	Project #	MPO	Municipalities	Description	District	HSIP	\$	\$	\$	\$	
Intersection Improvements subtotal ▶								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source

▶ Intelligent Transportation Systems											
Intelligent Transportation	Project #	MPO	Municipalities	Description	District	NHPP	\$	\$	\$	\$	
Intelligent Transportation System subtotal ▶								\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal

▶ Roadway Reconstruction											
Roadway Reconstruction	Project #	MPO	Municipalities	Description	District	CMAQ	\$	\$	\$	\$	
Roadway Reconstruction subtotal ▶								\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal

▶ Section 2C / State Prioritized Expansion Projects

▶ Bicycles and Pedestrians											
Bicycles and Pedestrians	Project #	MPO	Municipalities	Description	District	CMAQ	\$	\$	\$	\$	
Bicycles and Pedestrians subtotal ▶								\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal

FFY 2018-2022 TIP ADJUSTMENT 2 - ENDORSED APRIL 17, 2018

2021 Old Colony Region Transportation Improvement Program

Amendment / Adjustment Type ▼	STIP Program ▼	MassDOT Project ID ▼	Metropolitan Planning Organization ▼	Municipality Name ▼	MassDOT Project Description ▼	MassDOT District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼ <i>Present information as follows, if applicable:</i> a) Planning / Design / or Construction; b) total project cost and funding sources used; c) advance construction status; d) MPO project score; e) name of entity receiving a transfer; f) name of entity paying the non-state non-federal match; g) earmark details; h) TAP project proponent; i) other information
-------------------------------	----------------	----------------------	--------------------------------------	---------------------	-------------------------------	--------------------	------------------	--------------------------	-----------------	---------------------	--

► Capacity											
	Capacity	Project #	MPO	Municipalities	Description	District	CMAQ	\$ -	\$ -	\$ -	
Capacity subtotal ►								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source

► Section 3 / Planning / Adjustments / Pass-throughs											
► Planning / Adjustments / Pass-throughs											
	Planning / Adjustments / Pass-throughs	Project #	MPO	Municipalities	Description	District	NHPP	\$ -	\$ -	\$ -	
Other Statewide Items subtotal ►								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source

► Section 4 / Non-Federally Aided Projects											
► Non-Federally Aided Projects											
	Non Federal Aid	Project #	MPO	Municipalities	Description	District	NFA	\$ -		\$ -	
Non-Federal Aid subtotal ►								\$ -		\$ -	◀ 100% Non-Federal

2021 Summary								TIP Section 1 - TIP Section 4: Total of All Projects ▼			
Total ►								\$ 22,099,388	\$ -	\$ 22,099,388	◀ Total Spending in Region
Federal Funds ►								\$ 17,725,106		\$ 17,725,106	◀ Total Federal Spending in Region
Non-Federal Funds ►								\$ 4,374,282	\$ -	\$ 4,374,282	◀ 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>

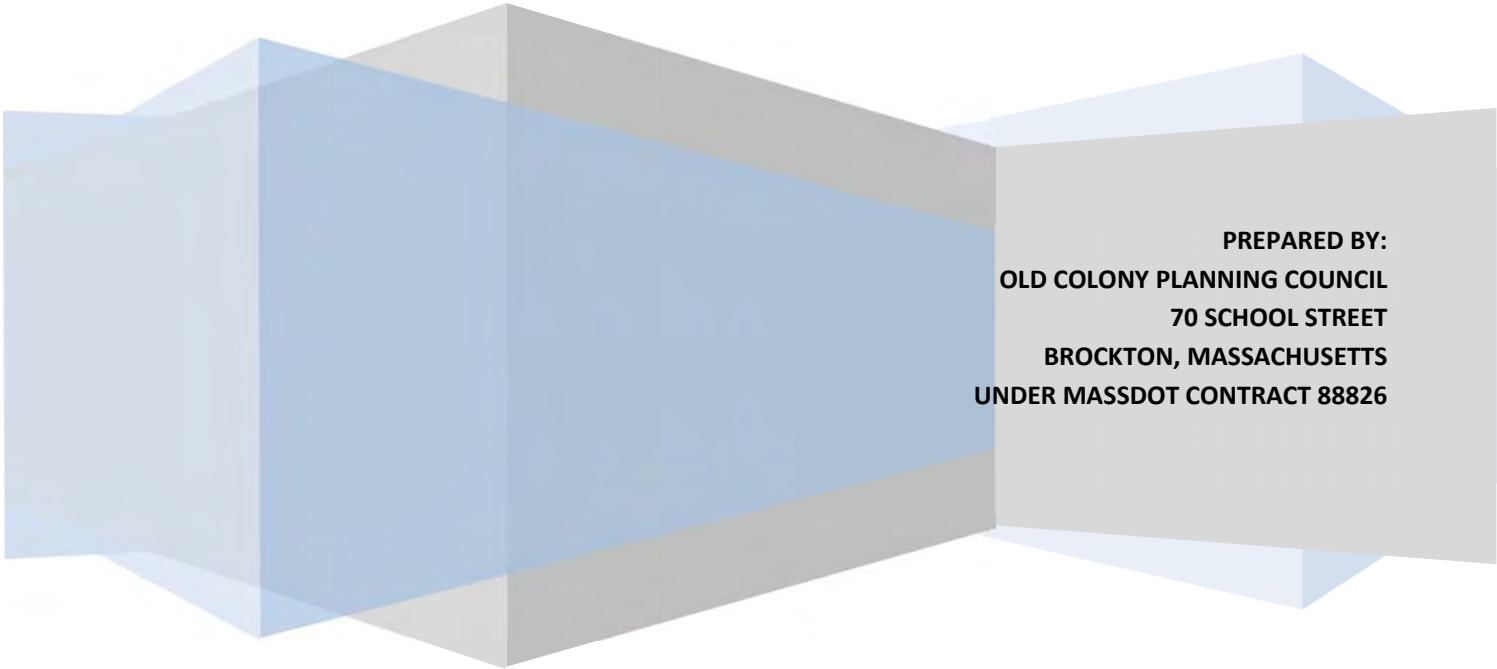
OLD COLONY METROPOLITAN PLANNING ORGANIZATION (MPO)

FFY 2018-2022 OLD COLONY TRANSPORTATION IMPROVEMENT PROGRAM (TIP) ADJUSTMENT 3

- **ENDORSED BY THE OLD COLONY MPO ON JULY 17, 2018**

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)**



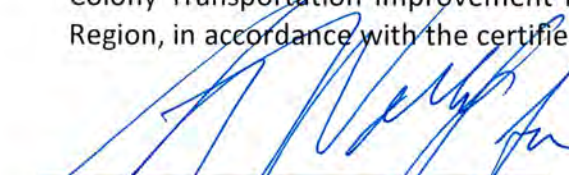
**PREPARED BY:
OLD COLONY PLANNING COUNCIL
70 SCHOOL STREET
BROCKTON, MASSACHUSETTS
UNDER MASSDOT CONTRACT 88826**

OLD COLONY METROPOLITAN PLANNING ORGANIZATION (MPO)

**FFY 2018-2022 OLD COLONY TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
ADJUSTMENT 3**

**ENDORSEMENT OF
FFY 2018-2022 OLD COLONY TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
ADJUSTMENT 3**

This is to certify that the Signatories of the Old Colony Metropolitan Planning Organization, at their Old Colony MPO meeting on July 17, 2018 hereby approve and endorse the FFY 2018-2022 Old Colony Transportation Improvement Program (TIP) Adjustment 3 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 7/17/18


The Honorable Bill Carpenter, Mayor
City of Brockton
Date _____



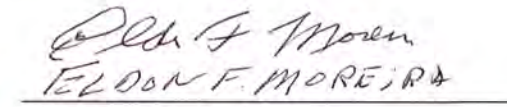
Jonathan Gulliver, Highway Administrator
Massachusetts Department of Transportation
Date 7/17/18
FOR



Kenneth Tavares, Chairman
Plymouth, Board of Selectmen
Date 7/17/18




Reinald G. Ledoux, Jr., Administrator
Brockton Area Transit
Date 7/17/18
for



Eldon Moreira, Vice-Chairman
West Bridgewater, Board of selectmen
Date 7/17/18



Frank Staffier, President
Old Colony Planning Council
Date 7-17-18
for



Daniel Salvucci, Vice-Chairman
Whitman, Board of selectmen
Date 7/17/18

Ex-Officio Non-Voting Members

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

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

Peter Butler, Acting Region 1 Administrator
Federal Transit Administration (FTA)

**FFY 2018-2022
OLD COLONY TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
ADJUSTMENT 3**

The Old Colony Transportation Improvement Program (TIP) is a program of capital improvements and operating assistance for the transportation system in the Old Colony Region. The Old Colony TIP lists projects (highway, bridge, and transit) and operational assistance that receive federal funds, and may list some projects that do not receive federal funds. From time to time, Administrative Modifications and/ or Amendments to the Old Colony TIP are necessary.

On July 17, 2018, following a discussion at their public meeting, the Old Colony MPO endorsed the Draft FFY 2018-2022 Old Colony TIP Adjustment 3.

FFY 2018-2022 OLD COLONY TIP ADJUSTMENT 3
--

1. BROCKTON AREA TRANSIT (BAT) - ACQUIRE - MISCELLANEOUS SUPPORT EQUIPMENT
 - ADJUSTMENT: INCREASE COST - Increase Total Cost from \$80,000 to \$150,000; Increase State Funds from \$16,000 to \$86,000.

2. BROCKTON AREA TRANSIT (BAT) - ACQUIRE REPLACEMENT 40-FT BUSES (4)
 - ADJUSTMENT: DECREASE COST - Decrease Total Cost from \$2,050,000 to \$1,851,020; Decrease State Funds from \$1,640,000 to \$1,441,020.

3. BROCKTON AREA TRANSIT (BAT) - ACQUIRE 35-FT BUSES FOR EXPANSION (2) HYBRID
 - ADJUSTMENT: DECREASE COST - Decrease Total Cost from \$1,400,000 to \$1,374,980; Decrease State Funds from \$1,120,000 to \$1,094,980.

4. BROCKTON AREA TRANSIT (BAT) - REHAB/RENOVATE - BUS TERMINAL - Concrete, pavers, pavement
 - ADJUSTMENT: INCREASE COST - Increase Total Cost from \$50,000 to \$204,000; Increase State Funds from \$10,000 to \$164,000.

5. BROCKTON AREA TRANSIT (BAT) - ACQUIRE REPLACEMENT 35-FT BUSES (6)
 - ADJUSTMENT: DECREASE COST - Decrease Total Cost from \$3,000,000 to \$2,925,000; Decrease State Funds from \$2,400,000 to \$2,325,000.

Transportation Improvement Program (TIP)

ADJUSTMENT 3

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	Proposed Adjustment 3
5307											
5307	RTD0005871	Brockton Area Transit Authority	114220	ACQUIRE - MISC SUPPORT EQUIPMENT		\$64,000	\$86,000	\$0	\$0	\$150,000	Increase Total Cost from \$80,000 to \$150,000; Increase State Funds from \$16,000 to \$86,000.
5307	RTD0005872	Brockton Area Transit Authority	111240	ACQUIRE ASSOC CAP MAINT ITEMS		\$80,000	\$20,000	\$0	\$0	\$100,000	
5307	RTD0005880	Brockton Area Transit Authority	300900	Operating/PM/ADA		\$2,000,000	\$2,000,000	\$0	\$0	\$4,000,000	
5307	RTD0005907	Brockton Area Transit Authority	111201	ACQUIRE REPLACEMENT 40-FT BUS (4)		\$410,000	\$1,441,020	\$0	\$0	\$1,851,020	Decrease Total Cost from \$2,050,000 to \$1,851,020; Decrease State Funds from \$1,640,000 to \$1,441,020.
5307	RTD0005910	Brockton Area Transit Authority	119202	ACQUIRE REPLACEMENT BUS SHELTERS		\$16,000	\$4,000	\$0	\$0	\$20,000	
5307	RTD0005911	Brockton Area Transit Authority	114211	ACQUIRE - REPLACEMENT SUPPORT VEHICLE (1)		\$48,000	\$12,000	\$0	\$0	\$60,000	
5307	RTD0005914	Brockton Area Transit Authority	111302	ACQUIRE 35-FT BUS FOR EXPANSION (2) HYBRID		\$280,000	\$1,094,980	\$0	\$0	\$1,374,980	Decrease Total Cost from \$1,400,000 to \$1,374,980; Decrease State Funds from \$1,120,000 to \$1,094,980.
5307	RTD0005915	Brockton Area Transit Authority	111700	VEH OVERHAUL (UP TO 20% VEH MAINT) (3)		\$126,000	\$504,000	\$0	\$0	\$630,000	
5307	RTD0005916	Brockton Area Transit Authority	114406	REHAB/RENOVATE - SHOP EQUIPMENT Waste Oil Heater		\$12,000	\$3,000	\$0	\$0	\$15,000	
5307	RTD0005918	Brockton Area Transit Authority	113401	REHAB/RENOVATE - BUS TERMINAL - Concrete, pavers, pavement		\$40,000	\$164,000	\$0	\$0	\$204,000	Increase Total Cost from \$50,000 to \$204,000; Increase State Funds from \$10,000 to \$164,000.
5307	RTD0004769	Brockton Area Transit Authority	111202	ACQUIRE REPLACEMENT 35-FT BUS (6)		\$600,000	\$2,325,000	\$0	\$0	\$2,925,000	Decrease Total Cost from \$3,000,000 to \$2,925,000; Decrease State Funds from \$2,400,000 to \$2,325,000.
5307	RTD0006189	Brockton Area Transit Authority	114206	ACQUIRE - SHOP EQUIPMENT (2) Heavy Duty Lifts		\$200,000	\$50,000	\$0	\$0	\$250,000	
Subtotal						\$3,876,000	\$7,704,000	\$0	\$0	\$11,580,000	
5309											
Subtotal						\$0	\$0	\$0	\$0	\$0	
5310											
5310	RTD0006493	Brockton Area Transit Authority	111215	BUY REPLACEMENT VAN (7)		\$370,240	\$92,560	\$0	\$0	\$462,800	
5310	RTD0006506	Brockton Area Transit Authority	300901	OPERATING ASSISTANCE - Rockland Service		\$50,000	\$0	\$0	\$50,000	\$100,000	
5310	RTD0006507	Brockton Area Transit Authority	300901	OPERATING ASSISTANCE - Avon-Stoughton		\$26,000	\$0	\$0	\$26,000	\$52,000	
5310	RTD0006481	Old Colony Planning Council	300901	UP TO 50% FEDERAL SHARE		\$32,000	\$0	\$0	\$32,000	\$64,000	
5310	RTD0006467	South Shore Community Action Council, Inc.	111215	BUY REPLACEMENT VAN (7)		\$359,520	\$0	\$0	\$89,880	\$449,400	
5310	RTD0006496	South Shore Community Action Council, Inc.	300900	PROGRAM OPERATING ASSISTANCE		\$40,000	\$0	\$0	\$40,000	\$80,000	
Subtotal						\$877,760	\$92,560	\$0	\$237,880	\$1,208,200	
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	RTD0005886	Brockton Area Transit Authority	300900	OPERATING ASSISTANCE - Rockland Service		\$0	\$50,000	\$0	\$50,000	\$100,000	
Other Non-Federal	RTD0005887	Brockton Area Transit Authority	300900	OPERATING ASSISTANCE - Avon-Stoughton		\$0	\$28,000	\$0	\$28,000	\$56,000	
Other Non-Federal	RTD0005888	Brockton Area Transit Authority	300900	OPERATING ASSISTANCE - Saturday Evening Service		\$0	\$75,000	\$0	\$75,000	\$150,000	
Other Non-Federal	RTD0005889	Brockton Area Transit Authority	300900	OPERATING ASSISTANCE - Sunday Service		\$0	\$175,000	\$0	\$175,000	\$350,000	
Subtotal						\$0	\$328,000	\$0	\$328,000	\$656,000	
Total						\$4,753,760	\$8,124,560	\$0	\$565,880	\$13,444,200	

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