

# 2018 OLD COLONY TITLE VI ANNUAL UPDATE REPORT

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DECEMBER 2018

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Old Colony Planning Council  
70 School Street • Brockton MA 02301



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## 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.

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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.

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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

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## Translation

English If this information is needed in another language, please contact the MPO Title VI Coordinator at 508-583-1833 ext. 202.

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

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

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

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

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

Haitian Creole

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

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

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

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

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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 បើ របក្ស របព័ត៌នេន នេន សូម កំទងអ កស ម បសុ សុ រមព្វ ជំពូ ក្រ របស MPO មរយ:េល េល ទូរស័ព រស័ព រស័ព 508-583-1833 រ បល ល ខ 202

Arabic

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

Updated May 2017

Old Colony Planning Council

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# Introduction

Title VI of the Civil Rights Act of 1964 provides that “no person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subject to discrimination under any program or activity receiving federal financial assistance.”

To fulfill this basic civil rights mandate, each federal agency, which provides financial assistance for any program, is authorized and directed by the United States Department of Justice to apply provisions of Title VI to each program by issuing applicable rules, regulations, or requirements. This document includes the Old Colony Metropolitan Planning Organization (MPO) Title VI annual update report to the MassDOT Office of Diversity and Civil Rights (ODCR), which is the agency responsible for overseeing the Old Colony Metropolitan Organization Title VI compliance.

## FHWA-Specific Reporting Requirements

### A. Internal Compliance Assessment

#### i. Notice Dissemination

The Title VI Notice to Beneficiaries is provided in two physical locations within the Old Colony Planning Council (OCPC) offices. Specifically, it is posted in the main lobby and the small conference room. A Portable Notice to Beneficiaries is provided at offsite public meeting locations. The Notice is also provided on the OCPC Website in four languages (English, Haitian French Creole, Portuguese, and Spanish) at: [http://ocpcrpa.org/title\\_vi.html](http://ocpcrpa.org/title_vi.html)

A verbal notice of Notice to Beneficiaries is announced at all Joint Transportation Committee (JTC) and Old Colony Metropolitan Planning Organization (MPO) meetings:

*2018 Accessibility Statement and Nondiscrimination Statement for All MPO/RPA Public Meetings*



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To be read by the Chair at the start of each meeting: *“This meeting is accessible to people with disabilities. Assistive listening devices are available upon advance request for individuals. Microphones will be used by all speakers. Large-print materials are available upon advance request. If you would like either of these accommodations, please contact Pat Ciaramella.”*

“The Notice of Nondiscrimination Rights and Protections to Beneficiaries with regard to the Federal “Title VI/Nondiscrimination” Protections and the State Nondiscrimination Protections is posted in this meeting room and is available on the Old Colony Planning Council Website. Please contact Pat Ciaramella for more information. Thank you.” In addition, a one-click Title VI Notice to Beneficiaries is provided as a link on the OCPC Website Homepage at: [www.ocpcrpa.org](http://www.ocpcrpa.org)

The Notice to Beneficiaries is also provided within MPO documents such as the Transportation Improvement Program (TIP), Regional Transportation Plan (RTP), Unified Planning Work Program (UPWP), Corridor Studies, email footers, etc.

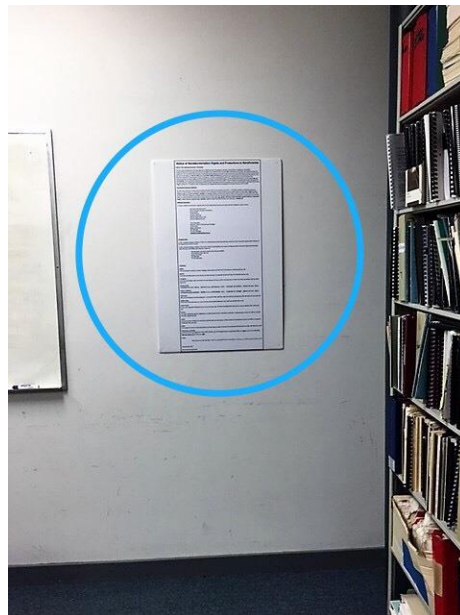


Figure 1) Display of Notice to Beneficiaries in Small Conference Room

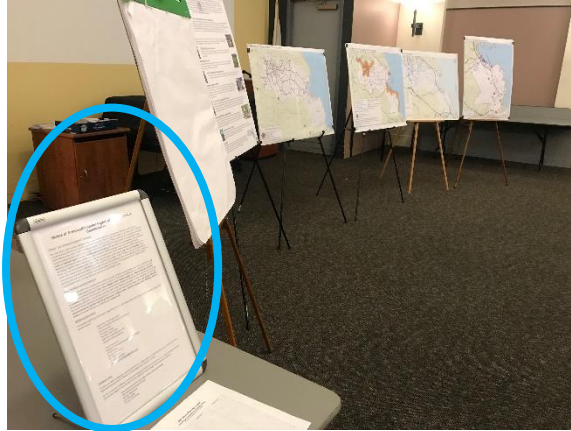


Figure 2) Example of Portable Notice to Beneficiaries



Figure 3) Display of Notice to Beneficiaries in Large Conference Room

## ii. Language Access

Pursuant to the Safe Harbor Provision, which states that written and audible material must be translated into a language spoken by a population that exceeds 1,000 persons or 5% of the overall population, the MPO makes certain to translate documents in Portuguese, Haitian French Creole and Spanish, all of which reach the safe harbor threshold.

OCPC/MPO staff members have the capacity to speak multiple languages including Italian, Spanish, and Portuguese. The staff has also collaborated with local organizations such as the Latin Woman's Association of Brockton, Cape Verdean Association, Haitian Community Partners, The Family Center and South Shore Haitians United for Progress who have been able to translate documents for OCPC's public outreach efforts. These organizations have served as an outlet that enables OCPC staff

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to disseminate information throughout the community, including surveys, road safety literature, flyers for public meetings/ workshops, etc. An example of a translated flyer can be found in Appendix A.

**MassDOT's 2017 Title VI Review Recommendations**

***Recommendation II-1a:*** While reliance on local multi-lingual advocacy groups to informally translate outreach materials can be a very effective way of disseminating general information to LEP members of the public, the MPO/RPA should ensure there are resources available and a process to make use of professional translators when needed to provide vital information to the region.

***Recommendation II-1b:*** Regarding the proactive dissemination of multi-lingual information related to the work of the MPO/RPA, the organization should consider and describe what methods could be used to track and analyze the frequency of use of these multi-lingual materials. For instance, with multi-lingual meeting materials posted on the website, the MPO/RPA could consider tracking page hits and/or downloads as an indicator of use of these materials by members of the public

**MassDOT's 2017 Title VI Review Recommendations Response**

**Recommendation II-1a response:**

In addition to collaborating with community groups for language translation assistance, OCPC/MPO also utilizes Google Translate to quickly translate documents when an informal request for such translations are made. When a formal request for a translated document(s) is made, OCPC/MPO uses the translation services provided by the Translation Center at UMass Amherst. The processes for a formal request for translated documents can be made by phone, email, or through written correspondence with the OCPC/MPO Title VI coordinator.

**Recommendation II-1b response:**

OCPC/MPO tracks whether there were Title VI materials dissemination by staff at attended meetings. An example of the spreadsheet used to track the dissemination of Title VI materials can be viewed in Appendix E. OCPC/MPO is currently transitioning to

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a new website, which the tracking of the number of visitors and downloads of multi-lingual meeting materials can be reviewed for analysis.

### **iii. Equity Analyses**

#### **Transportation Improvement Program (TIP)**

The staff monitors the listing of planned and implemented TIP projects over time. The 2018-2022 TIP expanded from geographic analysis of the distribution of UPWP Studies to the inclusion of an equity analysis as well. This improved approach was utilized in the equity analyses for the 2019-2023 TIP. This analysis provides the distribution of TIP projects over the time period of 2012 through 2023 with relation to the percentage of Title VI minority population in the communities. To assist with providing context to the distribution, included in the table are the 2010 population, Percent Title VI Minority Population, and 2010-2014 Median Household Income. With this new equity analysis, it is observed that the regional needs are essentially being captured.

From an examination of the equity analysis of TIP Projects from 2012 through 2023, the following observations may be made:

- There are higher concentrations of projects within or adjacent to more populated urban areas (i.e. The City of Brockton at 34.4 percent of all projects). Such concentrations tend to follow areas with elevated levels of congestion, bicycle and pedestrian activity, and crash clusters. Another observation that may be made is that larger communities may inherently have greater human and financial capacity to develop, design, and manage projects.
- The Towns of Easton (12.5%) and Stoughton (9.4%) also had a higher concentration of projects. A potential explanation for such a trend is that these populous communities feature proximity to limited access highways, commuter rail, and academic institutions of higher learning. Such features, while beneficial in many respects, also lead to higher pedestrian, bicyclist and vehicle trips and the need for additional multimodal accommodations and infrastructure improvements.

- The City of Brockton has higher percentages of Title VI Minority Populations at 63.3%, and the Towns of Duxbury and Halifax have a lower percentage at 3.9% and 4.1% respectively.
- Non-mappable projects, such as transit vehicle replacements or rehabilitation, bridge maintenance, and roadway repair line items for future projects to be defined and other non-location-specific projects are not included in this analysis.
- Currently, there are some communities that are not active in the TIP process and do not have projects under design (e.g. Duxbury, Halifax, Hanover, Hanson, Kingston, and Plympton). However, not current participants, these communities have previously participated in the TIP Process and have been the recipients of funding for their projects.

See Table 1 for TIP Equity Analysis:

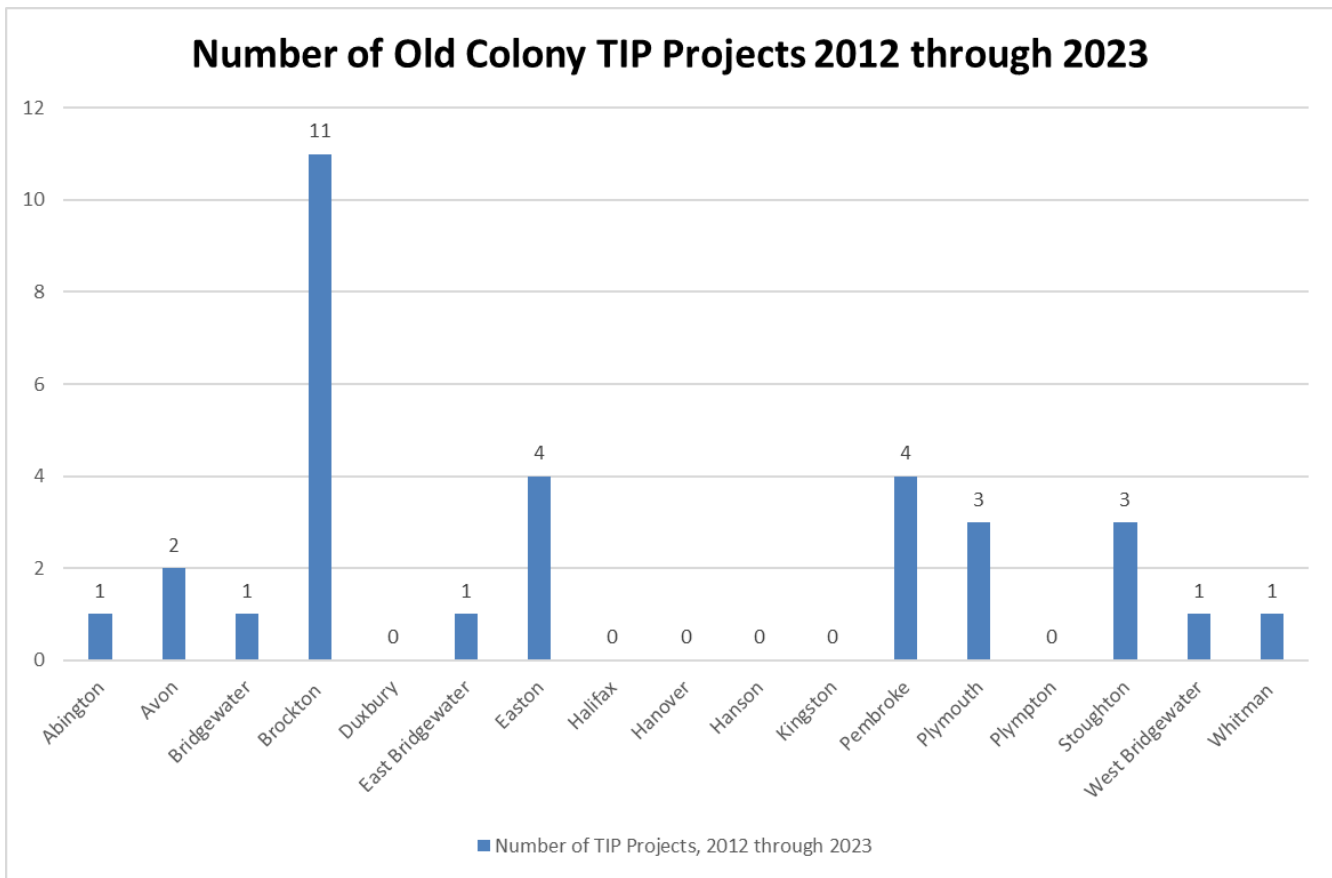
**Table 1) Table of Old Colony TIP Projects, 2012 through 2023, Ranked by Community**

Equity Analysis

Number of Old Colony TIP Projects, 2012 through 2023

Community	2010 Population	All Minority (Including White Hispanic) Population	Percent Title VI Minority	Median H.H. Incom 2010-2014	Number of TIP Projects, 2012-2023	Percentage of Total Projects	TIP Project Expenditures 2012-2023 (\$)	Per Capita Expenditure (\$)
Abington	15,985	1,507	9.4%	\$81,500	1	3.1%	\$1,208,902	\$75.63
Avon	4,356	817	18.8%	\$78,750	2	6.3%	\$6,193,120	\$1,421.74
Bridgewater	26,563	3,238	12.2%	\$88,481	1	3.1%	\$1,486,453	\$56
Brockton	93,810	59,346	63.3%	\$48,569	11	34.4%	\$33,975,966	\$362
Duxbury	15,059	594	3.9%	\$120,253	0	0.0%	\$0	\$0
East Bridgewater	13,794	859	6.2%	\$88,534	1	3.1%	\$7,763,091	\$563
Easton	23,112	2,533	10.7%	\$95,732	4	12.5%	\$12,822,701	\$555
Halifax	7,518	308	4.1%	\$69,917	0	0.0%	\$0	\$0
Hanover	13,879	615	4.4%	\$98,750	0	0.0%	\$0	\$0
Hanson	10,209	454	4.4%	\$93,771	0	0.0%	\$0	\$0
Kingston	12,629	632	5.0%	\$86,339	0	0.0%	\$0	\$0
Pembroke	17,837	756	4.2%	\$89,954	4	12.5%	\$19,767,052	\$1,108
Plymouth	56,468	4543	8.0%	\$76,925	3	9.4%	\$20,388,279	\$361
Plympton	2,820	125	4.4%	\$94,505	0	0.0%	\$0	\$0
Stoughton	26,962	6204	43.7%	\$74,688	3	9.4%	\$10,626,600	\$394
West Bridgewater	6,916	473	6.8%	\$81,573	1	3.1%	\$3,375,180	\$488
Whitman	14,489	988	6.8%	\$76,494	1	3.1%	\$5,990,816	\$413
<b>Totals:</b>	<b>362,406</b>	<b>83,992</b>	<b>23.2%</b>		<b>32</b>	<b>100.0%</b>	<b>\$123,598,160</b>	<b>\$341.05</b>

**Figure 4) Chart of Major Old Colony TIP Projects, 2012 through 2023**



**Unified Planning Work Program (UPWP)**

The staff monitors the listing of UPWP funded studies over time. Beginning in 2017, the UPWP included a geographic analysis of the distribution of UPWP Studies, while the 2018 and 2019 UPWP analyses expanded from a geographic analysis to a equity analysis. While both analyses are accurate, the improved approach that utilized the equity analyses in the 2018 UPWP provides the distribution of Major UPWP Studies over the time period of 2004 through 2018 with relation to the percentage of Title VI Minority Population in the communities. With the expanded analysis that takes account of equity concerns, it is observed that the regional needs are being captured. To assist with providing context to the distribution of UPWP funded studies, included in the table is 2010 US Census population figures, percent of Title VI minority population in the study area, and 2010-2014 Median Household Income. For the purposes of the analysis, a Major UPWP Study is defined as a study programmed in the

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UPWP under Element 3000 – Short Range and Long Range Transportation Planning Activities. Major studies under this element typically involve the in-depth study and analysis of roadway corridors within a community or may include a roadway corridor that spans multiple communities. Major UPWP studies may also include studies such as region-wide bicycle and pedestrian connectivity studies, climate change transportation studies and priority development areas/priority preservation areas studies.

From an examination of the distribution of Major UPWP Studies from 2004 through 2018, the following observations may be made:

- There are higher concentrations of UPWP studies within the more populated urban areas (i.e. Brockton at 9.1% of total studies and Stoughton at 7.6% of total studies). Additionally, both Brockton and Stoughton have higher percentages of Title VI Minority Populations at 63.3% and 43.7% respectively.
- The Towns of Abington, Avon, Bridgewater, East Bridgewater, Kingston, and Plymouth also had a higher concentration of studies. A potential explanation for such a trend is that these populous communities feature proximity to limited access highways, commuter rail and academic institutions of higher learning. Such features, while beneficial in many respects, also lead to higher pedestrian, bicyclist and vehicle trips and the need for additional multimodal infrastructure.

Given the information contained in the TIP Equity Analysis and the UPWP Equity Analysis that both demonstrate equitable distributions and investments, it is the findings of the staff 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.

While it is both observed and concluded that the regional needs are essentially being captured in the TIP and UPWP equity analyses, there is potential for inclusion of additional attributes. Additional information and data for analysis will be reviewed for inclusion in the equity analysis as they present themselves.



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### **MassDOT's 2017 Title VI Review Recommendations**

*Recommendation III-3: The MPO/RPA should consider the feasibility of expanding the UPWP equity analysis to include all UPWP tasks, as opposed to only including major studies. The MPO/RPA rightly noted in the narrative analysis of the equity analysis results that municipalities with larger populations with a higher population density may be able to generate and expend more capital and related resources to support the development of "major" transportation studies and projects. The MPO/RPA may be able to assist smaller communities with fewer resources in engaging in the project development process by performing non-major studies. By including such non-major studies in the UPWP equity analysis, the MPO/RPA may be able to determine if these communities are reached, in an equitable manner, by the technical assistance services of the organization.*

### **MassDOT's 2017 Title VI Review Recommendations Response**

#### **Recommendation III-3 response:**

OCPC/MPO applies equity analysis to all projects it embarks upon and is in constant review of regional demographic data in determining where new and growing Environmental Justice populations exist within our region. Such equity analyses are applied to studies such as those provided through our Local Technical Assistance (LTA) program, which all communities in the OCPC/MPO region partake in to help them understand and address small-localized transportation and land-use issues. Through these LTA studies, smaller communities have been able to identify issues for further review and/or pinpointed infrastructure improvement needs to be programmed in Transportation Improvement Program (TIP). A list of the amount of LTA and other smaller data collection activities conducted during FFYs 2015 through 2018 for member communities can be viewed in Appendix B.



## iv. Equity Impacts on MPO Activities

**Table 2) Number of Major Old Colony UPWP Studies, 2004 through 2018**

Table 2  
Equity Analysis  
Major Old Colony UPWP Studies, 2004 through 2018, By Community

Community	2010 Population	All Minority (Including White Hispanic) Population	Percent Title VI Minority	Median Household Income, 2010-2014	Number of Major Old Colony UPWP Studies, 2004 through 2019	Percentage of Total Studies	Expenditures, 2004 through 2019 (\$)	Per Capita Expenditure (\$)
Brockton	93,810	53,542	57%	\$48,569	6	9.4%	\$ 167,018	\$ 1.78
Stoughton	26,962	5,822	22%	\$74,688	5	7.8%	\$ 96,207	\$ 3.57
Avon	4,356	741	17%	\$78,750	4	6.3%	\$ 140,844	\$ 32.33
Bridgewater	26,563	2,941	11%	\$88,481	4	6.3%	\$ 66,790	\$ 2.51
Easton	23,112	2,327	10%	\$95,372	1	1.6%	\$ 30,000	\$ 1.30
Abington	15,985	1,368	9%	\$81,500	4	6.3%	\$ 91,600	\$ 5.73
Plymouth	56,468	4,230	7%	\$76,925	4	6.3%	\$ 164,123	\$ 2.91
East Bridgewater	13,794	790	6%	\$88,534	4	6.3%	\$ 68,583	\$ 4.97
West Bridgewater	6,916	440	6%	\$81,573	3	4.7%	\$ 48,333	\$ 6.99
Whitman	14,489	886	6%	\$76,494	3	4.7%	\$ 50,850	\$ 3.51
Kingston	12,629	598	5%	\$86,339	4	6.3%	\$ 60,568	\$ 4.80
Halifax	7,518	282	4%	\$69,917	3	4.7%	\$ 72,600	\$ 9.66
Duxbury	15,059	560	4%	\$120,253	2	3.1%	\$ 76,111	\$ 5.05
Pembroke	17,837	699	4%	\$89,954	2	3.1%	\$ 41,444	\$ 2.32
Plympton	2,820	112	4%	\$94,505	2	3.1%	\$ 32,600	\$ 11.56
Hanover	13,879	579	4%	\$98,750	1	1.6%	\$ 17,778	\$ 1.28
Hanson	10,209	424	4%	\$93,771	1	1.6%	\$ 14,600	\$ 1.43
Region wide	362,406	76,341	21%	\$84,963	11	17.2%	\$ 619,708	\$ 1.71
					64	100.0%	\$ 1,859,757	

Equity considerations are included in development of the TIP and UPWP and help to ensure an equitable distribution of projects and planning studies.

### Transportation Improvement Program (TIP)

Several factors are considered when developing the prioritization and programming of TIP projects and they include:

- Financial feasibility of project
- Level of impact of the project (ADTs, Location, NHS, Safety) on performance metrics and thresholds
- Local and regional support for the project
- Need for project to be implemented (safety, congestion, etc.)
- Project has been derived from the Management Systems (Congestion, Safety, and Pavement)
- Project has Project Review Committee (PRC) approval and/or a MassDOT ID

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- Project must have reasonable progress in design, as to assure that the project can be implemented in the active year
  - Project Readiness (Design, Permitting, Right-of-Way, etc.)
  - Results of Annual TIP Readiness Day
  - Results of Transportation Evaluation Criteria (TEC)

With transparency and reasonableness in mind, in 2004, the staff began utilizing TIP project Transportation Evaluation Criteria (TEC) to inform the process of evaluating and selecting projects for programming in the TIP. The Transportation Evaluation Criteria is a means of assisting decision makers in the programming of projects that will help the region attain its visions established by the Old Colony Planning Council/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 OCPC/MPO receive higher scores.

The staff typically utilizes a Functional Design Report or Corridor Study to conduct a complete evaluation. The scoring results of the Transportation Evaluation Criteria are included with the applicable projects listed in the Universe of Projects in the TIP.

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. The following is a listing of the transportation evaluation criteria categories:

- Condition and Service Quality
- Mobility
- Safety and Security
- Cost Effectiveness
- Community Effects and Support
  - Effect on service to minority or low income neighborhoods

- 
- Other Impact/benefit to minority or low income neighborhoods
  - Land Use and Economic Development
  - Environmental and Air Quality/ Climate Effects

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 staff also factors in projects that are listed in the regional transportation plan in order to implement the RTP, considers regional equity to help ensure that the list of projects addresses needs at the community level and throughout the region, and accounts for the cost to comply with fiscal constraint.

Included in the Community Effects and Support Category, and the equity related scoring criteria. The inclusion of such criteria assists with the prioritization of projects and ensuring the equitable distribution of projects.

**MassDOT's 2017 Title VI Review Recommendation**

*Recommendation IV-1: The MPO/RPA should consider whether there is sufficient information available to thoroughly address the "Community Effects and Support" project score criterion. Is there additional information and/or data that, if available, could improve the MPO/RPA's ability to accurately address this element of project scoring, prioritizing, and programming? Please describe.*

*Recommendation IV-2: Please consider whether the methodology for the identification of needs/projects in the development of the RTP is properly aligned with the TIP and UPWP development process. Are there any adjustments/refinements needed to the RTP development process to better inform the equity analysis efforts during TIP and UPWP development?*

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*Recommendation IX-1: The MPO/RPA should describe the methodology for performing “before and after” TIP analyses and determine the feasibility for such work going forward. Please detail and potential obstacles (resources, data availability, data quality, etc.) that the organization may face in performing such analyses as well as possible means to address any such obstacles.*

**MassDOT’s 2017 Title VI Review Recommendations Response**

**Recommendation IV-1 response:**

The Old Colony Planning Council works with member communities where TIP projects are to be developed, designed, and implemented in helping identify, score, and to respond to potential impacts created by these projects. This partnership with member communities also includes the scoring of the “Community Effects and Support” category in the State Project Evaluation Criteria form. OCPC/MPO with its member communities feel there is sufficient information to properly score the “Community Effects and Support” category, but OCPC/MPO continuously works with member communities to see if evaluation measures can be improved and new data points added.

**Recommendation IV-2 response:**

Development of the equity analysis for the Regional Transportation Plan, the Transportation Improvement Program (TIP), and the Unified Planning Work Program (UPWP) mirror each other. Using GIS mapping to determine the location of environmental justice population, U.S. Census data to identify the number of Limited English Proficiency (LEP) persons per community, MassDOT crash data, and consultation with member communities, it is the opinion of the OCPC/MPO that the equity analysis conducted in the RTP is appropriately informing the equity analyses in the TIP and UPWP. Through extensive outreach to member communities and the public at large, projects and studies that are the outcomes of goals and transportation needs identified in the RTP are those supported and asked for by the communities that comprise the OCPC/MPO region. With our community partners and input from the public, OCPC/MPO is continuously reviewing data sources to improve the equity analysis in the RTP in order to inform and improve the equity analysis done in the TIP and UPWP.

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Recommendation IX-1 response:

Staff acknowledges that measuring project effectiveness is important in order to know whether the employed strategies work well and are, therefore, suitable for application in similar situations. As such, staff has developed a before and after methodology to determine the effectiveness of implemented projects.

During the before and after analysis, staff will select TIP projects that were constructed in previous TIPs. Then, the “before” data and relevant measures of effectiveness will be gathered from existing functional design reports, and/ or MPO traffic studies. MPO staff in the field will collect the “after” data and the measures of effectiveness will be calculated from this data.

The “before” and “after” data and associated performance measures that will be calculated depend on the type of project and improvements that are considered for assessment, and also the primary objective of the TIP project. Typically, for intersection improvement projects, intersection operations/ mobility and safety will be evaluated using turning movement counts, operational performance measures, and crash data.

Once the projects have been selected, staff will collect detailed “After” data and information pertaining to each location in the project. This will involve visiting each site and inventorying all relevant geometric, land use, and operational features. For example, for intersection projects, data will likely include:

- Turning movement counts (TMCs)
- Bicycle counts
- Pedestrian counts
- Transit vehicle counts
- Signal timing data (phases, timing lengths)
- Queue lengths
- Geometric data (lanes, curb cuts, sidewalks, crosswalks, pedestrian buttons, transit amenities)
- Land use and zoning information
- Jurisdiction

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Once the data is collected, staff will utilize the following measures in the before and after analysis.

- Condition and Service Quality
  - Pavement Condition Index
  - Bridge Condition Index
- Safety
  - Equivalent Property Damage Only (EPDO) Score
  - Crash Rate per Million Entering Vehicles
- Mobility
  - Level of Service for AM and PM Peak Periods
- Air Quality/ Climate
  - Summer CO2 Emissions
  - Summer NOx Emissions
  - Summer VOC Emissions
  - Winter CO Emissions

A potential obstacles in implementing the before and after analyses include the timely availability of crash data from MassDOT as there is a delay in data availability. Another obstacles or potential limitation is that there are human, land use, and environmental factors that may influence or affect the collected after data. These independent factors will need to be considered carefully during the before and after analysis.

#### Unified Planning Work Program (UPWP)

When developing the UPWP, staff consults with member communities, the Old Colony JTC, Brockton Area Transit Authority (BAT), the Old Colony MPO, and other regional stakeholders. The staff maintains a UPWP Universe of Projects that is routinely updated to include potential UPWP planning studies. Identification of potential studies may arise out of conversations at a public outreach events, where community stakeholders raise concern for things like more bus service, safer intersection, and/or the need for improved pedestrian accommodations. The framework of the Universe of

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Projects includes the following information and consideration to assist with planning study prioritization:

- Community
- Project Description
- Project Type
- Estimated Project Cost
- Meets RTP Identified Need
- Condition, Maintenance, Modernization, and Efficiency
- Livability and Economic Benefit
- Mobility
- Environment And Climate Change
- Transportation Equity
- Safety and Security
- CMP Recommended Project

Inclusion of these criteria in Transportation Equity helps to identify and prioritize studies that will assist with an equity distribution of planning studies.

**MassDOT's 2017 Title VI Review Recommendation**

***Recommendation VIII-1: If transit investments are difficult to geo-locate for mapping analysis purposes, please consider and report on what other manifestations of the transit system and its operation could be mapped and analyzed vis-à-vis Title VI communities with currently available data. If additional data is needed, please identify. For example, analyzing bus assignments provides an opportunity to determine if Title VI communities are receiving older, traditional fuel, vehicles with fewer amenities at a comparable rate to non-Title VI communities. Similarly, new alternative fuel vehicles are often limited in where they can realistically and reliably operate (especially in the instance of electric buses being impractical for remote hilly locales within the service***

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***Recommendation VIII-2:*** For subsequent analysis and reporting cycles, please consider developing and implementing the more refined transit equity analysis methodology, as described.

**MassDOT’s 2017 Title VI Review Recommendation Response**

The Old Colony Planning Council has been working with the Brockton Area Transit Authority (BAT) to map its fixed bus stops and bus shelter locations in order to be able to do bus stop sitting equity analysis. Utilizing a pulse style passenger transfer system, BAT rotates buses throughout the system throughout the service day to ensure no one single community or group enjoys the benefit of new operating equipment or any particular style of a bus. See Appendix G and H.

The Old Colony Planning Council has implemented the refined transit equity analysis methodology describe in the FF2017 Title VI annual report. Projects listed in the UPWP and minor LTA projects are all reviewed with the potential impact on Environmental Justice populations in the project study area in mind.

**B. External Compliance Assessment**

**i. Public Engagement**

Public engagement is essential for developing collaboration, inclusion and consensus among stakeholders in any study process. An important part of the process includes the identification of stakeholders, especially those who have the potential to be impacted by the study, those who are important in the implementation of improvements, and those who have an interest in the study and process. The Old Colony Planning Council’s stakeholder identification process includes reaching out to the business community, the public at large, and groups that have been traditionally underserved such as the elderly, groups with Limited English Proficiency (LEP), minorities, and people below the poverty line.

The Old Colony Planning Council has forged a relationship with local organizations (See Table 3) such as The Cape Verdean Association, Haitian Community Partners (HCP), The Family Center at Community Connections, Independence Associates and South Shore Haitians United for Progress. OCPC/MPO Staff has established connections with the



community and they have been effectively utilizing engagement. Community relations have led to new and diversified constituent involvement due to diverse staffing with applicable outreach and engagement skills.

Table 3) Examples of Community Organizations

Organization	Address	Contact Number
Cape Verdean Association	575 N Montello St Brockton, MA 02301	(508) 559-0056
Haitian Community Partners	71 Legion Parkway Brockton, MA 02301	(508) 588-0400
South Shore Haitians United For Progress	1367 Main Street, Brockton Ma 02301	(508) 470-1130
Family Resource Center	1367 Main Street, Brockton Ma 02301	(508) 857-0272
Latin Women’s Association	1367 Main St Brockton, Massachusetts 02301	(774) 223-5653
Brockton Interfaith Community	65 W Elm Street Brockton, MA 02301.	(508) 587-9550
Independence Associates	100 Laurel Street #122 East Bridgewater, MA	508-583-2166

The public engagement process includes:

- Early notification of meetings and sharing of relevant information.
- A thorough search and identification of stakeholders, including non-traditional participants.
- Open meetings held at convenient and accessible locations (ADA accessible).
- Meeting information that has been translated into multiple languages and provided in a variety of media and electronic accessible formats (world-wide web).
- A variety of visualization techniques are employed to disseminate information.
- Meeting techniques included visual presentation and workshop/discussion formats.

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The Old Colony Planning Council has engaged in a number of events engaging Title VI communities. Below is a list of some of the events attended:

- September 13, 2017 - Campello Visioning Session
- September 26, 2018 - Campello Business Association Meeting
- October 18, 2017 – Campello Visioning Session
- December 12, 13, 14, 2017 – BAT fare Analysis Hearings
- January 9 & 15, 2018 – BAT Fare Analysis Hearings
- February 22, 2018 - Multi-Cultural Business Forum
- May 8, 2018 – Brockton Pedestrian/Bicycle Safety Meeting
- May 10, 2018 – Stoughton Safe Routes to School Meeting
- May 22, 2018 – Brockton Regional Coordinating Council
- May 30, 2018 – Old Colony Bicycle/Pedestrian Advisory Committee
- September 26, 2018 – 2020 Long Range Transportation Plan Outreach, Bridgewater State University
- October 13, 2018 - 2020 Long Range Transportation Plan Outreach, Bridgewater State University
- October 30, 2018 – 2020 Long Range Transportation Plan Outreach, Town of Easton Special Town Meeting
- October 30, 2018 – 2020 Long Range Transportation Plan Outreach, Hanson Public Library
- October 31, 2018 - 2020 Long Range Transportation Plan Outreach, BAT Centre
- November 6, 2018 – 2020 Long Range Transportation Plan Outreach, BAT Centre
- November 7, 2018 – 2020 Long Range Transportation Plan Outreach, Ames Free Library – Easton MA
- November 14, 2018 - 2020 Long Range Transportation Plan Outreach, Metro South Chamber Business 2 Business Expo
- November 20, 2018 – 2020 Long Range Transportation Plan Outreach, Plymouth Main Library
- November 26, 2018 – 2020 Long Range Transportation Plan Public Outreach, Radio Spot WATD



4) OCPC Staff member speaking with resident about 2020 LRTP Outreach Workshop Plymouth Main Library



Figure 5) OCPC Public Outreach Table Event at the Stoughton YMCA

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## **ii. Public Participation Program**

In accordance with state and federal law to ensure an inclusive and accessible public engagement process for transportation decision making, the MPO has developed a Public Participation Plan (PPP). The PPP guides the MPO in its continued efforts to offer early, continuous, and meaningful opportunities for the public to help identify social, economic, and environmental impacts of proposed transportation policies, projects and initiatives across the MPO's jurisdiction. The document also defines how the MPO proposes to incorporate public participation into its transportation decision-making processes and how the agency ensures access to individuals that come from underrepresented populations. The most recent version of the PPP was endorsed by the Old Colony MPO in March 2017.

# **Internal and Title VI Capacity Building**

## **i. Training**

Old Colony Staff members have attended Title VI training and continue to pursue opportunities to expand knowledge in Title VI protocol. To date, OCPC Staff members have attended the listed workshops below:

- June 26, 2015: MA Language Access Conference at UMass Medical School Worcester, MA
- October 19, 2015: Title VI Capacity Building Workshop at the Lawrence Community Center
- October 23, 2015: Title VI Capacity Building Workshop at the Cape Cod Community College
- November 3, 2016: Strategic Municipal ADA Planning at the Holiday Inn Taunton, MA
- June 12, 2017 Title VI meeting with MassDOT
- Bi-weekly Department meetings where Title VI priorities are discussed

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OCPC Staff continue to advance their knowledge with servicing Title VI Communities by attending workshops and continuing to build relationships with the community.

OCPC Staffs also coordinates with MassDOT Office of Diversity and Civil Rights to coordinate updates and communication with the Transportation Managers Group.

## Addressing Allegations of Discrimination

### i. Complaint Procedure

Any person who believes she or he has been discriminated against on the basis of race, color, or national origin by the Old Colony Metropolitan Planning Organization or the Old Colony Planning Council acting on behalf of the Old Colony Metropolitan Planning Organization (hereinafter referred to as “the MPO”) may file a Title VI complaint by completing and submitting the agency’s Title VI Complaint Form. Old Colony Planning Council provides complaint forms in 12 Languages upon request and are available on the agency’s website.

#### 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 30 days of the alleged discriminatory conduct at: [http://ocpcrpa.org/title\\_vi.html](http://ocpcrpa.org/title_vi.html)

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

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

A person may also file a complaint directly with the Federal Transit Administration, at  
FTA Office of Civil Rights,  
1200 New Jersey Avenue SE,  
Washington, DC 20590  
Phone: 888-446-4511  
8:30am-5:00pm ET, M-F

## ii. Identification of Responsible Staff

To request additional information regarding Title VI and Federal and State  
Nondiscrimination obligations, please contact:

Title VI/ Nondiscrimination Coordinator  
Pat Ciaramella  
Old Colony Planning Council  
70 School Street  
Brockton, MA 02301  
508-583-1833 Ext. 202  
[pciaramella@ocpcrpa.org](mailto:pciaramella@ocpcrpa.org)

# Special Emphasis Area

## i. Safe Routes To School

Safe Routes To School (SRTS) is a federally funded program managed by MassDOT that works to encourage education around bicycling and walking for elementary and middle school students in Massachusetts. SRTS is able to work cohesively with families, schools, and community leaders through a collaborative community-based method to

encourage participants to carry on the 5 E's which are: Education, Encouragement, Enforcement, Evaluation, and Engineering. A list of SRTS participating schools in the OCPC Region are listed in Appendix D. Funding for infrastructure projects is provided through the SRTS program. Examples of implemented projects are the Brookfield School in Brockton and the F.L. Olmstead School. A project for the West Elementary School in Stoughton is programmed for 2020.

## ii. Public Engagement Tool

The MassDOT Engage Tool is a resource used by MassDOT and other stakeholders looking to better identify local language needs, community organizations, and accessible meeting locations. This online tool will help organizers by providing information such demographics, language tracts, and road projects around the Commonwealth as well.

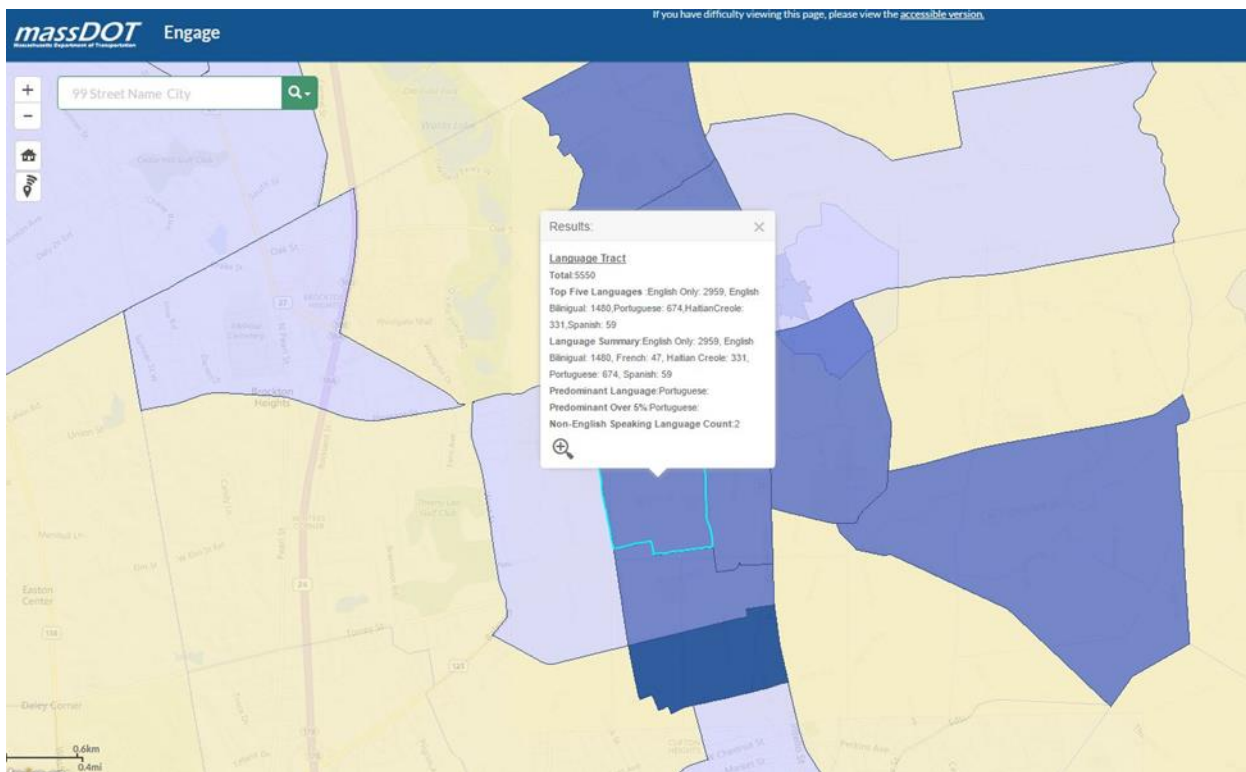


Figure 6) MassDOT Engage Tool



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## II. FTA Specific Reporting Requirements

### A. Funding Distribution Analysis

Maps depicting the locations of transit service are located in Appendix H. The base layers include the concentration of environmental justice populations. The mapping was not able to provide a specific mapping of transit related-investments since the operational assistance and capital rolling stock is distributing across the entire system via a pulse system. As such, the equity analysis for transit is somewhat limited as it based upon whether or not transit service is available. One of the considerations for future analysis of transit projects/service would be to include the growing network of pedestrian and bicycle infrastructure amenities since users of these types of facilities tend to use public transportation, which OCPC/MPO has been experimenting with different data collection methods for this work. Such addition analysis could lead to a better understanding of the overall investment and distribution of the projects in their totality.

## III. MPO Determined Focus Areas

### Goals

- Continue to expand Title VI staff capacity across all agency departments.
- Continue to include and Disseminate Title VI Notice of Protection across all agency departments.
- Continue to expand Title VI and Community Based Organization contacts and networking opportunities.
- Continue to reduce barriers to participation in the transportation decision-making process.
- Continue to target investments to areas that benefit high percentages of low-income and minority populations.
- Seek to maximize benefits and minimize burdens associated with projects in low-income and minority areas.



- 
- Continue to work with member communities, MassDOT, and other regional stakeholders to identify new sources of data to help improve Environmental Justice analysis.

## Conclusion

The Old Colony Planning Council has continued to be inclusive in terms of equity and project distribution. The staff has dedicated their time to expand their knowledge on the surrounding cultures in the Old Colony Planning Council/Old MPO Region by engaging residents, stakeholders and visitors to the region. Going forward, the Old Colony Planning Council/Old MPO looks to continue to be inclusive by meeting stakeholders where they are and encourage them to visit Old Colony Planning Council through our open house events and other public engagement opportunities. The Old Colony Planning Council/Old MPO looks to educate the community on the TIP process and other projects and studies taking place in their communities so they may be better informed and engaged in the planning process.

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# APPENDIX

## Appendix A: Example of Translated Public Notice

# TANPRI PATAJE PATI OU



Transpòtasyon Otorite Transpòtasyon Brockton (BAT) ap chèche kòmantè ou sou chanjman posib pou pri tikè otobis yo nan lavni. Vwa ou bezwen nan ede fòme sistèm transpò piblik ou vle a.

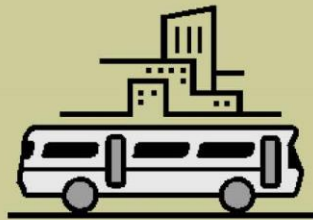
### PERYÒD SONDAJ:

**DECEMBER 12TH 2017**

**DECEMBER 13TH 2017**

**DECEMBER 14TH 2017**

**BAT INTERMODAL CENTRE  
10 COMMERCIAL ST.  
BROCKTON, MA**



**Tanpri kontakte nou si ou gen nenpòt kesyon:**

**Kontakte Non:  
Shawn Bailey**

**Telefòn: 508-583-1833 x 217  
Imèl: sbailey@ocprpa.org**

\*Brockton Area Transportation Authority (BAT) fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. BAT 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 BAT. Complaints are to be filed no later than 180 days from the date of the alleged discrimination. Please contact BAT at (508) 588-2240 for more information.

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

If this information is needed in another language, please contact BAT at (508) 588-2240.

Se esta informação é necessária em outro idioma, entre em contato com BAT em (508) 588-2240.

Si se necesita esta información en otro idioma, por favor póngase en contacto con BAT al (508) 588-2240.


Si yo bezwie enfòmasyon sa a nan yon lòt lang, tanpri kontakte BAT nan (508) 588-2240.

# Appendix B: Unified Planning Work Program Analysis

Community	2010 Population	All Minority (Including White Hispanic) Population	Percent Title VI Minority	Median Household Income, 2010-2014	UPWP Task 2200			UPWP Task 2200		UPWP Task 3200	
					Automatic Traffic Counter Recorder (ATR) Locations			Turning Movement Count (TMC) Locations		Local Technical Assistance (LTA) Studies	
					Number of ATR Counts FFYs 2015-2018	Percentage of ATR Counts FFYs 2015-2018	Number of TMCs FFYs 2015-2018	Percentage of TMCs FFYs 2015-2018	Number of LTA Studies FFYs 2015-2018	Percentage of LTA Studies FFYs 2015-2018	
Brockton	93,810	53,542	57%	\$48,569	99	22.3%	45	23.0%	2	3.8%	
Stoughton	26,962	5,822	22%	\$74,688	21	4.7%	4	2.0%	4	7.7%	
Avon	4,356	741	17%	\$78,750	17	3.8%	3	1.5%	1	1.9%	
Bridge water	26,563	2,941	11%	\$88,481	22	5.0%	6	3.1%	1	1.9%	
Easton	23,112	2,327	10%	\$95,372	28	6.3%	4	2.0%	6	11.5%	
Abington	15,985	1,368	9%	\$81,500	45	10.2%	14	7.1%	4	7.7%	
Plymouth	56,468	4,230	7%	\$76,925	51	11.5%	19	9.7%	13	25.0%	
East Bridgewater	13,794	790	6%	\$88,534	10	2.3%	10	5.1%	0	0.0%	
West Bridgewater	6,916	440	6%	\$81,573	16	3.6%	5	2.6%	1	1.9%	
Whitman	14,489	886	6%	\$76,494	9	2.0%	5	2.6%	6	11.5%	
Kingston	12,629	598	5%	\$86,339	28	6.3%	19	9.7%	2	3.8%	
Halifax	7,518	282	4%	\$69,917	13	2.9%	10	5.1%	1	1.9%	
Duxbury	15,059	560	4%	\$120,253	41	9.3%	22	11.2%	5	9.6%	
Pembroke	17,837	699	4%	\$89,954	13	2.9%	8	4.1%	3	5.8%	
Plympton	2,820	112	4%	\$94,505	13	2.9%	2	1.0%	0	0.0%	
Hanover	13,879	579	4%	\$98,750	14	3.2%	20	10.2%	2	3.8%	
Hanson	10,209	424	4%	\$93,771	3	0.7%	0	0.0%	1	1.9%	
<b>Totals:</b>					<b>443</b>	<b>100.0%</b>	<b>196</b>	<b>100.0%</b>	<b>52</b>	<b>100.0%</b>	

# Appendix C: Example of OCPC Website Auto Translated


Translate From: English To: Portuguese View: Translation Original >>



# Old Colony Planning Council

Casa Sobre o OCPC Notícias & Eventos Programas de Planejamento Recursos

Traduzir site Carregando



Visualizar calendário maior

## Novidades e Eventos

### OCPC precisa de sua opinião sobre o Plano de Transporte de Longo Alcance 2020

A cada quatro anos, o Old Colony Planning Council (OCPC) inicia uma atualização do Plano de Transporte de Longo Alcance (LRTP) da região. O LRTP ajuda a determinar como o financiamento federal e estadual será gasto em infraestrutura e serviços de transporte em nossas comunidades nos próximos 20 anos. Sua participação neste empreendimento é fundamental para ajudar a moldar a forma como o financiamento será gasto na infraestrutura de transporte. Pedimos que você preencha a pesquisa da LRTP e pare com um de nossos eventos de mesa que serão realizados em toda a região, juntamente com outros workshops públicos.

Tweets por @OCPC\_Planning

**OldColonyPlanning**  
@OCPC\_Planning  
Take the survey and spread the word!  
survey.monkey.com/OCCLRTP20  
16 de nov de 2018

# Appendix D: Example of OCPC JTC Title VI/ Nondiscrimination Notice of Protection Statement

## OLD COLONY JOINT TRANSPORTATION COMMITTEE (JTC)

Meeting Minutes of the Old Colony Joint Transportation Committee (JTC)  
Old Colony Planning Council, 70 School Street, Brockton, MA  
August 2, 2018 at 12:00 P.M.

### ATTENDANCE

Abington	Bruce Hughes	Safe Routes to School	Erin Reed
Abington	John Stone	Massasoit Community College	Bill Mitchell
Bridgewater	Elijah Romulus	McMahon Associates	Alex Bulhoes
Brockton	Shane O'Brien	OCPC	Kyle Mowatt
Brockton	Rob May	OCPC	Laurie Muncy
Easton	Greg Swan	OCPC	Charles Kilmer
Hanson	Donald H. Howard	OCPC	Bill McNulty
Kingston	Rob Downey	OCPC	Jimmy Pereira
Stoughton	Noreen O'Toole	OCPC	Pat Ciaramella
Whitman	Dan Salvucci	OCPC	Shawn Bailey
BAT	Michael Lambert	OCPC	Ray Guarino
MassDOT	Derek Krevat	OCPC	Lisa Sullivan
MassDOT District 5	Tim Kochan		

### 1. Call to Order and Introductions

Chairperson Noreen O'Toole called the meeting to order at 12:03 P.M. and then read the Meeting Accessibility Statement and the Title VI Notice of Protection Statement. Those present then introduced themselves.

### 2. Public Comments

There were no public comments.

### 3. Minutes of the June 7, 2018 Meeting

Chairperson Noreen O'Toole asked if the members had reviewed the minutes of the June 7, 2018 Meeting. The members then voted to endorse the minutes of the June 7, 2018 Old Colony JTC Meeting.

### 4. Communications

Shawn Bailey reviewed the contents of the communications staff report. Included were letters of correspondence, as well as notices of workshops and conferences. They are as follows:

- Letter to Secretary Matthew Beaton from Pat Ciaramella regarding Chestnut Street/North Quincy Street Intersection Improvements (Abington and Brockton) (ENF)
- Letter to Secretary Matthew Beaton from Pat Ciaramella regarding South Coast Rail Project (FSEIR)
- Massachusetts Municipal Association Post regarding EPA Issued MS4 Permit



## Appendix E: Example of Title VI Material Dissemination

DATE	PURPOSE	LOCATION	STAFF	LEP Materials Provided
1/2/2018	BAT - OCPC Planning Meeting	Brockton	Shawn Bailey, Paul Chenard, Charles Kilmer	N/A
1/9/2018	Plymouth 400th Transportation Subcommittee Meeting	Plymouth	William McNulty	N/A
1/9/2018	Transportation Program Managers Group Meeting	Boston	Charles Kilmer	N/A
1/9/2018	Route 138 (Stoughton) Road Safety Audit (607403)	Stoughton	Shawn Bailey, Raymond Guarino	N/A
1/9/2018	Socio-Economic Projections for 2020 Regional Transportation Plans - Committee Meeting	Boston	Charles Kilmer, William McNulty	N/A
1/12/2018	2019-2023 Old Colony TIP Coordination Meeting with MassDOT District 5	Taunton	Charles Kilmer	N/A
1/16/2018	Old Colony Metropolitan Planning Organization (MPO) Meeting	Brockton	Shawn Bailey, Paul Chenard, Raymond Guarino, Charles Kilmer, Kyle Mowatt, Laurie Muncy, Jimmy Pereira, Lisa Sullivan	Yes
1/18/2018	BAT Advisory Board Meeting	Brockton	Charles Kilmer	N/A
1/30/2018	Design Public Hearing for Brockton - North Quincy Street, Boundary Avenue and Chestnut Street Project (608143)	Brockton	Bruce Hughes	N/A
1/31/2018	MARPA - MassDOT Statewide Coordination Meeting	Sutton	Charles Kilmer	N/A
2/1/2018	Brockton - Route 27, Quincy Street, Massasoit Boulevard TIP Project (606143) Meeting	Brockton	Charles Kilmer	N/A
2/1/2018	Old Colony Joint Transportation Committee (JTC) Meeting	Brockton	Shawn Bailey, Paul Chenard, Raymond Guarino, Charles Kilmer, William McNulty, Kyle Mowatt, Laurie Muncy, Jimmy Pereira, Lisa Sullivan	Yes
2/1/2018	Brockton - Route 27, Quincy Street, Massasoit Boulevard TIP Project (606143) Meeting	Brockton	Charles Kilmer	N/A
2/2/2018	Intersection Safety Planning Meeting - Strategic Highway Safety Plan	Hopkinton	Raymond Guarino	N/A
2/2/2018	Lane Departure Safety Planning Meeting - Strategic Highway Safety Plan	Hopkinton	Raymond Guarino	N/A
2/6/2018	Socio-Economic Projections for 2020 Regional Transportation Plans - Committee Meeting (Via GoToMeeting)	Boston	Charles Kilmer, Laurie Muncy, Lisa Sullivan	N/A
2/7/2018	BAT - OCPC Planning Meeting	Brockton	Shawn Bailey, Paul Chenard, Charles Kilmer	N/A
2/13/2018	Plymouth 400th Transportation Subcommittee Meeting	Plymouth	William McNulty	N/A
2/13/2018	BAT Fare Analysis Meeting	Brockton	Shawn Bailey, Paul Chenard, Charles Kilmer	Yes
2/13/2018	Older Driver Safety Emphasis Area (EA) Planning Meeting - Strategic Highway Safety Plan	Waltham	Raymond Guarino	N/A
2/13/2018	MPO TIP Readiness Day	Taunton	Charles Kilmer	N/A
2/15/2018	Public Informational Meeting for Centre Street (Route 123) at Plymouth Intersection Project	Brockton	Raymond Guarino	N/A
2/15/2018	BAT Fare Analysis Meeting	Brockton	Shawn Bailey, Paul Chenard	Yes
2/16/2018	MEPA Site Visit: EEA# 15806 Obery Street Roadway Improvements - Plymouth	Plymouth	William McNulty	N/A
2/16/2018	Bridgewater - High Street Bridge/ High Street Dam Meeting	Bridgewater	Raymond Guarino	N/A
2/16/2018	BAT Service Change Equity Analysis Meeting	Brockton	Shawn Bailey, Charles Kilmer	Yes
2/20/2018	TPM Implementation Webinar - Pavement Performance Measures Implementation Webinar	Brockton	Charles Kilmer	N/A
2/22/2018	Metro South Multi-Cultural Business Forum & Business After Hours	Brockton	Raymond Guarino, Bruce Hughes	N/A
2/26/2018	BAT Fare Analysis Meeting	Brockton	Shawn Bailey, Paul Chenard, Charles Kilmer	Yes
2/27/2018	Pedestrian Emphasis Area (EA) Planning Meeting - Strategic Highway Safety Plan	Hopkinton	Paul Chenard, Raymond Guarino	N/A
2/27/2018	Bicyclist Emphasis Area (EA) Planning Meeting - Strategic Highway Safety Plan	Hopkinton	Paul Chenard, Raymond Guarino	N/A
3/1/2018	Old Colony Joint Transportation Committee (JTC) Meeting	Brockton	Shawn Bailey, Paul Chenard, Raymond Guarino, Charles Kilmer, William McNulty, Kyle Mowatt, Laurie Muncy, Jimmy Pereira, Lisa Sullivan	Yes
3/6/2018	Socio-Economic Projections for 2020 Regional Transportation Plans - Committee Meeting	Boston	William McNulty	N/A
3/6/2018	South Coast Rail Public Meeting on the Draft Supplemental Environmental Impact Report (DSEIR)	Dartmouth	Paul Chenard	N/A
3/7/2018	BAT - OCPC Planning Meeting	Brockton	Shawn Bailey, Paul Chenard, Charles Kilmer	N/A
3/19/2018	Transit Coordination Meeting with BAT, Stoughton, and OCPC	Stoughton	Charles Kilmer	N/A
3/20/2018	Old Colony Metropolitan Planning Organization	Brockton	Shawn Bailey, Paul Chenard, Raymond Guarino, Charles Kilmer, William McNulty	

## Appendix F: Safe Routes To School Participants in OCPC Region

<b>Community</b>	<b>School</b>
Abington	Beaver Brook Elementary
Abington	Center Elementary School
Abington	Woodsdale Elementary School
Avon	Ralph D Butler Elementary School
Brockton	Angelo School
Brockton	Ashfield Middle School
Brockton	Brookfield Elementary School
Brockton	Davis K-8 School
Brockton	Downey Elementary School
Brockton	Dr. William Arnone Elementary School
Brockton	George School
Brockton	Hancock Elementary School
Brockton	John F. Kennedy Elementary School
Brockton	Mary E Baker Elementary School
Brockton	Oscar F. Raymond School
Brockton	West Middle School
Duxbury	Alden Elementary School
Duxbury	Duxbury Middle School
East Bridgewater	Central Elementary School
East Bridgewater	Mitchell Middle School
Easton	FL Olmsted Elementary School
Easton	Parkview School
Easton	Richardson Elementary School
Halifax	Halifax Elementary School
Hanson	Indian Head School
Hanson	Maquan Elementary School
Pembroke	Bryantville Elementary School
Pembroke	Hobomock Elementary School
Pembroke	North Pembroke Elementary
Pembroke	Pembroke Community Middle School
Plymouth	Cold Spring Elementary School
Plymouth	Federal Furnace Elementary School
Plymouth	Hedge Elementary School
Plymouth	Manomet Elementary School
Plymouth	Nathaniel Morton Elementary School
Plymouth	Plymouth South Middle School
Plymouth	South Elementary School
Stoughton	Helen H. Hansen Elementary School



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Stoughton	JH Gibbons Elementary School
Stoughton	Joseph R Dawe Jr Elementary School
Stoughton	Robert G. O'Donnell Middle School
Stoughton	South Elementary School
Stoughton	West Elementary School
West Bridgewater	Howard School
West Bridgewater	Rose L. MacDonald School
West Bridgewater	Spring Street School

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# Appendix G: BAT Vehicle Assignment Policy

## BROCKTON AREA TRANSIT VEHICLE ASSIGNMENT POLICY

### **Fixed-Route**

The Brockton Area Transit (*bat*) fixed route fleet consists of forty-nine (49) wheelchair accessible buses that provide service to the City of Brockton and surrounding communities seven days a week. The fleet has an average age of 8.2 years old and the overall fleet condition, both interior and exterior, is good.

The fixed route service for *bat* operates on a radial system or “pulse” from the *bat* Intermodal Centre in downtown Brockton. This system allows for easy passenger transfers as all of the buses leave at set scheduled times. The only exceptions to this would be the Route 13 Mini Maller, which provides service to the area elderly housing complexes and shopping venues and the Route 14 Stoughton, which services this town, but does provide limited trips into the *bat* Intermodal Centre.

In addition to the above, the schedule is designed so that the buses do not stay on the same routes or area of the city throughout the day. By having the buses rotate routes during each pulse precludes route discrimination based on the condition of the bus. Furthermore, the pulse system ensures that newer, older, and even hybrid technology buses are rotated and utilized in all geographic areas within the service area.

The actual assignment of the vehicles is completed the evening prior by the operating company for *bat*. A list of available vehicles are developed by the maintenance department and submitted to the operations department for assignment. The operations department will then assign the 40’ vehicles to routes with heavier ridership, such as the Route 12 Ashmont. The 35’ and 30’ vehicles will be assigned to routes with lower ridership and routes requiring tighter turns on narrow streets. However, any vehicle can be assigned to a particular route or area. This method of assignments coupled with the “pulse” system further cements the notion of ensuring that no one route or area is limited to just one type, size, age or condition of bus.

In addition, *bat* contracts with Bridgewater State University to provide vehicles and maintenance and training support. The University operates the service which consists of campus shuttles and connection to Brockton via Route 28.

### **Demand Response**

The Brockton Area Transit (*bat*) demand response fleet, otherwise known as *dial-a-bat* (*dab*), consists of thirty-seven (37) wheelchair accessible buses that provide a shared ride service to the City of Brockton and surrounding communities seven days a week. The fleet has an average age of 3.5 years old and the overall fleet condition, both interior and exterior, is good.

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*dial-a-bat* also provides coordinated service through area councils on aging. Some councils have their own vehicles but *dab* supplements services that the councils are not able to provide.

The *dab* service operates two types of services. The first is door to door service for the elderly and disabled. The second service is for the Department of Developmental Services (DDS), which involves transporting developmentally disabled clients to and from their homes to various workshops in the Brockton area. The *dab* fleet consists of two types of paratransit vehicles. The seating arrangements on each vehicle vary to accommodate the ambulatory and wheelchair client assignments.

The actual assignment of the vehicles is determined by the number of ambulatory and wheelchair clients scheduled per run. For instance if a run includes a DDS workshop that transports fifteen (15) ambulatory clients, the vehicle assigned will consist of seating to accommodate the increased number of ambulatory clients. Another example would be a run that has a DDS workshop that transports four (4) wheelchair clients and three (3) ambulatory clients; then the vehicle assigned would be one that could accommodate those seating arrangements. This method of assignment is an efficient way to accommodate the client needs and ensures that no one geographic area is limited to one type of bus as all of the vehicles are of similar look and size.

**Deviated Fixed Tour**

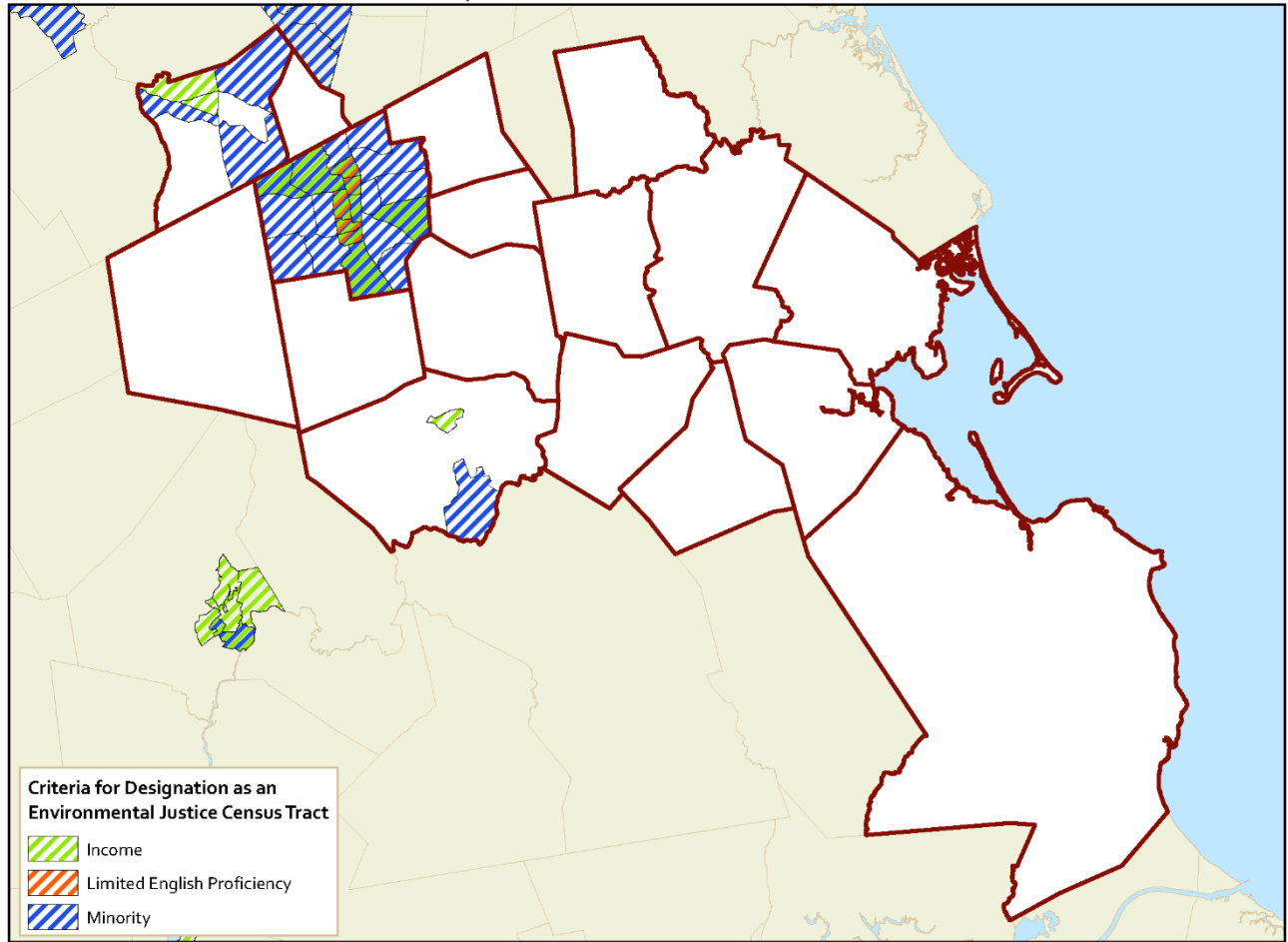
*Bat* provides deviated fixed tour service to the town of Rockland. The service is provided with two minibuses. This service is subject to New Freedom funding availability.

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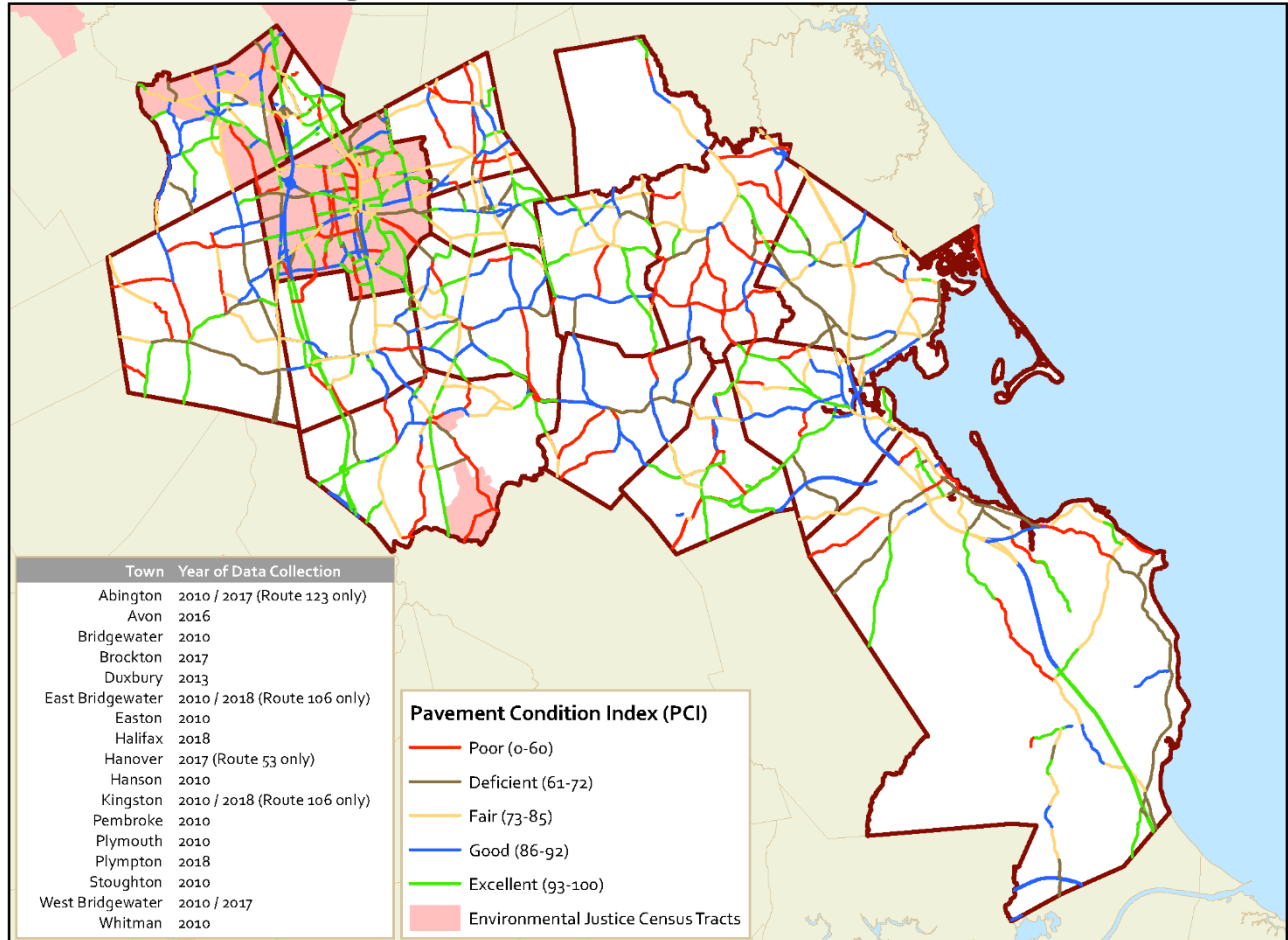
4.13.17  
Date

# Appendix H: Title VI Maps

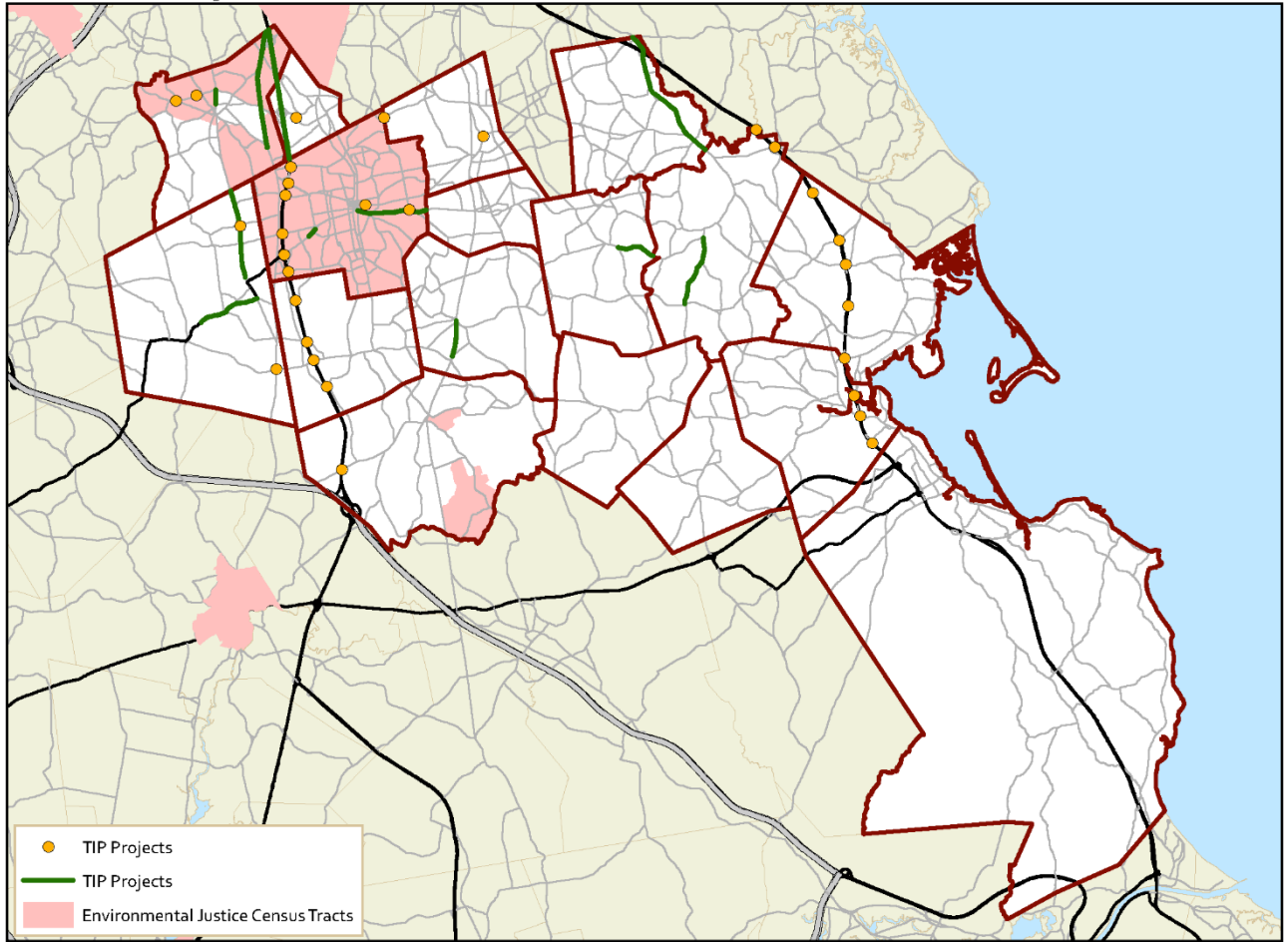
Title VI: Environmental Justice Populations



## Title VI: Pavement Management

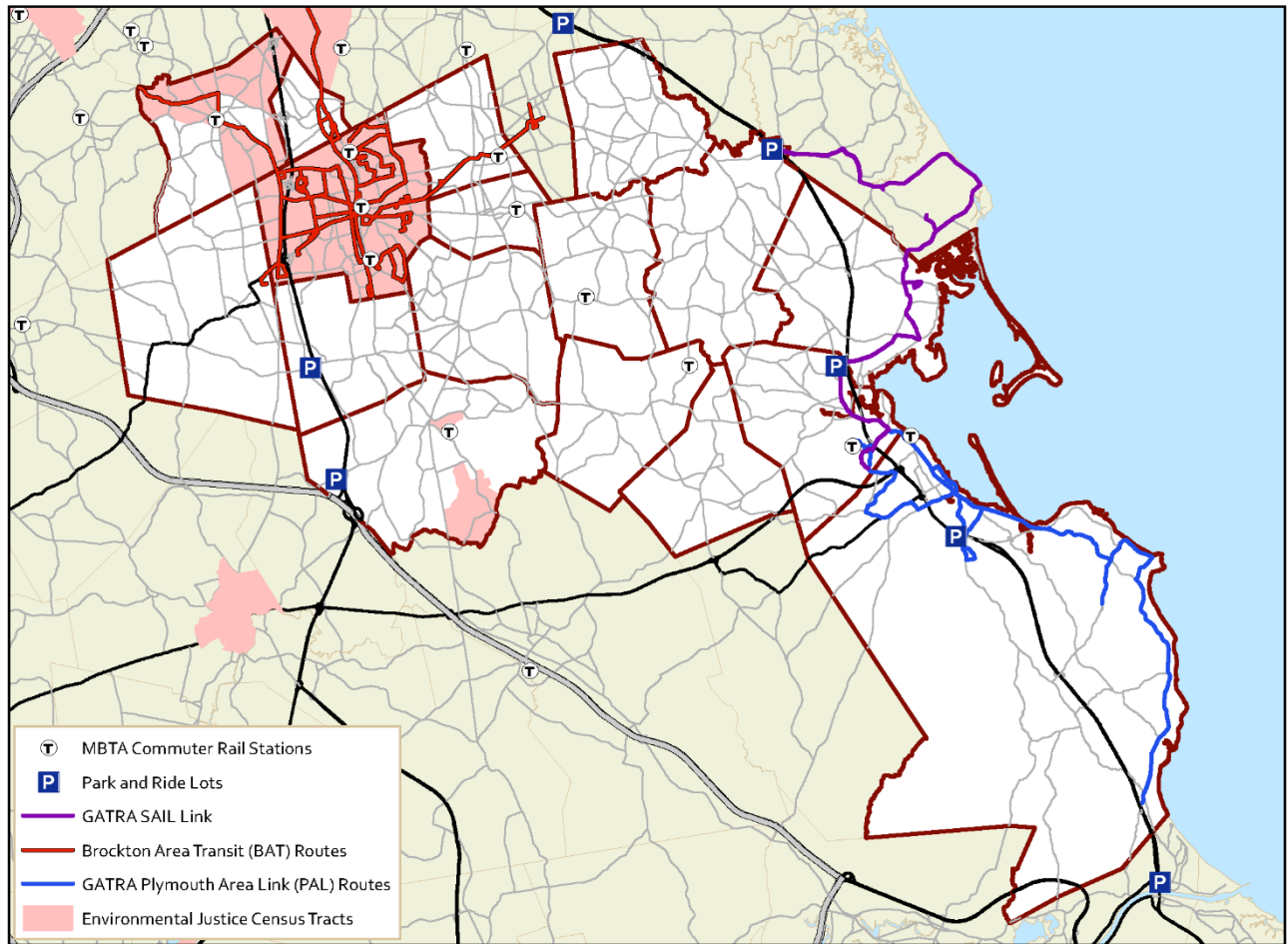


Title VI: TIP Projects



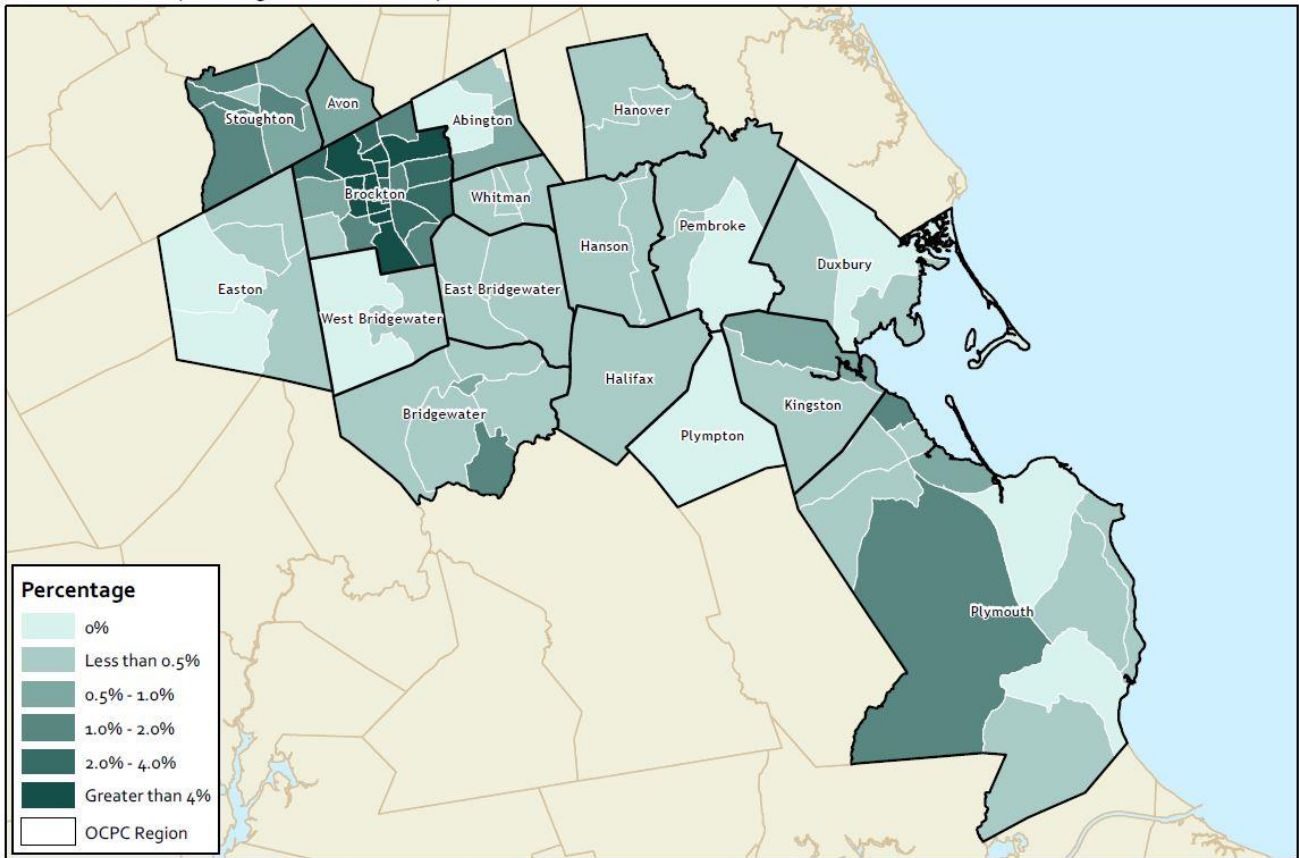


# Title VI: Transit



# Limited English Proficiency

## Individuals who Speak English Less than Very Well



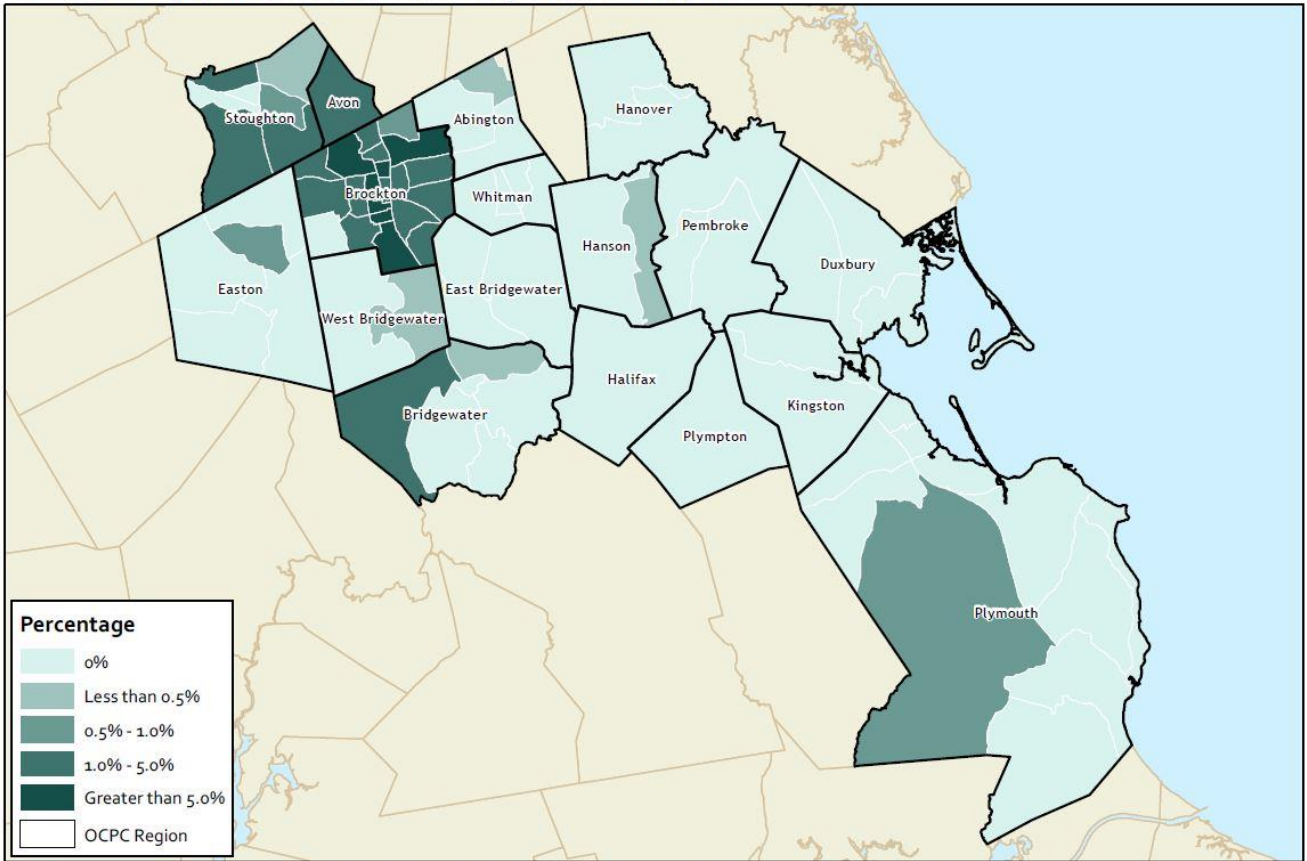
 Old Colony Planning Council 70 School Street, Brockton, MA 02301  
Data Sources: US Census, Office of Geographic Information (MassGIS), OCPC



# Limited English Proficiency



Individuals who speak Haitian Creole and Speak English Less than Very Well

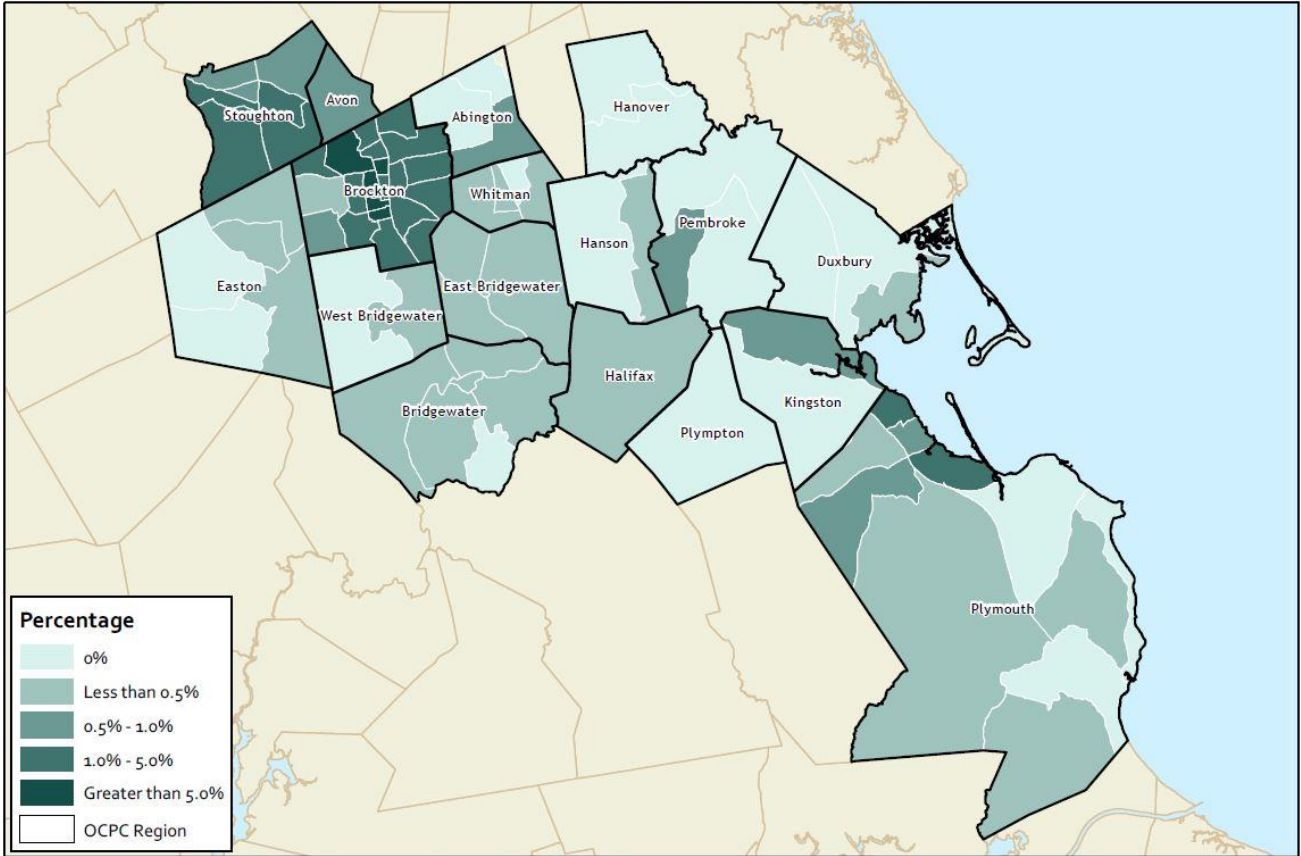


Old Colony Planning Council 70 School Street, Brockton, MA 02301  
Data Sources: US Census, Office of Geographic Information (MassGIS), OCPC

# Limited English Proficiency



Individuals who speak Portuguese or Portuguese Creole and Speak English Less than Very Well

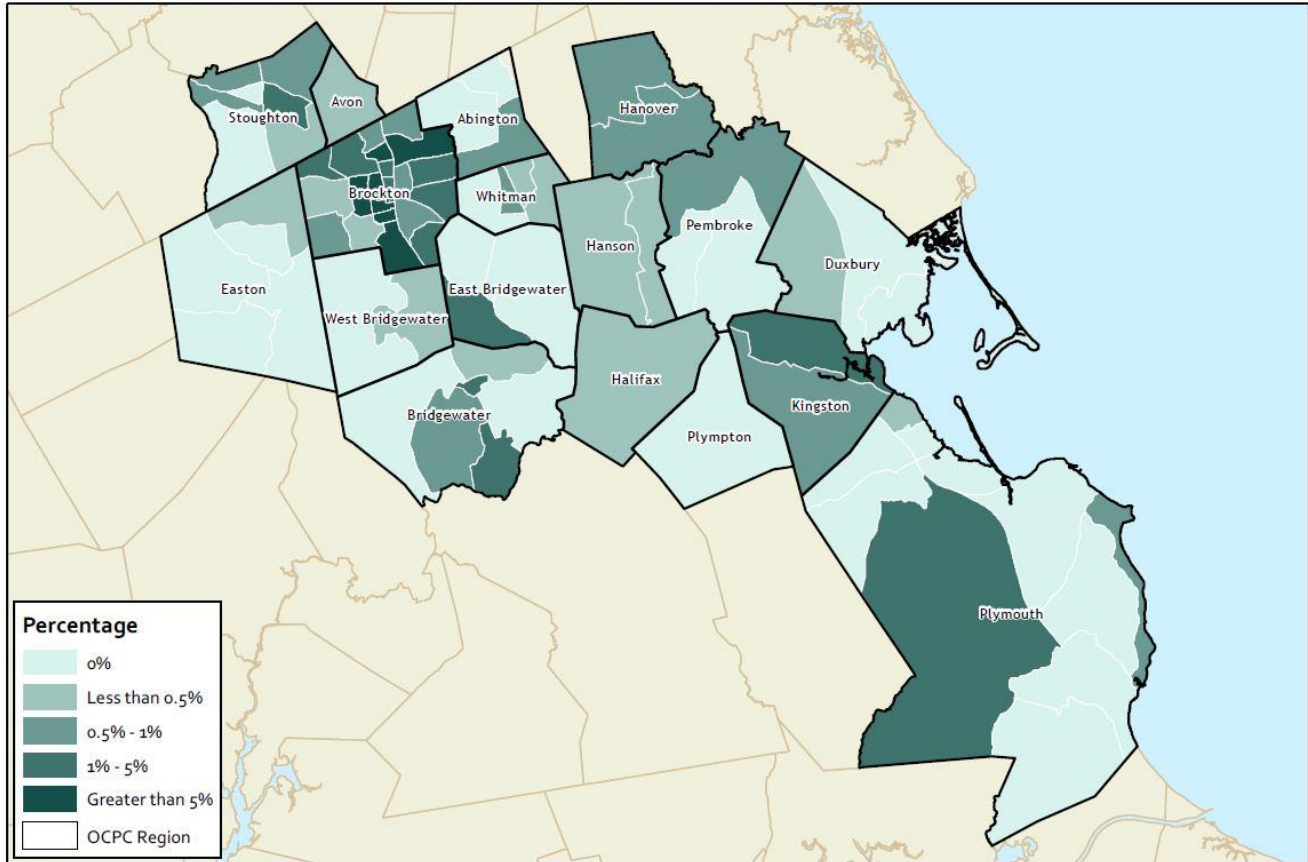


Old Colony Planning Council 70 School Street, Brockton, MA 02301  
Data Sources: US Census, Office of Geographic Information (MassGIS), OCPC

# Limited English Proficiency

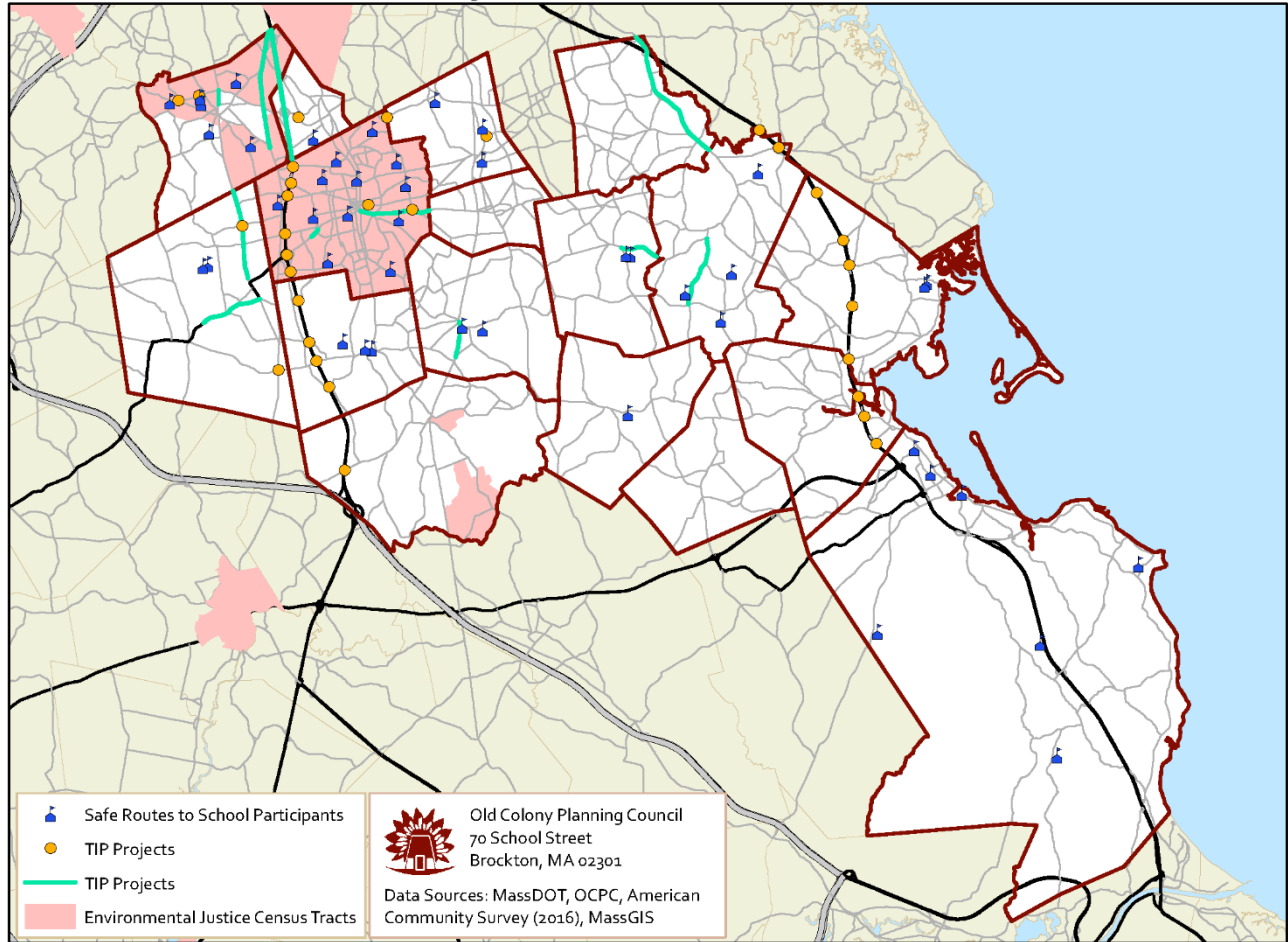


Individuals who speak Spanish or Spanish Creole and Speak English Less than Very Well



Old Colony Planning Council 70 School Street, Brockton, MA 02301  
Data Sources: US Census, Office of Geographic Information (MassGIS), OCPC

### Safe Routes to School and TIP Projects (2019-2023)





## Walking Times to Transit: Brockton Area Transit (BAT) Route 2

