

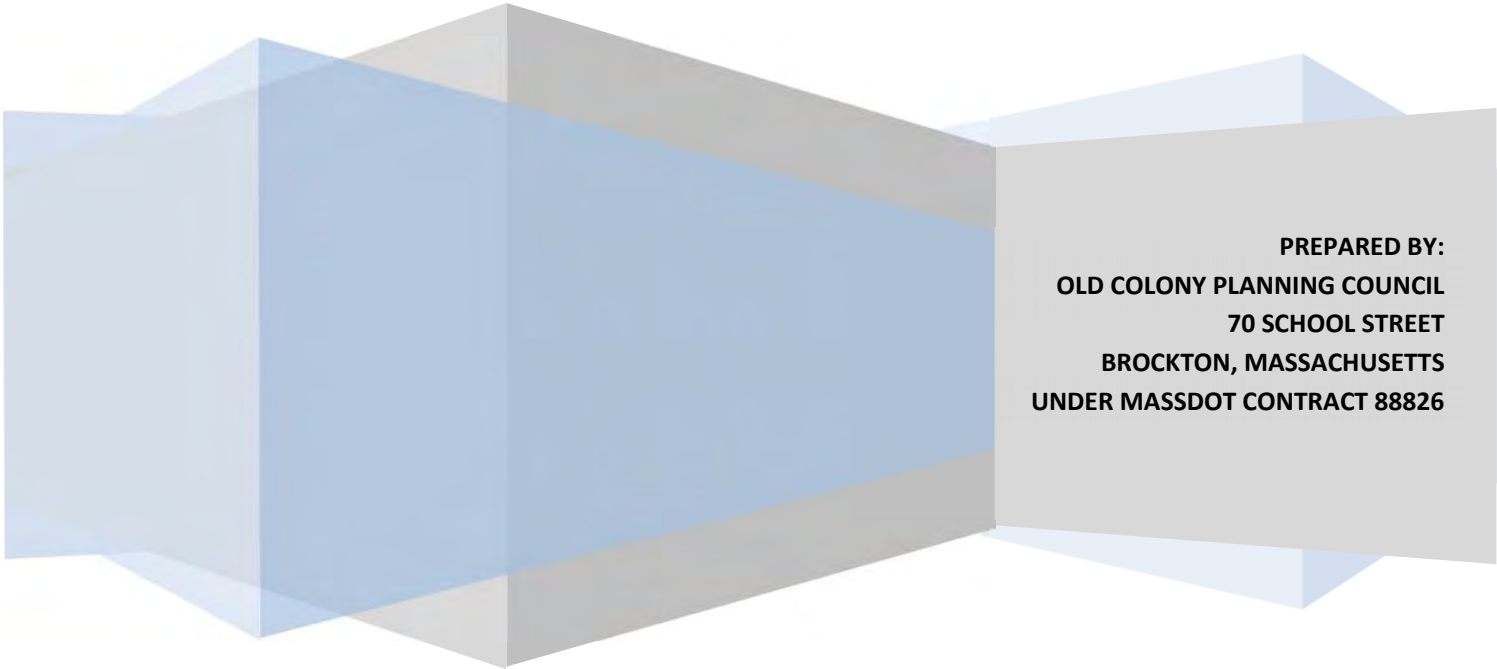
OLD COLONY METROPOLITAN PLANNING ORGANIZATION (MPO)

FFY 2019-2023 OLD COLONY TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

- **ENDORSED BY THE OLD COLONY MPO ON MAY 15, 2018**
- **AMENDED BY THE OLD COLONY MPO ON FEBRUARY 19, 2019**
- **AMENDED BY THE OLD COLONY MPO ON MAY 21, 2019**

PREPARED IN COOPERATION WITH:

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



**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.mass.gov/road-flaggers-and-police-detail>

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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

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

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Chinese Simple

如果需要使用其它□ □ □ □ □ □ , □ □ □ Old Colony大都会□ □ □ □ (MPO) 《民□ □ □ 》
□ □ □ □ □ □ , □ □ 508- 583-1833, □ 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。

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Arabic

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Updated April 2015

Old Colony Planning Council

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INTRODUCTION

The Transportation Improvement Program (TIP) is a presentation of transportation projects proposed for implementation during federal fiscal years 2019, 2020, 2021, 2022, and 2023. The year 2023 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 Long Range Transportation Plan (LRTP). 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.mass.gov/road-flaggers-and-police-detail>

1. Development of the Transportation Improvement Program (TIP)

Annually, the TIP is prepared by the Old Colony MPO working cooperatively with the communities within the Old Colony Region, Brockton Area Transit (BAT), Massachusetts Department of Transportation Office of Transportation Planning, Massachusetts Department of Transportation Rail & Transit Division, 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 MPO staff itself based on the Long Range 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 MPO 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


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 Long Range Transportation Plan (LRTP) 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 Long Range Transportation Plan (LRTP) 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. To ensure that the transportation system and its users are safe and secure. Review safety data, goals, objectives, and strategies to promote safety.

In addition, the Strategic Highway Safety Plan should be incorporated into the long range transportation plan. The Old Colony MPO shall apply specific criteria in the review of transportation strategies. These criteria are applied to estimated changes in safety. The primary goal of the LRTP 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 LRTP. Also included in the LRTP are the following goals: Increase the security of the transportation system for motorized and non-motorized users; Examine 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 Define the roles of the various players in promoting security. 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.

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, Bridge, and Transit)** - To maintain a highway infrastructure asset system in a state of good repair. Emphasize the preservation of the existing transportation system. The LRTP supports this planning factor through this goal: Enhance and Protect Regional Mobility. The LRTP also supports this performance measure: Maintaining and preserving transit, highway, and bridge infrastructure. As part of the LRTP development, the MPO utilizes a pavement management system to develop costs and recommended repair for operation, preservation, and maintenance of the federal aid network.

MassDOT is developing the Transportation Asset Management Plan (TAMP) to address pavement and bridge conditions on the National Highway System (NHS). The TAMP will include information on the NHS Inventory and Performance, Life Cycle Planning and Investment Strategy, Risk Management, and a Financial Plan.





Recipients of public transit funds, which can include states, local authorities, and public transportation operators, are required to establish performance targets for safety and state of good repair; to develop transit asset management and transit safety plans; and to report on their progress toward achieving targets. Public transportation operators are directed to share information with MPOs and states so that all plans and performance reports are coordinated. The identified state of good repair performance measures for transit asset management with regard to BAT include the following areas: equipment (Percentage of vehicles that have met or exceeded their Useful Life Benchmark (ULB)), rolling stock (Percentage of revenue vehicles within a particular asset class that have met or exceeded their ULB), and facilities (Percentage of facilities within an asset class rated below 3.0 on the FTA Transit Economic Requirements Model scale).




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. The MPO shall apply specific criteria in the review of transportation strategies. These criteria are applied to improvements in multimodal accessibility. The LRTP 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 2011 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 LRTP supports this planning factor through this performance measure: "Maintaining and preserving transit, highway, and bridge infrastructure." As part of the LRTP development, the MPO utilizes a pavement management system to develop costs and recommended repair for operation, preservation, and maintenance of the federal aid network. The Old Colony MPO and BAT are coordinating to implement a performance based planning process. The MPO will integrate BAT's Transit Asset Management (TAM) Plan into its planning process that prioritizes investments that meet regional performance targets for State of Good Repair. The identified state of good repair performance measures for transit asset management with regard to BAT include the following areas: equipment (Percentage of vehicles that have met or exceeded their Useful Life Benchmark (ULB)), rolling stock (Percentage of revenue vehicles within a particular asset class that have met or exceeded their ULB), and facilities (Percentage of facilities within an asset class rated below 3.0 on the FTA Transit Economic Requirements Model scale). 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 breakdowns 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 breakdowns 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. The MPO 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 L RTP directly supports these efforts through the goal: “Promote Policies that Ensure Economic Vitality and Sustainability.” The MPO 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 L 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 L 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 (NO_x 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 Right-of-Way (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 breakdowns 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 breakdowns 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 LRTP supports this planning factor through this performance measure: “Maintaining and preserving transit, highway, and bridge infrastructure.” As part of the LRTP development, the MPO 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 LRTP 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 considered when implementing this method. They are as follows:

- 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 LRTP and why the community is invested in its outcome.

The Old Colony MPO has chosen to adopt the statewide safety performance measure targets set by MassDOT for Calendar Year (CY) 2018. In setting these targets, MassDOT has followed FHWA guidelines by using statewide crash data and Highway Performance Monitoring System (HPMS) data for vehicle miles traveled (VMT) in order to calculate 5 year, rolling average trendlines for all FHWA defined safety measures. CY 2018 targets for four of the five safety measures—total number of fatalities, rate of fatalities per 100 million vehicle miles traveled, total number of serious injuries, and rate of serious injuries per 100 million VMT—were established by extending their respective trendlines into the 2014-2018 period. All four of these measures reflect a decrease in statewide trends. The fifth safety measure, total number of combined serious injuries and fatalities for non-motorized modes, is the only safety measure for which

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the statewide trendline depicts an increase. MassDOT's effort to increase the non-motorized mode share throughout the Commonwealth has posed a challenge to simultaneously reducing non-motorized injuries and fatalities. Rather than adopt a target that depicts an increase in the trendline, MassDOT has elected to establish a target of non-motorized fatalities and injuries in CY 2018 to remain constant from the rolling average for 2011-2015. In recent years, MassDOT and the Old Colony MPO have invested in "complete streets," bicycle and pedestrian, intersection and safety improvements in both the Capital Investment Plan (CIP) and Statewide Transportation Improvement Program (STIP) that address increasing mode share and incorporate safety mitigation elements into projects. Moving forward, the Old Colony MPO, alongside MassDOT, is actively seeking to improve data collection and methodology for bicycle and pedestrian VMT counts, and to continue analyzing crash clusters and crash counts that include both motorized and non-motorized modes in order to address safety issues at these locations.

In all safety categories, MassDOT has established a long-term target of "Toward Zero Deaths" through MassDOT's Performance Measures Tracker and will be establishing safety targets for the MPO to consider for adoption each calendar year. While the MPO is not required by FHWA to report on annual safety performance targets, FHWA guidelines require MPOs to adopt MassDOT's annual targets or perennially establish their own.

The safety measures MassDOT has established for CY 2018, and that the Old Colony MPO has adopted, are as follows:

- 1) **Fatalities:** The target number of fatalities for CY 2018 is 352.3, down from an average of 361 fatalities for the years 2011-2015. [Please see Figure 1 for Old Colony MPO for comparison of the trend for this performance measure].
- 2) **Rate of Fatalities per 100 million VMT:** The target fatality rate for CY 2018 is 0.611, down from a 0.641 average for 2011-2015.
- 3) **Serious Injuries:** The target number of serious injuries for CY2018 is 2895.9, down from the average of 3251.8 for 2011-2015. [Please see Figure 2 for Old Colony MPO for comparison of the trend for this performance measure].
- 4) **Rate of Serious Injuries per 100 million VMT:** The target serious injury rate for CY2018 is 5.01 per year, down from the 5.78 average rate for 2011-2015.
- 5) **Total Number of Combined Serious Injuries and Fatalities for Non-Motorized Modes:** The CY2018 target number of fatalities and serious injuries for non-motorists is 540.8 per year, the same as the average for 2011-2015.

Figure 1

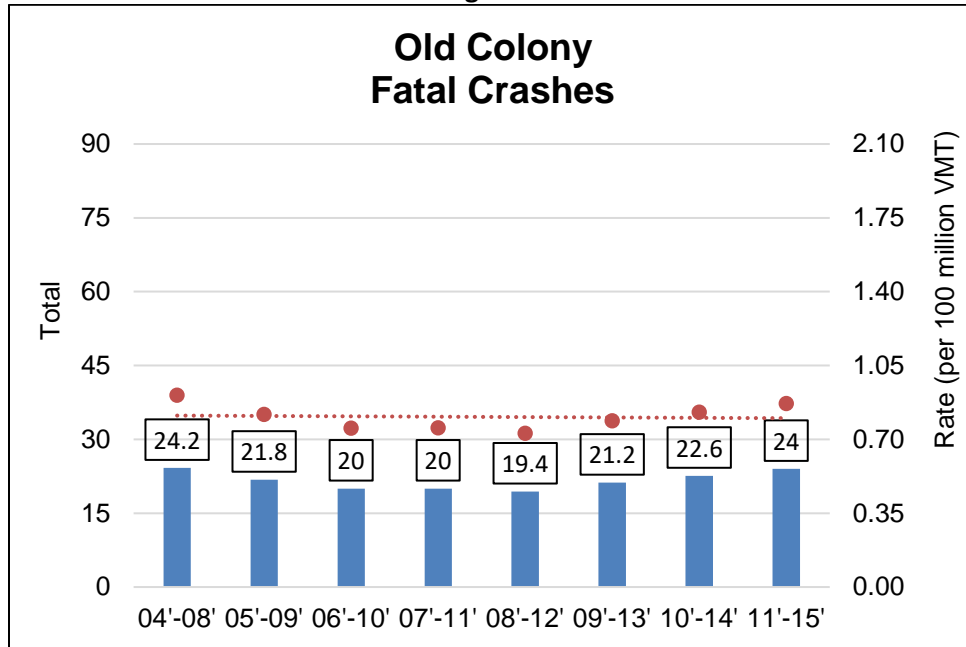


Figure 2

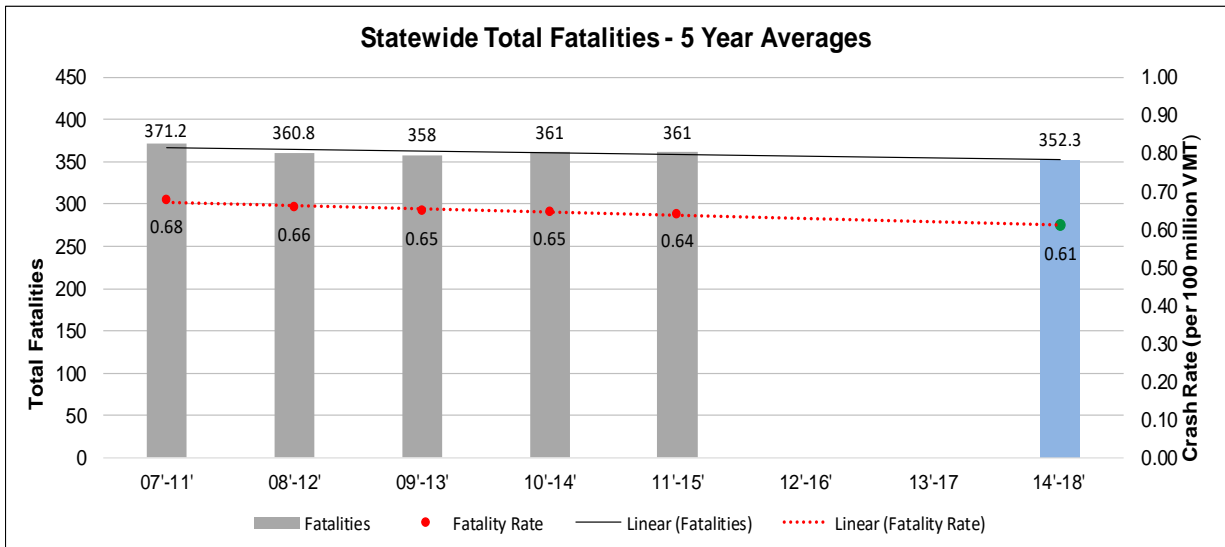


Figure 3

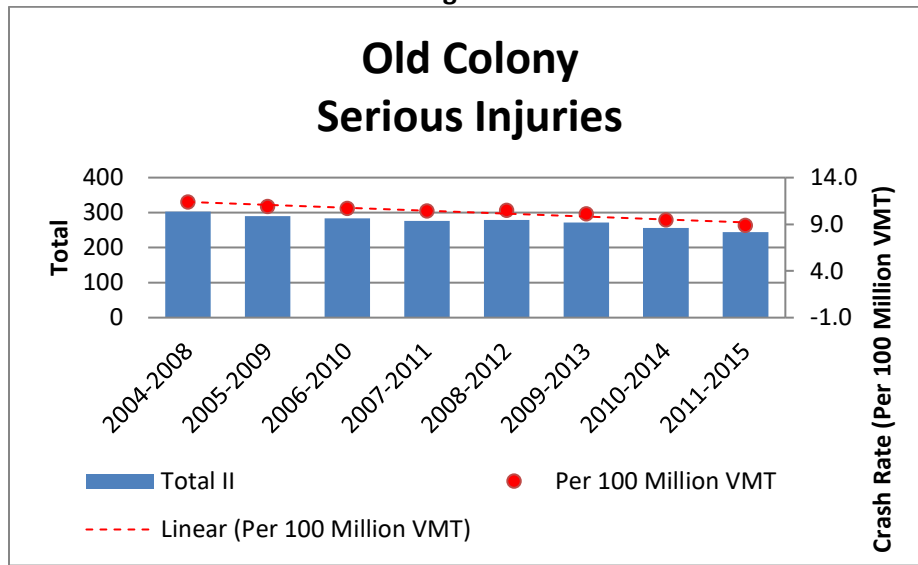
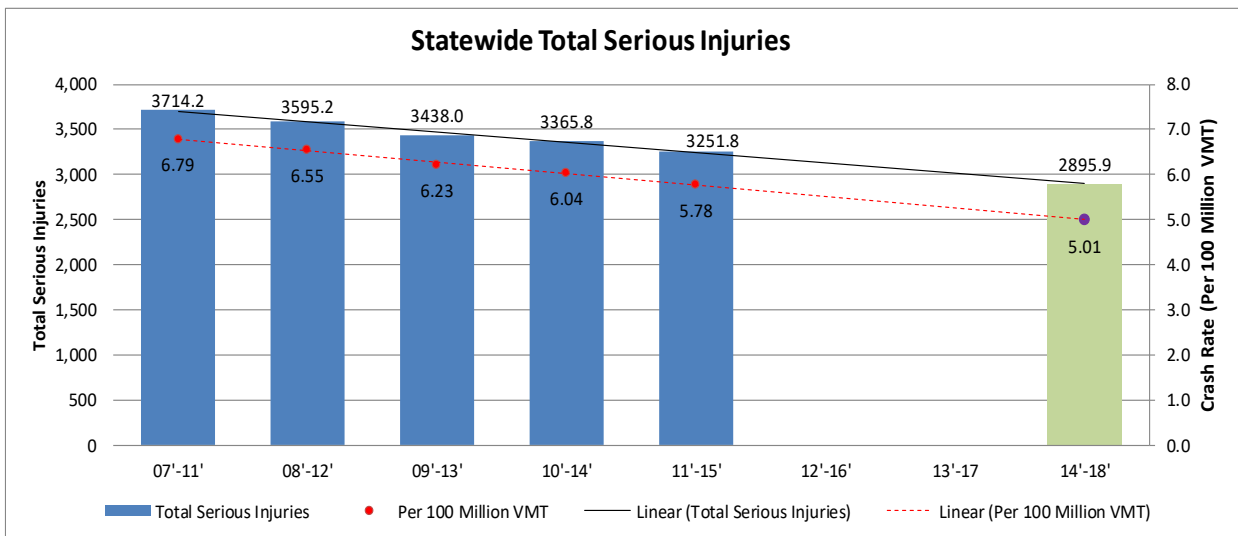


Figure 4



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

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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 Block Grant Program (STBGP)** 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 STBGP funds are not restricted to federal-aid roads but may be on any public road. Transit capital projects are also eligible under this program.
- **Congestion Mitigation and Air Quality Improvement Program (CMAQ)** directs funds toward transportation projects in Clean Air Act non-attainment areas for ozone and carbon monoxide. These projects will contribute to meeting the attainment of national ambient air quality standards. The state receives funds based on its share of the population of air quality non-attainment areas weighted by degree of air pollution.
- **Highway Safety Improvement Program (HSIP)** provides funds 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)** provides funds 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** 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. 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. 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.

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.

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 several 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 ongoing 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 obtaining consistency is the coordination, and consultation with appropriate agencies and groups on existing

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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 2019-2023 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, the Old Colony MPO continually conducts Title VI and Environmental Justice planning for the Old Colony Region.

The Old Colony MPO consults 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 as follows:

- 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 Joint Transportation Committee (JTC) - Functioning as the advisory group to the Old Colony MPO and Old Colony Planning Council, this group assists with the identification of transportation deficiencies and provides regular input and review of TIP products. The Committee consists of superintendents and or directors of highway department of public works, town planners, engineers, etc. Typically, meetings take place during the first Thursday 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.

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- Transit Providers - MPO staff seeks input regarding transit needs and projects 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 may routinely 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, Ojornal, 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 are advertised using multiple media outlets and the TAN. During the period, public meetings were held and the 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 and Social Equity

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

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

Examinations of potential benefits and burdens because of the implementation of the TIP were conducted. Examples of benefits considered were mobility, accessibility, infrastructure condition, environment, reliability, safety, security, load factors, efficiency, and consultation with riders in improving bus services to the transit-dependent. While examples of burdens considered were: air, noise, and water pollution and soil contamination, destruction or disruption of community cohesion or a community's economic vitality, destruction or disruption of the availability of public and private facilities and services,

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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 2003 - 2023. 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 58.3 percent of the identified improvement projects, representing approximately 37.1 percent of the identified investment dollars on the FFY 2019-2023 TIP are located in 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 commercial and employment destinations.

**Table 1
Investment Value of TIP Projects 2019-2023 (Projects Planned)**

Type	Population Represented in EJ Communities (2010)	Percent Population Represented	TIP Project Investment	Percentage of Projects in EJ/ Non EJ Communities by Total Investment (\$)
Within EJ Communities	101,053	27.9%	\$23,771,332	37.1%
Outside EJ Communities	261,353	72.1%	\$40,369,015	62.9%
Totals	362,406	100.0%	\$64,140,347	100%

The Old Colony MPO undertook further analysis to determine the level of investments during the period of 2003-2018 through previous Transportation Improvement Programs. From that analysis, it was concluded that about 46.0 percent of the identified improvement projects, representing approximately 47.3 percent of the identified investment dollars allocated during the TIP years of 2003-2018 are located in EJ communities. This exceeds the 27.9 percent of the region’s population identified as living in EJ communities.

Table 2

Investment Value of TIP Projects 2003 - 2018 (Projects Implemented)

Type	Population Represented in EJ Communities (2010)	Percent Population Represented	TIP Project Investment	Percentage of Projects in EJ/ Non EJ Communities by Total Investment (\$)
Within EJ Communities	101,053	27.9%	\$90,095,544	47.3%
Outside EJ Communities	261,353	72.1%	\$100,422,767	52.7%
Totals	362,406	100.0%	\$190,518,311	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 2019-2023 Transportation Improvement Program and previous TIPs (dating back to 2003) 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 MPO 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 MPO 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. 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
- 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)

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 Transportation Evaluation Criteria utilized for the FFY 2019-2023 Transportation Improvement Program are included in Appendix H. The scoring results of the Transportation Evaluation Criteria are included with the applicable projects listed in the Universe of Projects beginning on Page 21.

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.

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.

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 category scores for a project are then combined into an overall score of between +18 and -18, and the scores are then converted to a 100-point scale.

The Old Colony MPO 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

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Colony MPO staff also factors in projects that are listed in the Long Range Transportation Plan in order to implement the LRTP, considers geographic and social 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 a listing of projects ranked, from high to low, by Transportation Evaluation Criteria (TEC) Score. The Program Year refers to which year the project is programmed or if it is not programmed.

**Table 3
Universe of Projects**

PROJECT LOCATION AND DESCRIPTION	PROJECT ID#	PROGRAM YEAR	TEC SCORE
BROCKTON - CORRIDOR IMPROVEMENTS ON ROUTE 123 (BELMONT STREET), FROM ANGUS BEATON DRIVE TO WEST STREET	608088	2020	60.00
STOUGHTON - CORRIDOR IMPROVEMENTS ON ROUTE 138	607403	2022	51.78
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	50.39
BROCKTON - INTERSECTION IMPROVEMENTS @ CRESCENT STREET (ROUTE 27)/ QUINCY STREET/ MASSASOIT BOULEVARD	606143	2020	45.83
AVON - INTERSECTION IMPROVEMENTS AT HARRISON BOULEVARD AND POND STREET	608086	2020	45.56
ABINGTON/ BROCKTON - NORTH QUINCY STREET, CHESTNUT STREET, AND BOUNDARY AVENUE ROUNDABOUT AND GEOMETRIC IMPROVEMENTS	608143	2019	44.72
STOUGHTON - IMPROVEMENTS AT WEST ELEMENTARY SCHOOL (SRTS)	608829	2021	44.17
BROCKTON - ROUTE 123 (CENTRE STREET) AT PLYMOUTH STREET SIGNALIZATION AND GEOMETRIC IMPROVEMENTS	609052	2023	44.06
STOUGHTON - INTERSECTION IMPROVEMENTS AND RELATED WORK AT CENTRAL STREET, CANTON STREET AND TOSCA DRIVE	608279	2022	43.22
EASTON - CORRIDOR IMPROVEMENTS ON ROUTE 138 INCLUDING INTERSECTION IMPROVEMENTS AT ROUTE 138 (WASHINGTON STREET) AND ELM STREET	608195	NOT PROGRAMMED	42.89
EAST BRIDGEWATER - RESURFACING AND SIDEWALK CONSTRUCTION ON BEDFORD STREET (ROUTE 18), FROM WHITMAN STREET (ROUTE 106) TO CENTRAL STREET	607941	2019	39.67
EASTON - ROUTE 123 (DEPOT STREET) RECONSTRUCTION FROM NEWELL CIRCLE TO ROUTE 138	607217	2021	38.89

FFY 2019-2023 OLD COLONY TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

STOUGHTON - RECONSTRUCTION OF TURNPIKE STREET	607214	NOT PROGRAMMED	38.89
EASTON - RESURFACING AND RELATED WORK ON ROUTE 138 (ROOSEVELT CIRCLE TO STOUGHTON TOWN LINE (EXCLUDING THE SECTION FROM ELM STREET TO UNION STREET))	608585	NOT PROGRAMMED	38.72
DUXBURY - SIGNAL INSTALLATION @ ROUTE 3 (NB & SB) RAMPS & ROUTE 3A (TREMONT STREET)	606002	NOT PROGRAMMED	38.22
HANOVER - RESURFACING & RELATED WORK ROUTE 53	607715	NOT PROGRAMMED	38.22
HANSON - CORRIDOR IMPROVEMENTS ON ROUTE 14 (MAQUAN STREET), FROM THE PEMBROKE T.L. TO INDIAN HEAD STREET AND RELATED WORK	608506	NOT PROGRAMMED	38.22
PEMBROKE- RESURFACING AND RELATED WORK ON ROUTE 53	608266	NOT PROGRAMMED	38.22
EASTON - ROUTE 138 & TURNPIKE STREET INTERSECTION SIGNALIZATION AND GEOMETRIC IMPROVEMENTS	604098	NOT PROGRAMMED	35.83
PEMBROKE - REHABILITATION OF ROUTE 36 (CENTER STREET) FROM ROUTE 27 TO ROUTE 14	600380	2023	34.11
AVON- STOUGHTON- PAVEMENT PRESERVATION AND RELATED WORK ON ROUTE 24	608496	2023	TBD
ABINGTON - SUPERSTRUCTURE REPLACEMENT & SUBSTRUCTURE REHABILITATION, A-01-006, CENTRAL STREET OVER SHUMATUSCASCANT 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 - BRIDGE REPLACEMENT, K-01-014, SMITHS LANE OVER ROUTE 3 (PILGRIM HIGHWAY)	608615	2021	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)		PROJECT NEED FOR EACH YEAR 2019-2023	TBD
BROCKTON AREA TRANSIT AUTHORITY (BAT) - ACQUIRE REPLACEMENT VAN COUNCILS ON AGING (3)		PROJECT NEED FOR EACH YEAR 2019-2023	TBD
OCPC AREA AGENCY ON AGING (AAA) - VOLUNTEER TRANSPORTATION PROGRAM (VTP)		PROJECT NEED FOR EACH YEAR 2019-2023	TBD
SOUTH SHORE COMMUNITY ACTION COUNCIL (SSCAC) - ACQUIRE REPLACEMENT <30 FT VEHICLES (7)		PROJECT NEED FOR EACH YEAR 2019-2023	TBD

FFY 2019-2023 OLD COLONY TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Geographic Distribution of Projects

The Old Colony MPO monitors the geographic distribution of TIP projects over time. Table 4 provides the distribution of TIP projects from 2012 through 2023. 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 2023, the following observations may be made:

- There are higher concentrations of projects within the more populated urban areas (i.e. 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.
- The towns of Easton (12.5%) and Pembroke (12.5%) also had higher concentration of projects. A potential explanation for such a trend is that these populous communities feature proximity to limited access highways, commuter rail, and academic institutions of higher learning. Such features, while beneficial in many respects, also lead to higher pedestrian, bicyclist and vehicle trips, and the need for additional multimodal and infrastructure.

Table 4
Geographic Distribution of Projects

Community	2010 Population	Median Household Income, 2010-2014	Number of TIP Projects, 2012 through 2023	TIP Project Expenditures, 2012 through 2023 (\$)
Abington	15,985	\$81,500	1	\$1,208,902
Avon	4,356	\$78,750	2	\$6,193,120
Bridgewater	26,563	\$88,481	1	\$1,486,453
Brockton	93,810	\$48,569	11	\$33,975,966
Duxbury	15,059	\$120,253	0	\$0
East Bridgewater	13,794	\$88,534	1	\$7,763,091
Easton	23,112	\$95,372	4	\$12,822,701
Halifax	7,518	\$69,917	0	\$0
Hanover	13,879	\$98,750	0	\$0
Hanson	10,209	\$93,771	0	\$0
Kingston	12,629	\$86,339	0	\$0
Pembroke	17,837	\$89,954	4	\$19,767,052
Plymouth	56,468	\$76,925	3	\$20,388,279
Plympton	2,820	\$94,505	0	\$0
Stoughton	26,962	\$74,688	3	\$10,626,600
West Bridgewater	6,916	\$81,573	1	\$3,375,180
Whitman	14,489	\$76,494	1	\$5,990,816
Totals	362,406		32	\$123,598,161

*Projects spanning multiple communities

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

**Does not include Bridge Projects

TIP - FEDERAL REQUIREMENTS AND PROJECT LISTS

1. Endorsements of the FFY 2019-2023 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, Long Range Transportation Plan, and Transportation Improvement Program, together with any amendments, were developed in accordance with FHWA and FTA regulations governing the implementation of 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 2019-2023 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.

TIP Amendment

- A TIP Amendment is 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 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. 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 2019), 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 2018-2022 TIP, and is not advertised in FFY 2018 is moved into the FFY 2019-2023 TIP.

3. Financial Summary, Targets, and Fiscal Constraint Analysis

The Massachusetts Department of Transportation Office of Transportation Planning, in consultation with the Regional Planning Agencies and utilizing the MARPA Formula, 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. These Funding Targets are located in Appendix J. The anticipated funds, programmed funds, unprogrammed funds and fiscal constraint analysis is summarized below in Table 5. The Summary of Regional Funding Categories in Table 6 provides specifics on fund amount by funding category.

FFY 2019-2023 OLD COLONY TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Table 5

**Funding Totals of Programmed Highway and Bridge Projects, and Fiscal Constraint Analysis
Highway and Bridge Projects**

Fiscal Year	Total of Anticipated Funds (Bridge Funds, Regional Targets, and Statewide Funds)	Total of Programmed Funds	Total of Unprogrammed Funds (Fiscal Constraint Analysis)
2019	\$13,483,760	\$8,981,997	\$4,501,763
2020	\$15,713,833	\$14,073,826	\$1,640,007
2021	\$26,109,341	\$22,905,079	\$3,204,262
2022	\$20,994,769	\$18,074,113	\$2,920,656
2023	\$18,795,174	\$17,006,709	\$1,788,465
Totals	\$95,096,877	\$81,041,724	\$14,055,153

Programmed amount includes projects funded with regional target funds (CMAQ, HSIP, TAP, STP) and statewide funds (FFYs 2019, 2020, and 2021)

Table 6

**Funding Totals of Programmed Transit Projects, and Fiscal Constraint Analysis
Transit Projects**

Fiscal Year	Total of Anticipated Funds (Federal, State, and Local Funds)	Total of Programmed Funds	Total of Unprogrammed Funds (Fiscal Constraint Analysis)
2019	\$7,195,000	\$7,195,000	\$0
2020	\$6,130,000	\$6,130,000	\$0
2021	\$8,680,000	\$8,680,000	\$0
2022	\$8,005,000	\$8,005,000	\$0
2023	\$9,455,000	\$9,455,000	\$0
Totals	\$39,465,000	\$39,465,000	\$0

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. 2020 at 4%; 2021 at 8%; 2022 at 12%, and, 2023 at 16%). The projects programmed do not exceed the funding estimates of federal and state funds available in each of these fiscal years. Additionally, the transit projects programmed in the TIP are financially constrained to available resources and they have been reviewed and approved for programming by MassDOT Rail & Transit, and the MassDOT Office of Transportation Planning.

The financial plans in Tables 5 and 6 demonstrate fiscal constraint, and reflect the emphasis on the maintenance and operation, and state of good repair for the highway, bridge, and transit system. In addition, a fiscal constraint analysis is included on each of the highway program programming tables (Pages 28 through 42).

FFY 2019-2023 OLD COLONY TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Only highway, bridge, and transit projects for which funds can be reasonably expected have been included in the financially constrained TIP.

4. Summary of Regional Funding Categories (FFY 2019-2023)

**Table 7
Summary of Regional Funding Categories (FFY 2019-2023)**

Funding Category	2019	2020	2021	2022	2023	Total
BRIDGE			\$12,788,000			\$12,788,000
STATEWIDE CMAQ	\$3,000,000	\$4,839,200				\$7,839,200
STATEWIDE ENHANCEMENT						\$0
CMAQ	\$1,139,886	\$1,139,886	\$1,139,886		\$2,879,886	\$6,299,544
HSIP	\$79,020	\$386,938		\$455,954		\$921,912
ITS						\$0
NHPP				\$9,674,112	\$7,227,264	\$16,901,376
SRTS			\$2,226,600			\$2,226,600
STP	\$9,264,854	\$9,347,809	\$9,610,047	\$10,519,895	\$8,343,216	\$47,085,821
TAP			\$344,808	\$344,808	\$344,808	\$1,034,424
Subtotal FHWA/ State	\$13,483,760	\$15,713,833	\$26,109,341	\$20,994,769	\$18,795,174	\$95,096,877
5307 - Operating/ PM/ ADA	\$2,250,000	\$2,300,000	\$2,500,000	\$2,500,000	\$2,500,000	\$12,050,000
5307 - Capital	\$1,279,500	\$556,000	\$1,850,000	\$1,466,000	\$1,276,000	\$6,427,500
Carryover			\$561,471			\$561,471
5310	\$0	\$0	\$0	\$0		\$0
5339	\$0	\$0	\$0	\$0		\$0
State	\$3,360,500	\$2,969,000	\$3,463,529	\$3,734,000	\$5,374,000	\$18,901,029
Local	\$305,000	\$305,000	\$305,000	\$305,000	\$305,000	\$1,525,000
TDC	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal FTA/ State/ Local	\$7,195,000	\$6,130,000	\$8,680,000	\$8,005,000	\$9,455,000	\$39,465,000
Grand Total	\$20,678,760	\$21,843,833	\$34,789,341	\$28,999,769	\$28,250,174	\$134,561,877

Statewide CMAQ amounts represent the project specific amounts.

Statewide Enhancement amount represent the project specific amounts.

Bridge amounts represent the project specific amounts.

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:</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
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► Section 1A / Regionally Prioritized Projects

► Regionally Prioritized Projects

Intersection Improvements	608143	Old Colony	Multiple	ABINGTON/ BROCKTON - NORTH QUINCY STREET, CHESTNUT STREET, AND BOUNDARY AVENUE ROUNDABOUT AND GEOMETRIC IMPROVEMENTS	5	CMAQ	\$ 1,139,886	\$ 911,909	\$ 227,977	a) Construction; b) Total Project Cost = \$1,218,906 w/ \$1,139,886 of CMAQ funding, and \$79,020 of HSIP funding; d) MPO score 44.72
Intersection Improvements	608143	Old Colony	Multiple	ABINGTON/ BROCKTON - NORTH QUINCY STREET, CHESTNUT STREET, AND BOUNDARY AVENUE ROUNDABOUT AND GEOMETRIC IMPROVEMENTS	5	HSIP	\$ 79,020	\$ 71,118	\$ 7,902	a) Construction; b) Total Project Cost = \$1,218,906 w/ \$1,139,886 of CMAQ funding, and \$79,020 of HSIP funding; d) MPO score 44.72
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	STP	\$ 4,763,091	\$ 3,810,473	\$ 952,618	a) Construction; b) Total Project Cost = \$7,763,091 w/ \$4,763,091 of STP funding, and \$3,000,000 of Statewide CMAQ funding; d) MPO score 39.67
Regionally Prioritized Projects subtotal ►							\$ 5,981,997	\$ 4,793,500	\$ 1,188,497	◀ 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 ►	\$ 5,981,997	\$ 10,483,760	◀ Total	\$ 4,501,763	Target Funds Available
STP programmed ►	\$ 4,763,091	\$ 3,810,473	◀ STP		
HSIP programmed ►	\$ 79,020	\$ 71,118	◀ HSIP		
CMAQ programmed ►	\$ 1,139,886	\$ 911,909	◀ CMAQ		
TAP programmed ►	\$ -	\$ -	◀ TAP		

► Section 1B / Earmark or Discretionary Grant Funded Projects

► Other Federal Aid

	Old Colony	Other Federal Aid	HPP	\$ -	\$ -	\$ -	
	Old Colony	Other Federal Aid	HPP	\$ -	\$ -	\$ -	
Other Federal Aid subtotal ►				\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source

► Section 2A / State Prioritized Reliability Projects

► Bridge Program / Inspections

Bridge Program	Old Colony	Bridge Inspection		\$ -	\$ -	\$ -	
Bridge Program	Old Colony	Bridge Inspection		\$ -	\$ -	\$ -	
Bridge Program / Inspections subtotal ►				\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source

► Bridge Program / Off-System

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

► Bridge Program / On-System (NHS)

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

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

Bridge Program	Old Colony	Bridge Program / On-System (Non-NHS)		\$ -	\$ -	\$ -	
Bridge Program	Old Colony	Bridge Program / On-System (Non-NHS)		\$ -	\$ -	\$ -	
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:</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
	Bridge Program		Old Colony		Bridge Program / Systematic Maintenance			\$ -	\$ -	\$ -	
	Bridge Program		Old Colony		Bridge Program / Systematic Maintenance			\$ -	\$ -	\$ -	
Bridge Program / Systematic Maintenance subtotal ▶								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source
► Interstate Pavement											
	Interstate Pavement		Old Colony		Interstate Pavement			\$ -	\$ -	\$ -	
	Interstate Pavement		Old Colony		Interstate Pavement			\$ -	\$ -	\$ -	
Interstate Pavement subtotal ▶								\$ -	\$ -	\$ -	◀ 90% Federal + 10% Non-Federal
► Non-Interstate Pavement											
	Non-Interstate Pavement		Old Colony		Non-Interstate Pavement			\$ -	\$ -	\$ -	
	Non-Interstate Pavement		Old Colony		Non-Interstate Pavement			\$ -	\$ -	\$ -	
Non-Interstate Pavement subtotal ▶								\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
► Roadway Improvements											
	Roadway Improvements		Old Colony		Roadway Improvements			\$ -	\$ -	\$ -	
	Roadway Improvements		Old Colony		Roadway Improvements			\$ -	\$ -	\$ -	
Roadway Improvements subtotal ▶								\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
► Safety Improvements											
	Safety Improvements		Old Colony		Safety Improvements			\$ -	\$ -	\$ -	
	Safety Improvements		Old Colony		Safety Improvements			\$ -	\$ -	\$ -	
Safety Improvements subtotal ▶								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source
► Section 2B / State Prioritized Modernization Projects											
► ADA Retrofits											
	ADA Retrofits		Old Colony		ADA Retrofits			\$ -	\$ -	\$ -	
	ADA Retrofits		Old Colony		ADA Retrofits			\$ -	\$ -	\$ -	
ADA Retrofits subtotal ▶								\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
► Intersection Improvements											
	Intersection Improvements		Old Colony		Intersection Improvements			\$ -	\$ -	\$ -	
	Intersection Improvements		Old Colony		Intersection Improvements			\$ -	\$ -	\$ -	
Intersection Improvements subtotal ▶								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source
► Intelligent Transportation Systems											
	Intelligent Transportation Systems		Old Colony		Intelligent Transportation Systems			\$ -	\$ -	\$ -	
	Intelligent Transportation Systems		Old Colony		Intelligent Transportation Systems			\$ -	\$ -	\$ -	
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	\$ 3,000,000	\$ 2,400,000	\$ 600,000	a) Construction; b) Total Project Cost = \$7,763,091 w/ \$4,763,091 of STP funding, and \$3,000,000 of Statewide CMAQ funding; d) MPO score 39.67
	Roadway Reconstruction		Old Colony		Roadway Reconstruction			\$ -	\$ -	\$ -	
Roadway Reconstruction subtotal ▶								\$ 3,000,000	\$ 2,400,000	\$ 600,000	◀ Funding Split Varies by Funding Source
► Section 2C / State Prioritized Expansion Projects											
► Bicycles and Pedestrians											

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:</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
	Bicycles and Pedestrians		Old Colony		Bicycles and Pedestrians			\$ -	\$ -	\$ -	
	Bicycles and Pedestrians		Old Colony		Bicycles and Pedestrians			\$ -	\$ -	\$ -	
Bicycles and Pedestrians subtotal ▶								\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal

▶ Capacity											
	Capacity		Old Colony		Capacity			\$ -	\$ -	\$ -	
	Capacity		Old Colony		Capacity			\$ -	\$ -	\$ -	
Capacity subtotal ▶								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source

▶ Section 3 / Planning / Adjustments / Pass-throughs

▶ Planning / Adjustments / Pass-throughs											
			Old Colony		ABP GANS Repayment	Multiple		\$ -	\$ -	\$ -	
			Old Colony		ABP GANS Repayment	Multiple		\$ -	\$ -	\$ -	
			Old Colony		Award adjustments, change orders, etc.	Multiple		\$ -	\$ -	\$ -	
			Old Colony		Award adjustments, change orders, etc.	Multiple		\$ -	\$ -	\$ -	
			Old Colony		Metropolitan Planning	Multiple		\$ -	\$ -	\$ -	
			Old Colony		Metropolitan Planning	Multiple		\$ -	\$ -	\$ -	
			Old Colony		State Planning and Research Work Program I, (SPR I), Planning	Multiple		\$ -	\$ -	\$ -	
			Old Colony		State Planning and Research Work Program II, (SPR II), Research	Multiple		\$ -	\$ -	\$ -	
			Old Colony		Railroad Crossings	Multiple		\$ -	\$ -	\$ -	
			Old Colony		Railroad Crossings	Multiple		\$ -	\$ -	\$ -	
			Old Colony		Recreational Trails	Multiple		\$ -	\$ -	\$ -	
Other Statewide Items subtotal ▶								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source

▶ Section 4 / Non-Federally Aided Projects

▶ Non-Federally Aided Projects											
	Non Federal Aid		Old Colony		Non-Federal Aid			\$ -		\$ -	
	Non-Federally Aided Projects		Old Colony		Non-Federal Aid			\$ -		\$ -	
Non-Federal Aid subtotal ▶								\$ -		\$ -	◀ 100% Non-Federal

2019 Summary

		TIP Section 1 - TIP Section 4: Total of All Projects ▼	
Total ▶	\$ 8,981,997	\$ -	\$ 8,981,997
Federal Funds ▶	\$ 7,193,500		\$ 7,193,500
Non-Federal Funds ▶	\$ 1,788,497	\$ -	\$ 1,788,497

◀ 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>

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
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► Section 1A / Regionally Prioritized Projects

► Regionally Prioritized Projects

Roadway Reconstruction	608088	Old Colony	Brockton	BROCKTON - CORRIDOR IMPROVEMENTS ON ROUTE 123 (BELMONT STREET), FROM ANGUS BEATON DRIVE TO WEST STREET	5	STP	\$ 4,881,399	\$ 3,905,119	\$ 976,280	a) Construction; b) Total Project Cost = \$6,219,537 w/ \$4,881,399 of STP funding, and \$386,938 of HSIP funding, and \$951,200 of Statewide CMAQ funding; d) MPO score 60	
Roadway Reconstruction	608088	Old Colony	Brockton	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 = \$6,219,537 w/ \$4,881,399 of STP funding, and \$386,938 of HSIP funding, and \$951,200 of Statewide CMAQ funding; d) MPO score 60	
Intersection Improvements	606143	Old Colony	Brockton	BROCKTON - INTERSECTION IMPROVEMENTS @ CRESCENT STREET (ROUTE 27) QUINCY STREET/ MASSASOIT BOULEVARD	5	STP	\$ 2,826,403	\$ 2,261,122	\$ 565,281	a) Construction; b) Total Project Cost = \$3,966,289 w/ \$2,826,403 of STP funding, and \$1,139,886 of CMAQ funding; d) MPO score 45.83	
Intersection Improvements	606143	Old Colony	Brockton	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 = \$3,966,289 w/ \$2,826,403 of STP funding, and \$1,139,886 of CMAQ funding; d) MPO score 45.83	
		Old Colony					\$ -	\$ -	\$ -		
Regionally Prioritized Projects subtotal ►							\$ 9,234,626	\$ 7,426,395	\$ 1,808,231	◀ 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 ►	\$ 9,234,626	\$ 10,874,633	◀ Total	\$ 1,640,007	Target Funds Available
STP programmed ►	\$ 7,707,802	\$ 6,166,242	◀ STP		
HSIP programmed ►	\$ 386,938	\$ 348,244	◀ HSIP		
CMAQ programmed ►	\$ 1,139,886	\$ 911,909	◀ CMAQ		
TAP programmed ►	\$ -	\$ -	◀ TAP		

► Section 1B / Earmark or Discretionary Grant Funded Projects

► Other Federal Aid

	Old Colony	Other Federal Aid	HPP	\$ -	\$ -	\$ -	
	Old Colony	Other Federal Aid	HPP	\$ -	\$ -	\$ -	
Other Federal Aid subtotal ►				\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source

► Section 2A / State Prioritized Reliability Projects

► Bridge Program / Inspections

Bridge Program	Old Colony	Bridge Inspection		\$ -	\$ -	\$ -	
Bridge Program	Old Colony	Bridge Inspection		\$ -	\$ -	\$ -	
Bridge Program / Inspections subtotal ►				\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source

► Bridge Program / Off-System

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

► Bridge Program / On-System (NHS)

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

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

Bridge Program	Old Colony	Bridge Program / On-System (Non-NHS)		\$ -	\$ -	\$ -	
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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
	Bridge Program		Old Colony		Bridge Program / On-System (Non-NHS)			\$ -	\$ -	\$ -	
Bridge Program / On-System (Non-NHS) subtotal ▶								\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
► Bridge Program / Systematic Maintenance											
	Bridge Program		Old Colony		Bridge Program / Systematic Maintenance			\$ -	\$ -	\$ -	
	Bridge Program		Old Colony		Bridge Program / Systematic Maintenance			\$ -	\$ -	\$ -	
Bridge Program / Systematic Maintenance subtotal ▶								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source
► Interstate Pavement											
	Interstate Pavement		Old Colony		Interstate Pavement			\$ -	\$ -	\$ -	
	Interstate Pavement		Old Colony		Interstate Pavement			\$ -	\$ -	\$ -	
Interstate Pavement subtotal ▶								\$ -	\$ -	\$ -	◀ 90% Federal + 10% Non-Federal
► Non-Interstate Pavement											
	Non-Interstate Pavement		Old Colony		Non-Interstate Pavement			\$ -	\$ -	\$ -	
	Non-Interstate Pavement		Old Colony		Non-Interstate Pavement			\$ -	\$ -	\$ -	
Non-Interstate Pavement subtotal ▶								\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
► Roadway Improvements											
	Roadway Improvements		Old Colony		Roadway Improvements			\$ -	\$ -	\$ -	
	Roadway Improvements		Old Colony		Roadway Improvements			\$ -	\$ -	\$ -	
Roadway Improvements subtotal ▶								\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
► Safety Improvements											
	Safety Improvements		Old Colony		Safety Improvements			\$ -	\$ -	\$ -	
	Safety Improvements		Old Colony		Safety Improvements			\$ -	\$ -	\$ -	
Safety Improvements subtotal ▶								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source
► Section 2B / State Prioritized Modernization Projects											
► ADA Retrofits											
	ADA Retrofits		Old Colony		ADA Retrofits			\$ -	\$ -	\$ -	
	ADA Retrofits		Old Colony		ADA Retrofits			\$ -	\$ -	\$ -	
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	a) Construction; b) Total Project Cost = \$3,888,000 w/ \$3,888,000 of Old Colony regional
	Intersection Improvements		Old Colony		Intersection Improvements			\$ -	\$ -	\$ -	
	Intersection Improvements		Old Colony		Intersection Improvements			\$ -	\$ -	\$ -	
Intersection Improvements subtotal ▶								\$ 3,888,000	\$ 3,110,400	\$ 777,600	◀ Funding Split Varies by Funding Source
► Intelligent Transportation Systems											
	Intelligent Transportation Systems		Old Colony		Intelligent Transportation Systems			\$ -	\$ -	\$ -	
	Intelligent Transportation Systems		Old Colony		Intelligent Transportation Systems			\$ -	\$ -	\$ -	
Intelligent Transportation System subtotal ▶								\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
► Roadway Reconstruction											

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
	Roadway Reconstruction	608088	Old Colony	Brockton	BROCKTON- CORRIDOR IMPROVEMENTS ON ROUTE 123 (BELMONT STREET), FROM ANGUS BEATON DRIVE TO WEST STREET	5	CMAQ	\$ 951,200	\$ 760,960	\$ 190,240	a) Construction; b) Total Project Cost = \$6,219,537 w/ \$4,881,399 of STP funding, and \$386,938 of HSIP funding, and \$951,200 of Statewide CMAQ funding; d) MPO score 60
	Roadway Reconstruction		Old Colony		Roadway Reconstruction			\$ -	\$ -	\$ -	
	Roadway Reconstruction		Old Colony		Roadway Reconstruction			\$ -	\$ -	\$ -	
	Roadway Reconstruction		Old Colony		Roadway Reconstruction			\$ -	\$ -	\$ -	
Roadway Reconstruction subtotal ▶								\$ 951,200	\$ 760,960	\$ 190,240	◀ Funding Split Varies by Funding Source

► Section 2C / State Prioritized Expansion Projects

► Bicycles and Pedestrians

	Bicycles and Pedestrians		Old Colony		Bicycles and Pedestrians			\$ -	\$ -	\$ -	
	Bicycles and Pedestrians		Old Colony		Bicycles and Pedestrians			\$ -	\$ -	\$ -	
Bicycles and Pedestrians subtotal ▶								\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal

► Capacity

	Capacity		Old Colony		Capacity			\$ -	\$ -	\$ -	
	Capacity		Old Colony		Capacity			\$ -	\$ -	\$ -	
Capacity subtotal ▶								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source

► Section 3 / Planning / Adjustments / Pass-throughs

► Planning / Adjustments / Pass-throughs

			Old Colony		ABP GANS Repayment	Multiple		\$ -	\$ -	\$ -	
			Old Colony		ABP GANS Repayment	Multiple		\$ -	\$ -	\$ -	
			Old Colony		Award adjustments, change orders, etc.	Multiple		\$ -	\$ -	\$ -	
			Old Colony		Award adjustments, change orders, etc.	Multiple		\$ -	\$ -	\$ -	
			Old Colony		Metropolitan Planning	Multiple		\$ -	\$ -	\$ -	
			Old Colony		Metropolitan Planning	Multiple		\$ -	\$ -	\$ -	
			Old Colony		State Planning and Research Work Program I, (SPR I), Planning	Multiple		\$ -	\$ -	\$ -	
			Old Colony		State Planning and Research Work Program II, (SPR II), Research	Multiple		\$ -	\$ -	\$ -	
			Old Colony		Railroad Crossings	Multiple		\$ -	\$ -	\$ -	
			Old Colony		Railroad Crossings	Multiple		\$ -	\$ -	\$ -	
			Old Colony		Recreational Trails	Multiple		\$ -	\$ -	\$ -	
Other Statewide Items subtotal ▶								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source

► Section 4 / Non-Federally Aided Projects

► Non-Federally Aided Projects

	Non Federal Aid		Old Colony		Non-Federal Aid			\$ -	\$ -	\$ -	
	Non-Federally Aided Projects		Old Colony		Non-Federal Aid			\$ -	\$ -	\$ -	
Non-Federal Aid subtotal ▶								\$ -	\$ -	\$ -	◀ 100% Non-Federal

2020 Summary

TIP Section 1 : TIP Section 4: Total of All
3: ▼ ▼ Projects ▼

Total ▶	\$ 14,073,826	\$ -	\$ 14,073,826	◀ Total Spending in Region
Federal Funds ▶	\$ 11,297,755		\$ 11,297,755	◀ Total Federal Spending in Region
Non-Federal Funds ▶	\$ 2,776,071	\$ -	\$ 2,776,071	◀ 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
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► Section 1A / Regionally Prioritized Projects

► Regionally Prioritized Projects

	Roadway Reconstruction	607217	Old Colony	Easton	EASTON - ROUTE 123 (DEPOT STREET) RECONSTRUCTION FROM NEWELL CIRCLE TO ROUTE 138	5	STP	\$ 6,405,785	\$ 5,124,628	\$ 1,281,157	a) Construction; b) Total Project Cost = \$7,890,479 w/ \$6,405,785 of STP funding, \$1,139,886 of CMAQ funding, and \$344,808 of TAP funding; d) MPO score 38.89
	Roadway Reconstruction	607217	Old Colony	Easton	EASTON - ROUTE 123 (DEPOT STREET) RECONSTRUCTION FROM NEWELL CIRCLE TO ROUTE 138	5	CMAQ	\$ 1,139,886	\$ 911,909	\$ 227,977	a) Construction; b) Total Project Cost = \$7,890,479 w/ \$6,405,785 of STP funding, \$1,139,886 of CMAQ funding, and \$344,808 of TAP funding; d) MPO score 38.89
	Roadway Reconstruction	607217	Old Colony	Easton	EASTON - ROUTE 123 (DEPOT STREET) RECONSTRUCTION FROM NEWELL CIRCLE TO ROUTE 138	5	TAP	\$ 344,808	\$ 275,846	\$ 68,962	a) Construction; b) Total Project Cost = \$7,890,479 w/ \$6,405,785 of STP funding, \$1,139,886 of CMAQ funding, and \$344,808 of TAP funding; d) MPO score 38.89
			Old Colony					\$ -	\$ -	\$ -	
			Old Colony					\$ -	\$ -	\$ -	
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 \$ 11,094,741 ◀ Total \$ 3,204,262 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 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.

STP programmed ►	\$ 6,405,785	\$ 5,124,628	◀ STP
HSIP programmed ►	\$ -	\$ -	◀ HSIP
CMAQ programmed ►	\$ 1,139,886	\$ 911,909	◀ CMAQ
TAP programmed ►	\$ 344,808	\$ 275,846	◀ TAP

► Section 1B / Earmark or Discretionary Grant Funded Projects

► Other Federal Aid

			Old Colony		Other Federal Aid		HPP	\$ -	\$ -	\$ -	
			Old Colony		Other Federal Aid		HPP	\$ -	\$ -	\$ -	
Other Federal Aid subtotal ►								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source

► Section 2A / State Prioritized Reliability Projects

► Bridge Program / Inspections

	Bridge Program		Old Colony		Bridge Inspection			\$ -	\$ -	\$ -	
	Bridge Program		Old Colony		Bridge Inspection			\$ -	\$ -	\$ -	
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	\$ 12,788,000	\$ 10,230,400	\$ 2,557,600	
	Bridge Program		Old Colony		Bridge Program / Off-System			\$ -	\$ -	\$ -	
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		Old Colony		Bridge Program / On-System (NHS)			\$ -	\$ -	\$ -	
	Bridge Program		Old Colony		Bridge Program / On-System (NHS)			\$ -	\$ -	\$ -	
Bridge Program / On-System (NHS) subtotal ►								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source

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

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
	Bridge Program		Old Colony		Bridge Program / On-System (Non-NHS)			\$ -	\$ -	\$ -	
	Bridge Program		Old Colony		Bridge Program / On-System (Non-NHS)			\$ -	\$ -	\$ -	
Bridge Program / On-System (Non-NHS) subtotal ▶								\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
► Bridge Program / Systematic Maintenance											
	Bridge Program		Old Colony		Bridge Program / Systematic Maintenance			\$ -	\$ -	\$ -	
	Bridge Program		Old Colony		Bridge Program / Systematic Maintenance			\$ -	\$ -	\$ -	
Bridge Program / Systematic Maintenance subtotal ▶								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source
► Interstate Pavement											
	Interstate Pavement		Old Colony		Interstate Pavement			\$ -	\$ -	\$ -	
	Interstate Pavement		Old Colony		Interstate Pavement			\$ -	\$ -	\$ -	
Interstate Pavement subtotal ▶								\$ -	\$ -	\$ -	◀ 90% Federal + 10% Non-Federal
► Non-Interstate Pavement											
	Non-Interstate Pavement		Old Colony		Non-Interstate Pavement			\$ -	\$ -	\$ -	
	Non-Interstate Pavement		Old Colony		Non-Interstate Pavement			\$ -	\$ -	\$ -	
Non-Interstate Pavement subtotal ▶								\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
► Roadway Improvements											
	Roadway Improvements		Old Colony		Roadway Improvements			\$ -	\$ -	\$ -	
	Roadway Improvements		Old Colony		Roadway Improvements			\$ -	\$ -	\$ -	
Roadway Improvements subtotal ▶								\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
► Safety Improvements											
	Safety Improvements		Old Colony		Safety Improvements			\$ -	\$ -	\$ -	
	Safety Improvements		Old Colony		Safety Improvements			\$ -	\$ -	\$ -	
Safety Improvements subtotal ▶								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source
► Section 2B / State Prioritized Modernization Projects											
► ADA Retrofits											
	ADA Retrofits		Old Colony		ADA Retrofits			\$ -	\$ -	\$ -	
	ADA Retrofits		Old Colony		ADA Retrofits			\$ -	\$ -	\$ -	
ADA Retrofits subtotal ▶								\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
► Intersection Improvements											
	Intersection Improvements		Old Colony		Intersection Improvements			\$ -	\$ -	\$ -	
	Intersection Improvements		Old Colony		Intersection Improvements			\$ -	\$ -	\$ -	
Intersection Improvements subtotal ▶								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source
► Intelligent Transportation Systems											
	Intelligent Transportation Systems		Old Colony		Intelligent Transportation Systems			\$ -	\$ -	\$ -	
	Intelligent Transportation Systems		Old Colony		Intelligent Transportation Systems			\$ -	\$ -	\$ -	
Intelligent Transportation System subtotal ▶								\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
► Roadway Reconstruction											
	Roadway Reconstruction	608829	Old Colony	Stoughton	STOUGHTON- IMPROVEMENTS AT WEST ELEMENTARY SCHOOL (SRTS)	5	TAP	\$ 2,226,600	\$ 1,781,280	\$ 445,320	
Roadway Reconstruction subtotal ▶								\$ 2,226,600	\$ 1,781,280	\$ 445,320	◀ Funding Split Varies by Funding Source

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>
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► Section 2C / State Prioritized Expansion Projects

► Bicycles and Pedestrians

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

► Capacity

	Capacity		Old Colony		Capacity			\$ -	\$ -	\$ -	
	Capacity		Old Colony		Capacity			\$ -	\$ -	\$ -	
Capacity subtotal ►								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source

► Section 3 / Planning / Adjustments / Pass-throughs

► Planning / Adjustments / Pass-throughs

			Old Colony		ABP GANS Repayment	Multiple		\$ -	\$ -	\$ -	
			Old Colony		ABP GANS Repayment	Multiple		\$ -	\$ -	\$ -	
			Old Colony		Award adjustments, change orders, etc.	Multiple		\$ -	\$ -	\$ -	
			Old Colony		Award adjustments, change orders, etc.	Multiple		\$ -	\$ -	\$ -	
			Old Colony		Metropolitan Planning	Multiple		\$ -	\$ -	\$ -	
			Old Colony		Metropolitan Planning	Multiple		\$ -	\$ -	\$ -	
			Old Colony		State Planning and Research Work Program I, (SPR I), Planning	Multiple		\$ -	\$ -	\$ -	
			Old Colony		State Planning and Research Work Program II, (SPR II), Research	Multiple		\$ -	\$ -	\$ -	
			Old Colony		Railroad Crossings	Multiple		\$ -	\$ -	\$ -	
			Old Colony		Railroad Crossings	Multiple		\$ -	\$ -	\$ -	
			Old Colony		Recreational Trails	Multiple		\$ -	\$ -	\$ -	
Other Statewide Items subtotal ►								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source

► Section 4 / Non-Federally Aided Projects

► Non-Federally Aided Projects

	Non Federal Aid		Old Colony		Non-Federal Aid			\$ -	\$ -	\$ -	
	Non-Federally Aided Projects		Old Colony		Non-Federal Aid			\$ -	\$ -	\$ -	
Non-Federal Aid subtotal ►								\$ -	\$ -	\$ -	◀ 100% Non-Federal

2021 Summary

	TIP Section 1 - 3: ▼	TIP Section 4: ▼	Total of All Projects ▼	
Total ►	\$ 22,905,079	\$ -	\$ 22,905,079	◀ Total Spending in Region
Federal Funds ►	\$ 18,324,063	\$ -	\$ 18,324,063	◀ Total Federal Spending in Region
Non-Federal Funds ►	\$ 4,581,016	\$ -	\$ 4,581,016	◀ 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:</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
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► Section 1A / Regionally Prioritized Projects

► Regionally Prioritized Projects

	Roadway Improvements	607403	Old Colony	Stoughton	STOUGHTON - CORRIDOR IMPROVEMENTS ON ROUTE 138	5	STP	\$ 4,239,239	\$ 3,391,391	\$ 847,848	a) Construction; b) Total Project Cost = \$5,040,000 w/ \$4,239,239 of STP funding, \$455,954 of HSIP funding, and \$344,808 of TAP funding; d) MPO score 51.78
	Roadway Improvements	607403	Old Colony	Stoughton	STOUGHTON - CORRIDOR IMPROVEMENTS ON ROUTE 138	5	HSIP	\$ 455,954	\$ 410,359	\$ 45,595	a) Construction; b) Total Project Cost = \$5,040,000 w/ \$4,239,239 of STP funding, \$455,954 of HSIP funding, and \$344,808 of TAP funding; d) MPO score 51.78
	Roadway Improvements	607403	Old Colony	Stoughton	STOUGHTON - CORRIDOR IMPROVEMENTS ON ROUTE 138	5	TAP	\$ 344,808	\$ 275,846	\$ 68,962	a) Construction; b) Total Project Cost = \$5,040,000 w/ \$4,239,239 of STP funding, \$455,954 of HSIP funding, and \$344,808 of TAP funding; d) MPO score 51.78
	Intersection Improvements	608279	Old Colony	Stoughton	STOUGHTON - INTERSECTION IMPROVEMENTS AND RELATED WORK AT CENTRAL STREET, CANTON STREET AND TOSCA DRIVE	5	STP	\$ 3,360,000	\$ 2,688,000	\$ 672,000	a) Construction; b) Total Project Cost = \$3,360,000 w/ \$3,360,000 of STP funding; d) MPO score 43.22
			Old Colony					\$ -	\$ -	\$ -	
			Old Colony					\$ -	\$ -	\$ -	
Regionally Prioritized Projects subtotal ►								\$ 8,400,001	\$ 6,765,596	\$ 1,634,405	◀ 80% Federal + 20% Non-Federal

► Section 1A / Fiscal Constraint Analysis

		Total Regional Federal Aid Funds Programmed ►	\$ 8,400,001	\$ 11,320,657	◀ Total	\$ 2,920,656	Target Funds Available
		STP programmed ►	\$ 7,599,239	\$ 6,079,391	◀ STP		
		HSIP programmed ►	\$ 455,954	\$ 410,359	◀ HSIP		
		CMAQ programmed ►	\$ -	\$ -	◀ CMAQ		
		TAP programmed ►	\$ 344,808	\$ 275,846	◀ TAP		

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.

► Section 1B / Earmark or Discretionary Grant Funded Projects

► Other Federal Aid

		Old Colony		Other Federal Aid	HPP	\$ -	\$ -	\$ -	
		Old Colony		Other Federal Aid	HPP	\$ -	\$ -	\$ -	
Other Federal Aid subtotal ►						\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source

► Section 2A / State Prioritized Reliability Projects

► Bridge Program / Inspections

	Bridge Program		Old Colony		Bridge Inspection			\$ -	\$ -	\$ -	
	Bridge Program		Old Colony		Bridge Inspection			\$ -	\$ -	\$ -	
Bridge Program / Inspections subtotal ►								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source

► Bridge Program / Off-System

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

► Bridge Program / On-System (NHS)

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

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 / On-System (Non-NHS)											
	Bridge Program		Old Colony		Bridge Program / On-System (Non-NHS)			\$ -	\$ -	\$ -	
	Bridge Program		Old Colony		Bridge Program / On-System (Non-NHS)			\$ -	\$ -	\$ -	
Bridge Program / On-System (Non-NHS) subtotal ►								\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
► Bridge Program / Systematic Maintenance											
	Bridge Program		Old Colony		Bridge Program / Systematic Maintenance			\$ -	\$ -	\$ -	
	Bridge Program		Old Colony		Bridge Program / Systematic Maintenance			\$ -	\$ -	\$ -	
Bridge Program / Systematic Maintenance subtotal ►								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source
► Interstate Pavement											
	Interstate Pavement		Old Colony		Interstate Pavement			\$ -	\$ -	\$ -	
	Interstate Pavement		Old Colony		Interstate Pavement			\$ -	\$ -	\$ -	
Interstate Pavement subtotal ►								\$ -	\$ -	\$ -	◀ 90% Federal + 10% Non-Federal
► Non-Interstate Pavement											
	Non-Interstate Pavement	608820	Old Colony	Multiple	BRIDGEWATER- BROCKTON- PAVEMENT PRESERVATION AND RELATED WORK ON ROUTE 24	5	NHPP	\$ 9,674,112	\$ 7,739,290	\$ 1,934,822	
	Non-Interstate Pavement		Old Colony		Non-Interstate Pavement			\$ -	\$ -	\$ -	
	Non-Interstate Pavement		Old Colony		Non-Interstate Pavement			\$ -	\$ -	\$ -	
Non-Interstate Pavement subtotal ►								\$ 9,674,112	\$ 7,739,290	\$ 1,934,822	◀ 80% Federal + 20% Non-Federal
► Roadway Improvements											
	Roadway Improvements		Old Colony		Roadway Improvements			\$ -	\$ -	\$ -	
	Roadway Improvements		Old Colony		Roadway Improvements			\$ -	\$ -	\$ -	
Roadway Improvements subtotal ►								\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
► Safety Improvements											
	Safety Improvements		Old Colony		Safety Improvements			\$ -	\$ -	\$ -	
	Safety Improvements		Old Colony		Safety Improvements			\$ -	\$ -	\$ -	
Safety Improvements subtotal ►								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source
► Section 2B / State Prioritized Modernization Projects											
► ADA Retrofits											
	ADA Retrofits		Old Colony		ADA Retrofits			\$ -	\$ -	\$ -	
	ADA Retrofits		Old Colony		ADA Retrofits			\$ -	\$ -	\$ -	
ADA Retrofits subtotal ►								\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
► Intersection Improvements											
	Intersection Improvements		Old Colony		Intersection Improvements			\$ -	\$ -	\$ -	
	Intersection Improvements		Old Colony		Intersection Improvements			\$ -	\$ -	\$ -	
Intersection Improvements subtotal ►								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source
► Intelligent Transportation Systems											
	Intelligent Transportation Systems		Old Colony		Intelligent Transportation Systems			\$ -	\$ -	\$ -	
	Intelligent Transportation Systems		Old Colony		Intelligent Transportation Systems			\$ -	\$ -	\$ -	
Intelligent Transportation System subtotal ►								\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal

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:</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
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► Roadway Reconstruction											
	Roadway Reconstruction		Old Colony		Roadway Reconstruction			\$ -	\$ -	\$ -	
	Roadway Reconstruction		Old Colony		Roadway Reconstruction			\$ -	\$ -	\$ -	
Roadway Reconstruction subtotal ►								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source

► Section 2C / State Prioritized Expansion Projects

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

► Capacity											
	Capacity		Old Colony		Capacity			\$ -	\$ -	\$ -	
	Capacity		Old Colony		Capacity			\$ -	\$ -	\$ -	
Capacity subtotal ►								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source

► Section 3 / Planning / Adjustments / Pass-throughs

► Planning / Adjustments / Pass-throughs											
			Old Colony		ABP GANS Repayment	Multiple		\$ -	\$ -	\$ -	
			Old Colony		ABP GANS Repayment	Multiple		\$ -	\$ -	\$ -	
			Old Colony		Award adjustments, change orders, etc.	Multiple		\$ -	\$ -	\$ -	
			Old Colony		Award adjustments, change orders, etc.	Multiple		\$ -	\$ -	\$ -	
			Old Colony		Metropolitan Planning	Multiple		\$ -	\$ -	\$ -	
			Old Colony		Metropolitan Planning	Multiple		\$ -	\$ -	\$ -	
			Old Colony		State Planning and Research Work Program I, (SPR I), Planning	Multiple		\$ -	\$ -	\$ -	
			Old Colony		State Planning and Research Work Program II, (SPR II), Research	Multiple		\$ -	\$ -	\$ -	
			Old Colony		Railroad Crossings	Multiple		\$ -	\$ -	\$ -	
			Old Colony		Railroad Crossings	Multiple		\$ -	\$ -	\$ -	
			Old Colony		Recreational Trails	Multiple		\$ -	\$ -	\$ -	
Other Statewide Items subtotal ►								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source

► Section 4 / Non-Federally Aided Projects

► Non-Federally Aided Projects											
	Non-Federal Aid		Old Colony		Non-Federal Aid			\$ -		\$ -	
	Non-Federally Aided Projects		Old Colony		Non-Federal Aid			\$ -		\$ -	
Non-Federal Aid subtotal ►								\$ -		\$ -	◀ 100% Non-Federal

2022 Summary

	TIP Section 1 - TIP Section 3: ▼	TIP Section 4: ▼	Total of All Projects ▼	
Total ►	\$ 18,074,113	\$ -	\$ 18,074,113	◀ Total Spending in Region
Federal Funds ►	\$ 14,504,886		\$ 14,504,886	◀ Total Federal Spending in Region
Non-Federal Funds ►	\$ 3,569,227	\$ -	\$ 3,569,227	◀ 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>

2023 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
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► Section 1A / Regionally Prioritized Projects

► Regionally Prioritized Projects

	Intersection Improvements	609052	Old Colony	Brockton	BROCKTON - ROUTE 123 (CENTRE STREET) AT PLYMOUTH STREET SIGNALIZATION AND GEOMETRIC IMPROVEMENTS	5	CMAQ	\$ 1,740,000	\$ 1,392,000	\$ 348,000	a) Construction; b) Total Project Cost = \$1,740,000 w/ \$1,740,000 of CMAQ funding; d) MPO score 44.06
	Roadway Reconstruction	600380	Old Colony	Pembroke	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/ \$6,554,751 of STP funding, \$1,139,886 of CMAQ funding, \$344,808 of TAP funding; d) MPO score 34.11
	Roadway Reconstruction	600380	Old Colony	Pembroke	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/ \$6,554,751 of STP funding, \$1,139,886 of CMAQ funding, \$344,808 of TAP funding; d) MPO score 34.11
	Roadway Reconstruction	600380	Old Colony	Pembroke	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/ \$6,554,751 of STP funding, \$1,139,886 of CMAQ funding, \$344,808 of TAP funding; d) MPO score 34.11
			Old Colony					\$ -	\$ -	\$ -	
Regionally Prioritized Projects subtotal ►								\$ 9,779,445	\$ 7,823,556	\$ 1,955,889	◀ 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 ►	\$ 9,779,445	\$ 11,567,910	◀ Total	\$ 1,788,465	Target Funds Available
STP programmed ►	\$ 6,554,751	\$ 5,243,801	◀ STP		
HSIP programmed ►	\$ -	\$ -	◀ HSIP		
CMAQ programmed ►	\$ 2,879,886	\$ 2,303,909	◀ CMAQ		
TAP programmed ►	\$ 344,808	\$ 275,846	◀ TAP		

► Section 1B / Earmark or Discretionary Grant Funded Projects

► Other Federal Aid

		Old Colony		Other Federal Aid	HPP	\$ -	\$ -	\$ -	
		Old Colony		Other Federal Aid	HPP	\$ -	\$ -	\$ -	
Other Federal Aid subtotal ►						\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source

► Section 2A / State Prioritized Reliability Projects

► Bridge Program / Inspections

	Bridge Program	Old Colony		Bridge Inspection		\$ -	\$ -	\$ -	
	Bridge Program	Old Colony		Bridge Inspection		\$ -	\$ -	\$ -	
Bridge Program / Inspections subtotal ►						\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source

► Bridge Program / Off-System

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

► Bridge Program / On-System (NHS)

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

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

	Bridge Program	Old Colony		Bridge Program / On-System (Non-NHS)		\$ -	\$ -	\$ -	
	Bridge Program	Old Colony		Bridge Program / On-System (Non-NHS)		\$ -	\$ -	\$ -	

2023 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 (Non-NHS) subtotal ▶								\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
► Bridge Program / Systematic Maintenance											
	Bridge Program		Old Colony		Bridge Program / Systematic Maintenance			\$ -	\$ -	\$ -	
	Bridge Program		Old Colony		Bridge Program / Systematic Maintenance			\$ -	\$ -	\$ -	
Bridge Program / Systematic Maintenance subtotal ▶								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source
► Interstate Pavement											
	Interstate Pavement		Old Colony		Interstate Pavement			\$ -	\$ -	\$ -	
	Interstate Pavement		Old Colony		Interstate Pavement			\$ -	\$ -	\$ -	
Interstate Pavement subtotal ▶								\$ -	\$ -	\$ -	◀ 90% Federal + 10% Non-Federal
► Non-Interstate Pavement											
	Non-Interstate Pavement	608496	Old Colony	Multiple	AVON- STOUGHTON- PAVEMENT PRESERVATION AND RELATED WORK ON ROUTE 24	5	NHPP	\$ 7,227,264	\$ 5,781,811	\$ 1,445,453	
	Non-Interstate Pavement		Old Colony		Non-Interstate Pavement			\$ -	\$ -	\$ -	
	Non-Interstate Pavement		Old Colony		Non-Interstate Pavement			\$ -	\$ -	\$ -	
Non-Interstate Pavement subtotal ▶								\$ 7,227,264	\$ 5,781,811	\$ 1,445,453	◀ 80% Federal + 20% Non-Federal
► Roadway Improvements											
	Roadway Improvements		Old Colony		Roadway Improvements			\$ -	\$ -	\$ -	
	Roadway Improvements		Old Colony		Roadway Improvements			\$ -	\$ -	\$ -	
	Roadway Improvements		Old Colony		Roadway Improvements			\$ -	\$ -	\$ -	
Roadway Improvements subtotal ▶								\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
► Safety Improvements											
	Safety Improvements		Old Colony		Safety Improvements			\$ -	\$ -	\$ -	
	Safety Improvements		Old Colony		Safety Improvements			\$ -	\$ -	\$ -	
Safety Improvements subtotal ▶								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source
► Section 2B / State Prioritized Modernization Projects											
► ADA Retrofits											
	ADA Retrofits		Old Colony		ADA Retrofits			\$ -	\$ -	\$ -	
	ADA Retrofits		Old Colony		ADA Retrofits			\$ -	\$ -	\$ -	
ADA Retrofits subtotal ▶								\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
► Intersection Improvements											
	Intersection Improvements		Old Colony		Intersection Improvements			\$ -	\$ -	\$ -	
	Intersection Improvements		Old Colony		Intersection Improvements			\$ -	\$ -	\$ -	
Intersection Improvements subtotal ▶								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source
► Intelligent Transportation Systems											
	Intelligent Transportation Systems		Old Colony		Intelligent Transportation Systems			\$ -	\$ -	\$ -	
	Intelligent Transportation Systems		Old Colony		Intelligent Transportation Systems			\$ -	\$ -	\$ -	
Intelligent Transportation System subtotal ▶								\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
► Roadway Reconstruction											

2023 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
	Roadway Reconstruction		Old Colony		Roadway Reconstruction			\$ -	\$ -	\$ -	
	Roadway Reconstruction		Old Colony		Roadway Reconstruction			\$ -	\$ -	\$ -	
Roadway Reconstruction subtotal ▶								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source

► Section 2C / State Prioritized Expansion Projects

► Bicycles and Pedestrians

	Bicycles and Pedestrians		Old Colony		Bicycles and Pedestrians			\$ -	\$ -	\$ -	
	Bicycles and Pedestrians		Old Colony		Bicycles and Pedestrians			\$ -	\$ -	\$ -	
Bicycles and Pedestrians subtotal ▶								\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal

► Capacity

	Capacity		Old Colony		Capacity			\$ -	\$ -	\$ -	
	Capacity		Old Colony		Capacity			\$ -	\$ -	\$ -	
Capacity subtotal ▶								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source

► Section 3 / Planning / Adjustments / Pass-throughs

► Planning / Adjustments / Pass-throughs

			Old Colony		ABP GANS Repayment	Multiple		\$ -	\$ -	\$ -	
			Old Colony		ABP GANS Repayment	Multiple		\$ -	\$ -	\$ -	
			Old Colony		Award adjustments, change orders, etc.	Multiple		\$ -	\$ -	\$ -	
			Old Colony		Award adjustments, change orders, etc.	Multiple		\$ -	\$ -	\$ -	
			Old Colony		Metropolitan Planning	Multiple		\$ -	\$ -	\$ -	
			Old Colony		Metropolitan Planning	Multiple		\$ -	\$ -	\$ -	
			Old Colony		State Planning and Research Work Program I, (SPR I), Planning	Multiple		\$ -	\$ -	\$ -	
			Old Colony		State Planning and Research Work Program II, (SPR II), Research	Multiple		\$ -	\$ -	\$ -	
			Old Colony		Railroad Crossings	Multiple		\$ -	\$ -	\$ -	
			Old Colony		Railroad Crossings	Multiple		\$ -	\$ -	\$ -	
			Old Colony		Recreational Trails	Multiple		\$ -	\$ -	\$ -	
Other Statewide Items subtotal ▶								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source

► Section 4 / Non-Federally Aided Projects

► Non-Federally Aided Projects

	Non Federal Aid		Old Colony		Non-Federal Aid			\$ -	\$ -	\$ -	
	Non-Federally Aided Projects		Old Colony		Non-Federal Aid			\$ -	\$ -	\$ -	
Non-Federal Aid subtotal ▶								\$ -	\$ -	\$ -	◀ 100% Non-Federal

2023 Summary

	TIP Section 1	TIP Section 4	Total of All Projects ▼	
Total ▶	\$ 17,006,709	\$ -	\$ 17,006,709	◀ Total Spending in Region
Federal Funds ▶	\$ 13,605,367	\$ -	\$ 13,605,367	◀ Total Federal Spending in Region
Non-Federal Funds ▶	\$ 3,401,342	\$ -	\$ 3,401,342	◀ 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 (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	RTD0006974	Brockton Area Transit Authority	114220	ACQUIRE - MISC SUPPORT EQUIPMENT		\$80,000	\$20,000	\$0	\$0	\$100,000
5307	RTD0006975	Brockton Area Transit Authority	111240	ACQUIRE ASSOC CAP MAINT ITEMS		\$80,000	\$20,000	\$0	\$0	\$100,000
				ACQUIRE - REPLACEMENT SUPPORT VEHICLE (1)		\$24,000	\$6,000	\$0	\$0	\$30,000
5307	RTD0006976	Brockton Area Transit Authority	114211	Operating/PM/ADA		\$2,250,000	\$2,250,000	\$0	\$0	\$4,500,000
5307	RTD0006979	Brockton Area Transit Authority	300900	VEH OVERHAUL (UP TO 20% VEH MAINT)						
5307	RTD0006988	Brockton Area Transit Authority	111700	(3)		\$397,500	\$397,500	\$0	\$0	\$795,000
5307	RTD0006989	Brockton Area Transit Authority	114409	REHAB/RENOVATE - SURVEILL/SECURITY EQUIP FENCING		\$48,000	\$12,000	\$0	\$0	\$60,000
				REHAB/RENOVATE - MAINTENANCE FACILITY - Windows, roof, flooring		\$40,000	\$10,000	\$0	\$0	\$50,000
5307	RTD0007009	Brockton Area Transit Authority	114402	REHAB/RENOVATE - BUS TERMINAL		\$40,000	\$10,000	\$0	\$0	\$50,000
5307	RTD0007216	Brockton Area Transit Authority	113401	REHAB/RENOVATE - MOBILE						
5307	RTD0007220	Brockton Area Transit Authority	114409	SURVEILL/SECURITY EQUIP		\$320,000	\$80,000	\$0	\$0	\$400,000
5307	RTD0007214	Brockton Area Transit Authority	111203	BUY REPLACEMENT 30-FT BUS (2) BSU		\$250,000	\$250,000	\$0	\$0	\$500,000
				Subtotal		\$3,529,500	\$3,055,500	\$0	\$0	\$6,585,000
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	RTD0007010	Brockton Area Transit Authority	300900	OPERATING ASSISTANCE - Rockland		\$0	\$50,000	\$0	\$50,000	\$100,000
Other Non-Federal	RTD0007011	Brockton Area Transit Authority	300900	OPERATING ASSISTANCE - Avon-Stoughton		\$0	\$30,000	\$0	\$30,000	\$60,000
				OPERATING ASSISTANCE - Saturday Evening						
Other Non-Federal	RTD0007012	Brockton Area Transit Authority	300900	Service		\$0	\$50,000	\$0	\$50,000	\$100,000
Other Non-Federal	RTD0007013	Brockton Area Transit Authority	300900	OPERATING ASSISTANCE - Sunday Service		\$0	\$175,000	\$0	\$175,000	\$350,000
				Subtotal		\$0	\$305,000	\$0	\$305,000	\$610,000
				Total		\$3,529,500	\$3,360,500	\$0	\$305,000	\$7,195,000

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	RTD0006980	Brockton Area Transit Authority	111240	ACQUIRE ASSOC CAP MAINT ITEMS	2018 - \$80,000	\$80,000	\$20,000	\$0	\$0	\$100,000
5307	RTD0006981	Brockton Area Transit Authority	114220	ACQUIRE - MISC SUPPORT EQUIPMENT	2018 - \$80,000	\$80,000	\$20,000	\$0	\$0	\$100,000
5307	RTD0006985	Brockton Area Transit Authority	300900	Operating/PM/ADA	2018 - \$435,402; 2019 - \$1,864,598	\$2,300,000	\$2,300,000	\$0	\$0	\$4,600,000
5307	RTD0007226	Brockton Area Transit Authority	111203	BUY REPLACEMENT 30-FT BUS (2) BSU	2018 - \$250,000	\$250,000	\$250,000	\$0	\$0	\$500,000
5307	RTD0007227	Brockton Area Transit Authority	111700	VEH OVERHAUL (UP TO 20% VEH MAINT)	2018 - \$50,000	\$50,000	\$50,000	\$0	\$0	\$100,000
5307	RTD0007228	Brockton Area Transit Authority	113403	(1) Hybrid	2018 - \$16,000	\$16,000	\$4,000	\$0	\$0	\$20,000
5307	RTD0007229	Brockton Area Transit Authority	113403	TERMINAL, INTERMODAL (TRANSIT)	2018 - \$40,000	\$40,000	\$10,000	\$0	\$0	\$50,000
5307	RTD0007230	Brockton Area Transit Authority	114402	REHAB/RENOVATE - MAINTENANCE	2018 - \$40,000	\$40,000	\$10,000	\$0	\$0	\$50,000
				FACILITY						
				Subtotal		\$2,856,000	\$2,664,000	\$0	\$0	\$5,520,000
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	RTD0007014	Brockton Area Transit Authority	300900	OPERATING ASSISTANCE - Rockland		\$0	\$50,000	\$0	\$50,000	\$100,000
Other Non-Federal	RTD0007015	Brockton Area Transit Authority	300900	OPERATING ASSISTANCE - Avon-Stoughton		\$0	\$30,000	\$0	\$30,000	\$60,000
Other Non-Federal	RTD0007016	Brockton Area Transit Authority	300900	OPERATING ASSISTANCE - Saturday Evening		\$0	\$50,000	\$0	\$50,000	\$100,000
Other Non-Federal	RTD0007017	Brockton Area Transit Authority	300900	Service		\$0	\$175,000	\$0	\$175,000	\$350,000
				Subtotal		\$0	\$305,000	\$0	\$305,000	\$610,000
				Total		\$2,856,000	\$2,969,000	\$0	\$305,000	\$6,130,000

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

Transportation Improvement Program (TIP)

Project List (FY2021)

FTA Program	Project Number	Transit Agency	FTA Activity Line Item	Project Description	Carryover (unobligated)	Federal Funds	State Funds	TDC	Local Funds	Total Cost
5307										
5307	RTD0006992	Brockton Area Transit Authority	114220	ACQUIRE - MISC SUPPORT EQUIPMENT	2019 - \$80,000	\$80,000	\$20,000	\$0	\$0	\$100,000
5307	RTD0006993	Brockton Area Transit Authority	111240	ACQUIRE ASSOC CAP MAINT ITEMS	2019 - \$80,000	\$80,000	\$20,000	\$0	\$0	\$100,000
				OPERATING ASSISTANCE -						
5307	RTD0006996	Brockton Area Transit Authority	300901	Operating/PM/ADA	2020 - \$2,500,000	\$2,500,000	\$2,500,000	\$0	\$0	\$5,000,000
				ACQUIRE HVAC Intermodal and Admin						
5307	RTD0007000	Brockton Area Transit Authority	114220	Buildings	2020 - \$120,000	\$120,000	\$30,000	\$0	\$0	\$150,000
5307	RTD0007233	Brockton Area Transit Authority	111201	BUY REPLACEMENT 40-FT BUS (4)	2019 - \$1,010,000	\$1,010,000	\$448,529	\$0	\$0	\$2,020,000
5307	RTD0007234	Brockton Area Transit Authority	114405	REHAB/RENOVATE - YARDS AND SHOPS	2019 - \$75,340; 2020 - \$204,660	\$280,000	\$70,000	\$0	\$0	\$350,000
5307	RTD0007235	Brockton Area Transit Authority	116203	PURCHASE RADIOS	2020 - \$120,000	\$120,000	\$30,000	\$0	\$0	\$150,000
5307	RTD0007236	Brockton Area Transit Authority	113404	REHAB/RENOVATE - BUS PARK & RIDE LOT	2020 - \$80,000	\$80,000	\$20,000	\$0	\$0	\$100,000
				REHAB/RENOVATE - MAINTENANCE						
5307	RTD0007237	Brockton Area Transit Authority	114402	FACILITY	2020 - \$40,000	\$40,000	\$10,000	\$0	\$0	\$50,000
5307	RTD0007238	Brockton Area Transit Authority	113403	TERMINAL, INTERMODAL (TRANSIT)	2020 - \$40,000	\$40,000	\$10,000	\$0	\$0	\$50,000
				Subtotal		\$4,350,000	\$3,158,529	\$0	\$0	\$8,070,000
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	RTD0007018	Brockton Area Transit Authority	300901	Operating Assistance - Rockland		\$0	\$50,000	\$0	\$50,000	\$100,000
Other Non-Federal	RTD0007019	Brockton Area Transit Authority	300901	Operating Assistance - Sunday Service		\$0	\$175,000	\$0	\$175,000	\$350,000
Other Non-Federal	RTD0007020	Brockton Area Transit Authority	300901	Operating Assistance - Avon/Stoughton		\$0	\$30,000	\$0	\$30,000	\$60,000
Other Non-Federal	RTD0007021	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		\$4,350,000	\$3,463,529	\$0	\$305,000	\$8,680,000

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	RTD0007002	Brockton Area Transit Authority	114220	ACQUIRE - MISC SUPPORT EQUIPMENT	2021 - \$80,000	\$80,000	\$20,000	\$0	\$0	\$100,000
5307	RTD0007003	Brockton Area Transit Authority	111240	ACQUIRE ASSOC CAP MAINT ITEMS	2021 - \$80,000	\$80,000	\$20,000	\$0	\$0	\$100,000
				ACQUIRE - REPLACEMENT SUPPORT VEHICLE (1)	2021 - \$36,000	\$36,000	\$9,000	\$0	\$0	\$45,000
5307	RTD0007004	Brockton Area Transit Authority	114211	ACQUIRE REPLACEMENT MAINTENANCE FACILITY ROOF	2021 - \$320,000	\$320,000	\$80,000	\$0	\$0	\$400,000
5307	RTD0007239	Brockton Area Transit Authority	111201	BUY REPLACEMENT 40-FT BUS (3)	2020 - \$98,576; 2021 - \$651,424	\$750,000	\$750,000	\$0	\$0	\$1,500,000
5307	RTD0007240	Brockton Area Transit Authority	113403	TERMINAL, INTERMODAL (TRANSIT) - Pavement Management	2021 - \$200,000	\$200,000	\$50,000	\$0	\$0	\$250,000
5307	RTD0007007	Brockton Area Transit Authority	300901	OPERATING ASSISTANCE - Operating/PM/ADA	2021 - \$1,931,908	\$2,500,000	\$2,500,000	\$0	\$0	\$5,000,000
				Subtotal		\$3,966,000	\$3,429,000	\$0	\$0	\$7,395,000
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	RTD0007022	Brockton Area Transit Authority	300901	OPERATING ASSISTANCE - Rockland		\$0	\$50,000	\$0	\$50,000	\$100,000
Other Non-Federal	RTD0007023	Brockton Area Transit Authority	300901	OPERATING ASSISTANCE - Sunday Service		\$0	\$175,000	\$0	\$175,000	\$350,000
Other Non-Federal	RTD0007024	Brockton Area Transit Authority	300901	OPERATING ASSISTANCE - Avon/Stoughton		\$0	\$30,000	\$0	\$30,000	\$60,000
Other Non-Federal	RTD0007025	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		\$3,966,000	\$3,734,000	\$0	\$305,000	\$8,005,000

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

Transportation Improvement Program (TIP)

Project List (FY2023)

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	RTD0007241	Brockton Area Transit Authority	114220	ACQUIRE - MISC SUPPORT EQUIPMENT	2022 - \$80,000	\$80,000	\$20,000	\$0	\$0	\$100,000
5307	RTD0007244	Brockton Area Transit Authority	114211	ACQUIRE - SUPPORT VEHICLES	2022 - \$36,000	\$36,000	\$9,000	\$0	\$0	\$45,000
5307	RTD0007245	Brockton Area Transit Authority	111202	BUY REPLACEMENT 35-FT BUS (6)	2022 - \$600,000	\$600,000	\$2,400,000	\$0	\$0	\$3,000,000
5307	RTD0007247	Brockton Area Transit Authority	114301	CONSTRUCT - ADMINISTRATIVE BUILDING OPERATING ASSISTANCE -	2022 - \$480,000	\$480,000	\$120,000	\$0	\$0	\$600,000
5307	RTD0007249	Brockton Area Transit Authority	300900	Operating/PM/ADA	2022 - \$654,221	\$2,500,000	\$2,500,000	\$0	\$0	\$5,000,000
5307	RTD0007251	Brockton Area Transit Authority	111340	BUY ASSOC CAP MAINT ITEMS	2022 - \$80,000	\$80,000	\$20,000	\$0	\$0	\$100,000
Subtotal						\$3,776,000	\$5,069,000	\$0	\$0	\$8,845,000
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	RTD0007250	Brockton Area Transit Authority	300900	OPERATING ASSISTANCE - Rockland		\$0	\$50,000	\$0	\$50,000	\$100,000
Other Non-Federal	RTD0007257	Brockton Area Transit Authority	300900	OPERATING ASSISTANCE - Sunday Service		\$0	\$175,000	\$0	\$175,000	\$350,000
Other Non-Federal	RTD0007258	Brockton Area Transit Authority	300900	OPERATING ASSISTANCE - Avon/Stoughton		\$0	\$30,000	\$0	\$30,000	\$60,000
Other Non-Federal	RTD0007259	Brockton Area Transit Authority	300900	OPERATING ASSISTANCE - Saturday Evening		\$0	\$50,000	\$0	\$50,000	\$100,000
Subtotal						\$0	\$305,000	\$0	\$305,000	\$610,000
Total						\$3,776,000	\$5,374,000	\$0	\$305,000	\$9,455,000

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

6. Air Quality Conformity Documentation

Since most 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 2019-2023 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 Long Range Transportation Plans (LRTPs) 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 (Eastern Mass), Massachusetts and the Springfield (Western 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 2019-2023 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.

FFY 2019-2023 OLD COLONY TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

APPENDICES

- A. FFY 2019-2023 OLD COLONY TIP ENDORSEMENT
- B. §450.336 - 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. GLOSSARY OF TERMS AND ACRONYMS
- E. SYSTEM LEVEL ESTIMATE OF NEEDS AND COST FOR MAINTAINING AND OPERATING THE HIGHWAY SYSTEM
- F. OPERATIONS AND MAINTENANCE EXPENDITURES (STATEWIDE AND REGIONAL)
- G. FEDERAL REGIONAL FUNDING TARGETS AND STATEWIDE SUMMARIES
- H. TRANSPORTATION EVALUATION CRITERIA FORMS
- I. ANNUAL LISTING OF OBLIGATED (ADVERTISED) PROJECTS
- J. COMPLETED HIGHWAY AND TRANSIT PROJECTS (2015 TO PRESENT); GREENHOUSE GAS (GHG) EMISSIONS ANALYSIS
- K. FFY 2019-2023 GREENHOUSE GAS (GHG) EMISSIONS ANALYSIS
- L. FFY 2019-2023 GATRA TRANSIT ELEMENT
- M. TWENTY-ONE DAY PUBLIC REVIEW - NOTICE OF AVAILABILITY AND PUBLIC COMMENTS
- N. ADMINISTRATIVE MODIFICATIONS AND AMENDMENTS

APPENDIX A - FFY 2019-2023 OLD COLONY TIP ENDORSEMENT

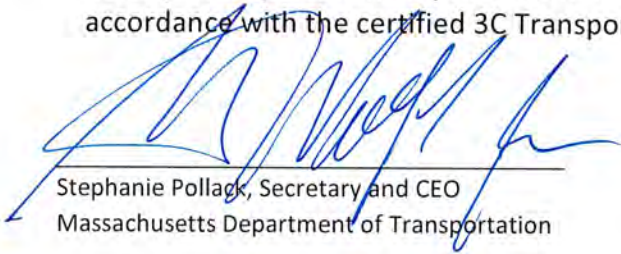
OLD COLONY METROPOLITAN PLANNING ORGANIZATION (MPO)

FFY 2019-2023 OLD COLONY TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

ENDORSEMENT OF

FFY 2019-2023 OLD COLONY TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

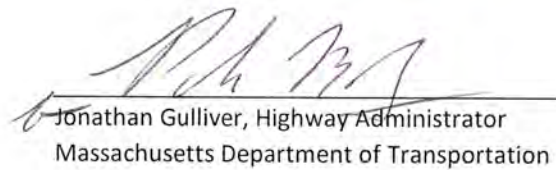
This is to certify that the Signatories of the Old Colony Metropolitan Planning Organization, at their Old Colony MPO meeting on May 15, 2018 hereby approve and endorse the FFY 2019-2023 Old Colony Transportation Improvement Program (TIP) in its entirety for the Old Colony Region, in accordance with the certified 3C Transportation Planning Process.


Stephanie Pollack, Secretary and CEO
Massachusetts Department of Transportation

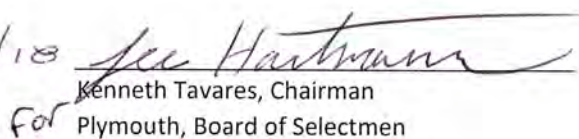
Date

The Honorable Bill Carpenter, Mayor
City of Brockton

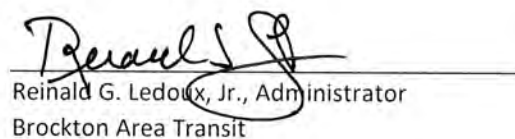
Date


Jonathan Gulliver, Highway Administrator
Massachusetts Department of Transportation

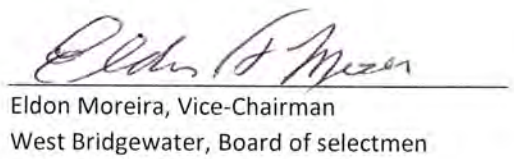
5/15/18
Date


for Kenneth Tavares, Chairman
Plymouth, Board of Selectmen

5/15/18
Date


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

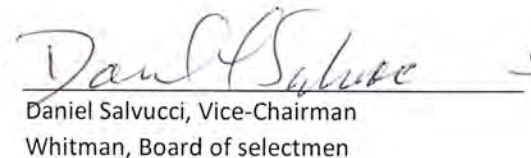
5-15-18
Date


Eldon Moreira, Vice-Chairman
West Bridgewater, Board of selectmen

5/15/18
Date


Frank Staffier, President
Old Colony Planning Council

5-15-18
Date


Daniel Salvucci, Vice-Chairman
Whitman, Board of selectmen

5/15/18
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)

**APPENDIX B - §450.336 - SELF CERTIFICATION COMPLIANCE
STATEMENT - 3C PROCESS**

§450.336 - 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:

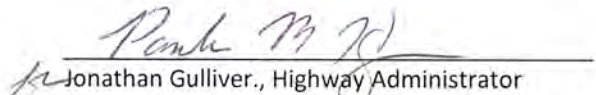
1. 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
2. In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR 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 FAST Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 *et seq.*) and 49 CFR parts 27, 37, and 38;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.


 Stephanie Pollack, Secretary and CEO
 Massachusetts Department of Transportation

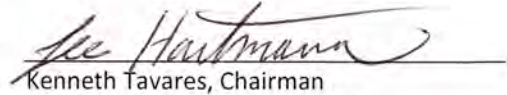
Date

The Honorable Bill Carpenter, Mayor
 City of Brockton

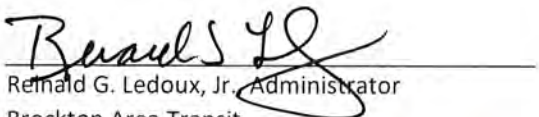
Date


 Jonathan Gulliver., Highway Administrator
 Massachusetts Department of Transportation


5/15/18
 Date
 fo


 Kenneth Tavares, Chairman
 Plymouth, Board of Selectmen

5/15/18
 Date


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


5.15.18
 Date


 Eldon Moreira, Vice-Chairman
 West Bridgewater, Board of Selectmen

5/15/18
 Date


 Frank Staffier, President
 Old Colony Planning Council

5-15-18
 Date


 Daniel Salvucci, Vice-Chairman
 Whitman, Board of Selectmen

5/15/18
 Date

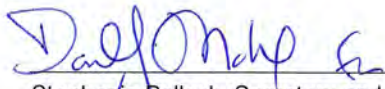
**APPENDIX C - SELF-CERTIFICATION COMPLIANCE STATEMENT - 310
CMR 60.05: GLOBAL WARMING SOLUTIONS ACT REQUIREMENTS FOR
THE TRANSPORTATION SECTOR AND MASSDOT**

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

Self-Certification Compliance Statement for Metropolitan Planning Organizations

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

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

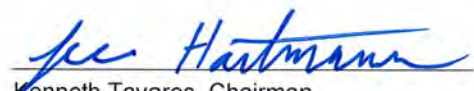


 Stephanie Pollack, Secretary and CEO
 Massachusetts Department of Transportation

 Date The Honorable Bill Carpenter, Mayor
 City of Brockton

 Date

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



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

 Date *7/26/16*

For RGL: 

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

7/26/16

 Date Eldon Moreira, Chairman
 West Bridgewater, Board of Selectmen

 Date *7/26/16*



 Frank Staffier, President
 Old Colony Planning Council

7-26-16

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

 Date *7/26/16*

APPENDIX D - 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
TAM	Transit Asset Management
TAMP	Transportation Asset Management Plan
TCM:	Transportation Control Measure
TIP:	Transportation Improvement Program

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

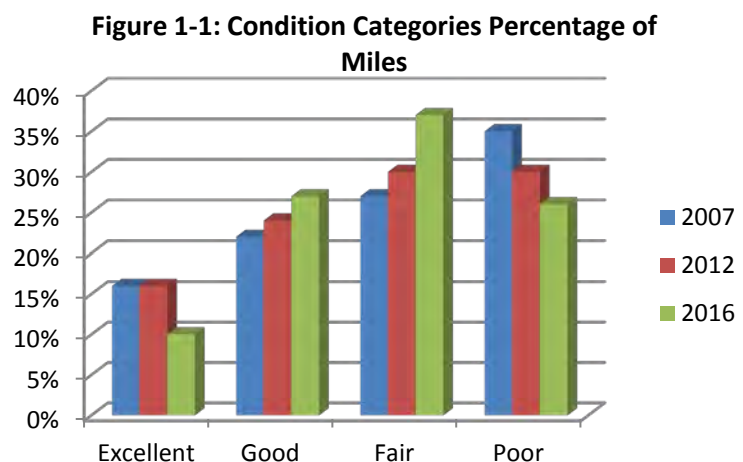
System Level Estimate of Needs and Cost for Maintaining and Operating the Highway System

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

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

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

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



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

APPENDIX F - OPERATIONS AND MAINTENANCE EXPENDITURES

Old Colony MPO
Operations and Maintenance Summary Table
for the Brockton Area Transit Authority
State Fiscal Year 2019-2023

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
	2018	2019	2020	2021	2022	2023
Farebox	\$ 2,785,000	\$ 2,900,715	\$ 2,933,068	\$ 3,006,395	\$ 3,081,555	\$ 3,158,593
Section 5307	\$ 2,041,054	\$ 2,250,000	\$ 2,300,000	\$ 2,357,500	\$ 2,416,438	\$ 2,476,848
Section 5311						
CMAQ/TDM						
Fully Funded *	\$ 1,124,540	\$ 1,125,500	\$ 1,209,218	\$ 1,239,448	\$ 1,270,435	\$ 1,302,196
JARC Sunday	\$ 35,715	\$ -	\$ -	\$ -	\$ -	\$ -
JARC/ New Freedom New Service	\$ 47,869	\$ 45,000	\$ -	\$ -	\$ -	\$ -
Auxiliary Revenue	\$ 205,000	\$ 240,000	\$ 250,000	\$ 256,250	\$ 262,656	\$ 269,223
Interest Income	\$ 30,000	\$ 40,000	\$ 32,000	\$ 32,800	\$ 33,620	\$ 34,461
State Contract Assistance **	\$ 6,846,851	\$ 7,153,427	\$ 7,681,418	\$ 7,873,453	\$ 8,070,290	\$ 8,272,047
Local Assessment	\$ 2,925,471	\$ 3,063,608	\$ 3,073,572	\$ 3,150,411	\$ 3,229,172	\$ 3,309,901
TOTAL	\$ 16,041,500	\$ 16,818,250	\$ 17,479,276	\$ 17,916,258	\$ 18,364,164	\$ 18,823,268
Operating Expenses ***						
	2018	2019	2020	2021	2022	2023
TOTAL (See Description Below)	\$ 16,041,500	\$ 16,818,250	\$ 17,479,276	\$ 17,916,258	\$ 18,364,164	\$ 18,823,268

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 G - FEDERAL REGIONAL FUNDING TARGETS AND STATEWIDE SUMMARIES

**FFY 2019-2023 STIP
2019 BUDGET**

	Obligation authority <i>(federal aid only)</i>	Matching funds	FFY 2019 (Proposed) <i>(federal aid + match)</i>
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	\$ 138,437,429	\$ 734,103,074
Planning / Adjustments / Pass-throughs			
Award adjustments, change orders, etc.	\$ 21,645,935	\$ 5,411,484	\$ 27,057,419
Metropolitan planning	\$ 8,670,263	\$ 2,167,566	\$ 10,837,829
State planning and research	\$ 14,026,697	\$ 3,506,674	\$ 17,533,371
Freight Plan flex to Rail and Transit	\$ 2,021,285	\$ 505,321	\$ 2,526,606
Recreational trails	\$ 2,519,509	\$ 629,877	\$ 3,149,386
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	\$ 13,308,145	\$ 68,651,834
Funding for regional priorities	regional share %	MPO	Total federal aid
			Matching funds
			Total funding (proposed)
	3.5596%	Berkshire	\$ 6,583,267
	42.9671%	Boston	\$ 79,465,073
	4.5851%	Cape Cod	\$ 8,479,867
	8.6901%	Central Mass	\$ 16,071,819
	2.5397%	Franklin	\$ 4,697,023
	0.3100%	Martha's Vineyard	\$ 573,326
	4.4296%	Merrimack Valley	\$ 8,192,279
	4.4596%	Montachusett	\$ 8,247,763
	0.2200%	Nantucket	\$ 406,877
	3.9096%	Northern Middlesex	\$ 7,230,571
	4.5595%	Old Colony	\$ 8,432,522
	10.8099%	Pioneer Valley	\$ 19,992,261
	8.9601%	Southeastern Mass	\$ 16,571,167
		<i>Total funding of regional priorities</i>	\$ 184,944,000
Highway Division programs			\$ 44,986,185
Reliability programs			\$ 229,930,000
Bridge program			\$ 355,377,955
			\$ 80,143,100
			\$ 435,521,055
			\$ 277,657,955
			\$ 62,379,767
			\$ 340,037,722
			\$ 147,807,955
		<i>Inspections</i>	\$ -
		<i>Systematic maintenance</i>	\$ 8,000,000
		<i>On-system NHS (minimum)</i>	\$ 96,000,000
		<i>On-System Non-NHS</i>	\$ 15,307,955
		<i>Off-system</i>	\$ 28,500,000
Interstate pavement program			\$ 27,650,000
Non-interstate DOT pavement program			\$ 69,200,000
Roadway improvements program			\$ 2,000,000
Safety improvements program			\$ 31,000,000
Modernization programs			\$ 41,400,000
ADA retrofits program			\$ 2,400,000
Intersection improvements program			\$ 19,000,000
Intelligent Transportation Systems program			\$ 11,000,000
Roadway reconstruction program			\$ 9,000,000
Expansion programs			\$ 36,320,000
Bicycles and pedestrians program			\$ 36,320,000
Capacity program			\$ -

**FFY 2019-2023 STIP
2020 BUDGET**

	Obligation authority <i>(federal aid only)</i>	Matching funds	FFY 2020 (Proposed) <i>(federal aid + match)</i>
Base obligation authority	\$ 626,330,019		
Planned redistribution request	\$ 50,000,000		
Total Estimated Funding Available	\$ 676,330,019		
ABP GANS Repayment	\$ (81,570,000)		
Total non-earmarked funding available	\$ 594,760,019	\$ 139,025,281	\$ 733,785,300
Planning / Adjustments / Pass-throughs			
Award adjustments, change orders, etc.	\$ 38,175,176	\$ 9,543,794	\$ 47,718,969
Metropolitan planning	\$ 8,670,263	\$ 2,167,566	\$ 10,837,829
State planning and research	\$ 14,026,697	\$ 3,506,674	\$ 17,533,371
Freight Plan flex to Rail and Transit	\$ 2,245,872	\$ 561,468	\$ 2,807,340
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>	\$ 68,964,737	\$ 16,963,406	\$ 85,928,143
Funding for regional priorities	regional share % MPO	Total federal aid	Matching funds Total funding (proposed)
	3.5596% Berkshire	\$ 6,791,857	\$ 1,697,964 \$ 8,489,822
	42.9671% Boston	\$ 81,982,925	\$ 20,495,731 \$ 102,478,656
	4.5851% Cape Cod	\$ 8,748,552	\$ 2,187,138 \$ 10,935,690
	8.6901% Central Mass	\$ 16,581,054	\$ 4,145,264 \$ 20,726,318
	2.5397% Franklin	\$ 4,845,848	\$ 1,211,462 \$ 6,057,310
	0.3100% Martha's Vineyard	\$ 591,492	\$ 147,873 \$ 739,365
	4.4296% Merrimack Valley	\$ 8,451,852	\$ 2,112,963 \$ 10,564,815
	4.4596% Montachusett	\$ 8,509,093	\$ 2,127,273 \$ 10,636,366
	0.2200% Nantucket	\$ 419,769	\$ 104,942 \$ 524,711
	3.9096% Northern Middlesex	\$ 7,459,671	\$ 1,864,918 \$ 9,324,589
	4.5595% Old Colony	\$ 8,699,706	\$ 2,174,927 \$ 10,874,633
	10.8099% Pioneer Valley	\$ 20,625,716	\$ 5,156,429 \$ 25,782,146
	8.9601% Southeastern Mass	\$ 17,096,225	\$ 4,274,056 \$ 21,370,281
	<i>Total funding of regional priorities</i>	\$ 190,803,952	\$ 47,700,940 \$ 238,504,702
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		\$ -	\$ - \$ -

**FFY 2019-2023 STIP
2021 BUDGET**

	Obligation authority <i>(federal aid only)</i>	Matching funds	FFY 2021 (Proposed) <i>(federal aid + match)</i>
Base obligation authority	\$ 641,988,270		
Planned redistribution request	\$ 50,000,000		
Total Estimated Funding Available	\$ 691,988,270		
ABP GANS Repayment	\$ (85,190,000)		
Total non-earmarked funding available	\$ 606,798,270	\$ 144,651,660	\$ 751,449,930
Planning / Adjustments / Pass-throughs			
Award adjustments, change orders, etc.	\$ 33,342,205	\$ 8,335,551	\$ 41,677,756
Metropolitan planning	\$ 8,670,263	\$ 2,167,566	\$ 10,837,829
State planning and research	\$ 14,026,697	\$ 3,506,674	\$ 17,533,371
Freight Plan flex to Rail and Transit	\$ 2,245,872	\$ 561,468	\$ 2,807,340
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>	\$ 64,131,766	\$ 15,755,164	\$ 79,886,929
Funding for regional priorities	regional share %	MPO	Total federal aid
			Matching funds
			Total funding (proposed)
	3.5596%	Berkshire	\$ 6,929,328
	42.9671%	Boston	\$ 83,642,302
	4.5851%	Cape Cod	\$ 8,925,627
	8.6901%	Central Mass	\$ 16,916,663
	2.5397%	Franklin	\$ 4,943,930
	0.3100%	Martha's Vineyard	\$ 603,464
	4.4296%	Merrimack Valley	\$ 8,622,922
	4.4596%	Montachusett	\$ 8,681,322
	0.2200%	Nantucket	\$ 428,265
	3.9096%	Northern Middlesex	\$ 7,610,659
	4.5595%	Old Colony	\$ 8,875,793
	10.8099%	Pioneer Valley	\$ 21,043,192
	8.9601%	Southeastern Mass	\$ 17,442,261
		<i>Total funding of regional priorities</i>	\$ 194,665,923
			\$ 48,666,432
			\$ 243,332,161
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
		<i>On-system NHS (minimum)</i>	\$ 94,900,000
		<i>On-System Non-NHS</i>	\$ 9,100,000
		<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			\$ -
			\$ -
			\$ -

**FFY 2019-2023 STIP
2022 BUDGET**

	Obligation authority <i>(federal aid only)</i>	Matching funds	FFY 2022 (Proposed) <i>(federal aid + match)</i>
Base obligation authority	\$ 658,744,163		
Planned redistribution request	\$ 50,000,000		
Total Estimated Funding Available	\$ 708,744,163		
ABP GANS Repayment	\$ (89,590,000)		
Total non-earmarked funding available	\$ 619,154,163	\$ 147,301,057	\$ 766,455,220
Planning / Adjustments / Pass-throughs			
Award adjustments, change orders, etc.	\$ 36,361,281	\$ 9,090,320	\$ 45,451,601
Metropolitan planning	\$ 8,670,263	\$ 2,167,566	\$ 10,837,829
State planning and research	\$ 14,026,697	\$ 3,506,674	\$ 17,533,371
Freight Plan flex to Rail and Transit	\$ 2,245,872	\$ 561,468	\$ 2,807,340
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>	\$ 67,150,842	\$ 16,509,933	\$ 83,660,774
Funding for regional priorities	regional share %	MPO	Total federal aid
			Matching funds
			Total funding (proposed)
	3.5596%	Berkshire	\$ 7,070,426
			\$ 1,767,607
			\$ 8,838,033
	42.9671%	Boston	\$ 85,345,463
			\$ 21,336,366
			\$ 106,681,829
	4.5851%	Cape Cod	\$ 9,107,375
			\$ 2,276,844
			\$ 11,384,218
	8.6901%	Central Mass	\$ 17,261,128
			\$ 4,315,282
			\$ 21,576,410
	2.5397%	Franklin	\$ 5,044,601
			\$ 1,261,150
			\$ 6,305,751
	0.3100%	Martha's Vineyard	\$ 615,752
			\$ 153,938
			\$ 769,690
	4.4296%	Merrimack Valley	\$ 8,798,505
			\$ 2,199,626
			\$ 10,998,132
	4.4596%	Montachusett	\$ 8,858,094
			\$ 2,214,524
			\$ 11,072,618
	0.2200%	Nantucket	\$ 436,986
			\$ 109,246
			\$ 546,232
	3.9096%	Northern Middlesex	\$ 7,765,631
			\$ 1,941,408
			\$ 9,707,038
	4.5595%	Old Colony	\$ 9,056,526
			\$ 2,264,131
			\$ 11,320,657
	10.8099%	Pioneer Valley	\$ 21,471,682
			\$ 5,367,921
			\$ 26,839,603
	8.9601%	Southeastern Mass	\$ 17,797,428
			\$ 4,449,357
			\$ 22,246,785
<i>Total funding of regional priorities</i>			\$ 198,629,796
			\$ 49,657,399
			\$ 248,286,997
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			\$ -
			\$ -

**FFY 2019-2023 STIP
2023 BUDGET**

	Obligation authority (federal aid only)	Matching funds	FFY 2023 (Proposed) (federal aid + match)
Base obligation authority	\$ 676,662,005		
Planned redistribution request	\$ 50,000,000		
Total Estimated Funding Available	\$ 726,662,005		
ABP GANS Repayment	\$ (93,985,000)		
Total non-earmarked funding available	\$ 632,677,005	\$ 150,023,500	\$ 782,700,504
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 for regional priorities	regional share %	MPO	Total federal aid
			Matching funds
			Total funding (proposed)
	3.5596%	Berkshire	\$ 7,224,850
	42.9671%	Boston	\$ 87,209,479
	4.5851%	Cape Cod	\$ 9,306,287
	8.6901%	Central Mass	\$ 17,638,125
	2.5397%	Franklin	\$ 5,154,779
	0.3100%	Martha's Vineyard	\$ 629,201
	4.4296%	Merrimack Valley	\$ 8,990,672
	4.4596%	Montachusett	\$ 9,051,563
	0.2200%	Nantucket	\$ 446,530
	3.9096%	Northern Middlesex	\$ 7,935,238
	4.5595%	Old Colony	\$ 9,254,328
	10.8099%	Pioneer Valley	\$ 21,940,642
	8.9601%	Southeastern Mass	\$ 18,186,139
		<i>Total funding of regional priorities</i>	\$ 202,968,036
Highway Division programs			\$ 381,165,279
Reliability programs			\$ 267,601,252
Bridge program			\$ 166,996,123
		<i>Inspections</i>	\$ -
		<i>Systematic maintenance</i>	\$ 8,629,176
		<i>On-system NHS</i>	\$ 94,900,000
		<i>On-System Non-NHS</i>	\$ 9,815,687
		<i>Off-system</i>	\$ 28,500,000
Interstate pavement program			\$ 24,711,290
Non-interstate DOT pavement program			\$ 56,414,722
Roadway improvements program			\$ 1,142,119
Safety improvements program			\$ 18,336,998
Modernization programs			\$ 84,673,787
ADA retrofits program			\$ 1,400,000
Intersection improvements program			\$ 16,934,757
Intelligent Transportation Systems program			\$ 8,000,000
Roadway reconstruction program			\$ 58,339,029
Expansion programs			\$ 28,890,241
Bicycles and pedestrians program			\$ 28,890,241
Capacity program			\$ -

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

STATE PROJECT EVALUATION CRITERIA

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

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

STATE PROJECT EVALUATION CRITERIA

Highway-funded Bicycle Pedestrian Enhancement Projects

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

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

Annual List of Obligated Projects - Advertised Projects (FFY 2018)

COMMUNITY	ID	ADVERTISED	DESCRIPTION	TOTAL COST	FEDERAL	STATE
EASTON	607438		EASTON - ROUTE 138 @ UNION STREET SIGNALIZATION AND GEOMETRIC IMPROVEMENTS	\$ 2,659,239	\$ 2,127,391	\$ 531,848
PEMBROKE	607337	3/17/2018	PEMBROKE - ROUTE 53 AT PLEASANT STREET SIGNALIZATION AND GEOMETRIC IMPROVEMENTS	\$ 2,539,730	\$ 2,031,784	\$ 507,946
PLYMOUTH	606264		PLYMOUTH - IMPROVEMENTS ON OBERY STREET, FROM SOUTH STREET TO A.C. CARANCI WAY/ PLYMOUTH NORTH H.S. DRIVE INTERSECTION	\$ 6,657,553	\$ 5,326,042	\$ 1,331,511
WHITMAN	607860		WHITMAN- TRAFFIC SIGNAL IMPROVEMENTS & RELATED WORK ON BEDFORD STREET (ROUTE 18) AT 2 LOCATIONS: AUBURN STREET (ROUTE 14) & TEMPLE STREET (ROUTE 27)	\$ 5,990,816	\$ 4,792,653	\$ 1,198,163
BROCKTON	OC0001		BROCKTON MAIN STREET CIRCULATION STUDY (FEDERAL EARMARKD)	\$ 476,692	\$ 381,354	\$ 95,338
			Total Cost of Projects:	\$ 18,324,030	\$ 14,659,224	\$ 3,664,806

* Projects anticipated to be advertised by October 1, 2018

APPENDIX J - COMPLETED HIGHWAY AND TRANSIT PROJECTS (2015 TO PRESENT; GREENHOUSE GAS (GHG) EMISSIONS ANALYSIS)

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		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		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		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		2016
608085	AVON - INSTALLATION OF A MEDIAN BARRIER ON HARRISON BOULEVARD	\$ 2,305,120	Quantified	989,860.450	Quantified Decrease in Emissions from Traffic Operational Improvement		2016
606036	BROCKTON - SIGNAL & INTERSECTION IMPROVEMENTS @ ROUTE 123 (BELMONT STREET)/LINWOOD STREET/ LORRAINE AVENUE	\$ 4,646,985	Quantified	73,162.015	Quantified Decrease in Emissions from Other Improvements		2016
607175	PLYMOUTH - RESURFACING & RELATED WORK ON ROUTE 3	\$ 15,745,980	Qualitative		Qualitative Decrease in Emissions		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	2,011.100	Quantified Decrease in Emissions from Other Improvements		2017
607438	EASTON- INTERSECTION IMPROVEMENTS AT WASHINGTON STREET (ROUTE 138) AND UNION STREET	\$ 2,659,239	Quantified	326,293.197	Quantified Decrease in Emissions from Traffic Operational Improvement		2018
607337	PEMBROKE- INTERSECTION IMPROVEMENTS AND RELATED WORK AT WASHINGTON STREET (ROUTE 53) AND PLEASANT STREET	\$ 2,264,709	Quantified	170,714.225	Quantified Decrease in Emissions from Traffic Operational Improvement		2018
606264	PLYMOUTH- IMPROVEMENTS ON OBERY STREET, FROM SOUTH STREET TO A.A. CARANCI WAY/PLYMOUTH NORTH H.S. DRIVE INTERSECTION	\$ 6,657,553	Quantified	583,159.967	Quantified Decrease in Emissions from Traffic Operational Improvement		2018
607860	WHITMAN- TRAFFIC SIGNAL IMPROVEMENTS & RELATED WORK ON BEDFORD STREET (ROUTE 18) AT 2 LOCATIONS: AUBURN STREET (ROUTE 14) & TEMPLE STREET (ROUTE 27)	\$ 5,990,816	Quantified	133,711.328	Quantified Decrease in Emissions from Traffic Operational Improvement		2018

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	9,383.318	Quantified Decrease in Emissions from Bus Replacement		2016
111202	BAT	BUY REPLACEMENT 35-FT BUS (4)	\$ 2,000,000	Quantified	9,899.523	Quantified Decrease in Emissions from Bus Replacement		2016
111201	BAT	BAT ACQUIRE REPLACEMENT 40-FT BUS (4)	\$ 2,050,000	Quantified	20,577.935	Quantified Decrease in Emissions from Bus Replacement		2018
111302	BAT	BAT - ACQUIRE 35-FT BUS FOR EXPANSION (2) HYBRID	\$ 1,400,000	Quantified	23,611.723	Quantified Decrease in Emissions from New/Additional Transit Service		2018
111202	BAT	BAT ACQUIRE REPLACEMENT 35-FT BUS (6)	\$ 3,000,000	Quantified	30,866.902	Quantified Decrease in Emissions from Bus Replacement		2018

APPENDIX K - FFY 2019-2023 GREENHOUSE GAS (GHG) EMISSIONS ANALYSIS

2019-2023 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 2019-2023 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 2019-2023 TIP

The following tables summarize the calculated quantitative and assumed qualitative impacts of the projects included in the regional FFY 2019-2023 TIP.

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 ▼
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► Section 1A / Regionally Prioritized Projects

► Regionally Prioritized Projects

608143	ABINGTON/ BROCKTON - NORTH QUINCY STREET, CHESTNUT STREET, AND BOUNDARY AVENUE ROUNDABOUT AND GEOMETRIC IMPROVEMENTS	\$ 1,139,886	Quantified	505,089	Quantified Decrease in Emissions from Traffic Operational Improvement	
608143	ABINGTON/ BROCKTON - NORTH QUINCY STREET, CHESTNUT STREET, AND BOUNDARY AVENUE ROUNDABOUT AND GEOMETRIC IMPROVEMENTS	\$ 79,020				
607941	EAST BRIDGEWATER - RESURFACING AND SIDEWALK CONSTRUCTION ON BEDFORD STREET (ROUTE 18), FROM WHITMAN STREET (ROUTE 106) TO CENTRAL STREET	\$ 4,763,091	Quantified	1,525	Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure	
Quantified Impact ►				506,615		

► Section 1B / Earmark or Discretionary Grant Funded Projects

► Other Federal Aid

0	Other Federal Aid	\$ -				
0	Other Federal Aid	\$ -				
Quantified Impact ►				0		

► Section 2A / State Prioritized Reliability Projects

► Bridge Program / Inspections

0	Bridge Inspection	\$ -				
0	Bridge Inspection	\$ -				
Quantified Impact ►				0		

► Bridge Program / Off-System

0	Bridge Program / Off-System	\$ -				
0	Bridge Program / Off-System	\$ -				
Quantified Impact ►				0		

► Bridge Program / On-System (NHS)

0	Bridge Program / On-System (NHS)	\$ -				
0	Bridge Program / On-System (NHS)	\$ -				
Quantified Impact ►				0		

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

0	Bridge Program / On-System (Non-NHS)	\$ -				
0	Bridge Program / On-System (Non-NHS)	\$ -				
Quantified Impact ►				0		

► Bridge Program / Systematic Maintenance

0	Bridge Program / Systematic Maintenance	\$ -				
0	Bridge Program / Systematic Maintenance	\$ -				
Quantified Impact ►				0		

► Interstate Pavement

0	Interstate Pavement	\$ -				
0	Interstate Pavement	\$ -				
Quantified Impact ►				0		

► Non-Interstate Pavement

0	Non-Interstate Pavement	\$ -				
0	Non-Interstate Pavement	\$ -				
Quantified Impact ►				0		

► Roadway Improvements

0	Roadway Improvements	\$ -				
0	Roadway Improvements	\$ -				
Quantified Impact ►				0		

► Safety Improvements

0	Safety Improvements	\$ -				
0	Safety Improvements	\$ -				
Quantified Impact ►				0		

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 ▼
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► Section 2B / State Prioritized Modernization Projects

► ADA Retrofits						
0	ADA Retrofits	\$ -				
0	ADA Retrofits	\$ -				
Quantified Impact ►				0		

► Intersection Improvements						
0	Intersection Improvements	\$ -				
0	Intersection Improvements	\$ -				
Quantified Impact ►				0		

► Intelligent Transportation Systems						
0	Intelligent Transportation Systems	\$ -				
0	Intelligent Transportation Systems	\$ -				
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	\$ 3,000,000	Quantified		Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure	
0	Roadway Reconstruction	\$ -				
Quantified Impact ►				0		

► Section 2C / State Prioritized Expansion Projects

► Bicycles and Pedestrians						
0	Bicycles and Pedestrians	\$ -				
0	Bicycles and Pedestrians	\$ -				
Quantified Impact ►				0		

► Capacity						
0	Capacity	\$ -				
0	Capacity	\$ -				
Quantified Impact ►				0		

► Section 3 / Planning / Adjustments / Pass-throughs

► Planning / Adjustments / Pass-throughs						
0	ABP GANS Repayment	\$ -				
0	ABP GANS Repayment	\$ -				
0	Award adjustments, change orders, etc.	\$ -				
0	Award adjustments, change orders, etc.	\$ -				
0	Metropolitan Planning	\$ -				
0	Metropolitan Planning	\$ -				
0	State Planning and Research Work Program I, (SPR I), Planning	\$ -				
0	State Planning and Research Work Program II, (SPR II), Research	\$ -				
0	Railroad Crossings	\$ -				
0	Railroad Crossings	\$ -				
0	Recreational Trails	\$ -				
Quantified Impact ►				0		

► Section 2A / Non-Federal Projects

► Non-Federally Aided Projects						
0	Non-Federal Aid	\$ -				
0	Non-Federal Aid	\$ -				
Quantified Impact ►				0		

2019 Old Colony Region MPO GHG Tracking Summary

Total Quantified Impact ▼

Quantified Impact ► 506,615

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 ▼
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► Section 1A / Regionally Prioritized Projects

► Regionally Prioritized Projects

608088	BROCKTON - CORRIDOR IMPROVEMENTS ON ROUTE 123 (BELMONT STREET), FROM ANGUS BEATON DRIVE TO WEST STREET	\$ 4,881,399	Quantified	205,185	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				
606143	BROCKTON - INTERSECTION IMPROVEMENTS @ CRESCENT STREET (ROUTE 27)/ QUINCY STREET/ MASSASOIT BOULEVARD	\$ 2,826,403	Quantified	94,824	Quantified Decrease in Emissions from Traffic Operational Improvement	
606143	BROCKTON - INTERSECTION IMPROVEMENTS @ CRESCENT STREET (ROUTE 27)/ QUINCY STREET/ MASSASOIT BOULEVARD	\$ 1,139,886				
0		\$ -				
Quantified Impact ►				300,009		

► Section 1B / Earmark or Discretionary Grant Funded Projects

► Other Federal Aid

0	Other Federal Aid	\$ -				
0	Other Federal Aid	\$ -				
Quantified Impact ►				0		

► Section 2A / State Prioritized Reliability Projects

► Bridge Program / Inspections

0	Bridge Inspection	\$ -				
0	Bridge Inspection	\$ -				
Quantified Impact ►				0		

► Bridge Program / Off-System

0	Bridge Program / Off-System	\$ -				
0	Bridge Program / Off-System	\$ -				
Quantified Impact ►				0		

► Bridge Program / On-System (NHS)

0	Bridge Program / On-System (NHS)	\$ -				
0	Bridge Program / On-System (NHS)	\$ -				
Quantified Impact ►				0		

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

0	Bridge Program / On-System (Non-NHS)	\$ -				
0	Bridge Program / On-System (Non-NHS)	\$ -				
Quantified Impact ►				0		

► Bridge Program / Systematic Maintenance

0	Bridge Program / Systematic Maintenance	\$ -				
0	Bridge Program / Systematic Maintenance	\$ -				
Quantified Impact ►				0		

► Interstate Pavement

0	Interstate Pavement	\$ -				
0	Interstate Pavement	\$ -				
Quantified Impact ►				0		

► Non-Interstate Pavement

0	Non-Interstate Pavement	\$ -				
0	Non-Interstate Pavement	\$ -				
Quantified Impact ►				0		

► Roadway Improvements

0	Roadway Improvements	\$ -				
0	Roadway Improvements	\$ -				
Quantified Impact ►				0		

► Safety Improvements

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 ▼
0	Safety Improvements	\$ -				
0	Safety Improvements	\$ -				
Quantified Impact ►				0		
► Section 2B / State Prioritized Modernization Projects						
► ADA Retrofits						
0	ADA Retrofits	\$ -				
0	ADA Retrofits	\$ -				
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	
0	Intersection Improvements	\$ -				
0	Intersection Improvements	\$ -				
Quantified Impact ►				989,860		
► Intelligent Transportation Systems						
0	Intelligent Transportation Systems	\$ -				
0	Intelligent Transportation Systems	\$ -				
Quantified Impact ►				0		
► Roadway Reconstruction						
608088	BROCKTON- CORRIDOR IMPROVEMENTS ON ROUTE 123 (BELMONT STREET), FROM ANGUS BEATON DRIVE TO WEST STREET	\$ 951,200	Quantified		Quantified Decrease in Emissions from Traffic Operational Improvement	
0	Roadway Reconstruction	\$ -				
0	Roadway Reconstruction	\$ -				
0	Roadway Reconstruction	\$ -				
Quantified Impact ►				0		
► Section 2C / State Prioritized Expansion Projects						
► Bicycles and Pedestrians						
0	Bicycles and Pedestrians	\$ -				
0	Bicycles and Pedestrians	\$ -				
Quantified Impact ►				0		
► Capacity						
0	Capacity	\$ -				
0	Capacity	\$ -				
Quantified Impact ►				0		
► Section 3 / Planning / Adjustments / Pass-throughs						
► Planning / Adjustments / Pass-throughs						
0	ABP GANS Repayment	\$ -				
0	ABP GANS Repayment	\$ -				
0	Award adjustments, change orders, etc.	\$ -				
0	Award adjustments, change orders, etc.	\$ -				
0	Metropolitan Planning	\$ -				
0	Metropolitan Planning	\$ -				
0	State Planning and Research Work Program I, (SPR I), Planning	\$ -				
0	State Planning and Research Work Program II, (SPR II), Research	\$ -				
0	Railroad Crossings	\$ -				
0	Railroad Crossings	\$ -				
0	Recreational Trails	\$ -				
Quantified Impact ►				0		
► Section 2A / Non-Federal Projects						
► Non-Federally Aided Projects						
0	Non-Federal Aid	\$ -				
0	Non-Federal Aid	\$ -				
Quantified Impact ►				0		
2020 Old Colony Region MPO GHG Tracking Summary						
Quantified Impact ►				1,289,860	Total Quantified Impact ▼	

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 ▼
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► Section 1A / Regionally Prioritized Projects

► Regionally Prioritized Projects

607217	EASTON - ROUTE 123 (DEPOT STREET) RECONSTRUCTION FROM NEWELL CIRCLE TO ROUTE 138	\$ 6,405,785	Quantified	132,863	Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure	
607217	EASTON - ROUTE 123 (DEPOT STREET) RECONSTRUCTION FROM NEWELL CIRCLE TO ROUTE 138	\$ 1,139,886			Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure	
607217	EASTON - ROUTE 123 (DEPOT STREET) RECONSTRUCTION FROM NEWELL CIRCLE TO ROUTE 138	\$ 344,808			Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure	
0		0 \$ -				
0		0 \$ -				
Quantified Impact ►				132,863		

► Section 1B / Earmark or Discretionary Grant Funded Projects

► Other Federal Aid

0	Other Federal Aid	\$ -				
0	Other Federal Aid	\$ -				
Quantified Impact ►				0		

► Section 2A / State Prioritized Reliability Projects

► Bridge Program / Inspections

0	Bridge Inspection	\$ -				
0	Bridge Inspection	\$ -				
Quantified Impact ►				0		

► Bridge Program / Off-System

608615	KINGSTON- BRIDGE REPLACEMENT, K-01-014, SMITHS LANE OVER ROUTE 3 (PILGRIM HIGHWAY)	\$ 12,788,000	Qualitative		No assumed impact/negligible impact on emissions	
0	Bridge Program / Off-System	\$ -				
Quantified Impact ►				0		

► Bridge Program / On-System (NHS)

0	Bridge Program / On-System (NHS)	\$ -				
0	Bridge Program / On-System (NHS)	\$ -				
Quantified Impact ►				0		

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

0	Bridge Program / On-System (Non-NHS)	\$ -				
0	Bridge Program / On-System (Non-NHS)	\$ -				
Quantified Impact ►				0		

► Bridge Program / Systematic Maintenance

0	Bridge Program / Systematic Maintenance	\$ -				
0	Bridge Program / Systematic Maintenance	\$ -				
Quantified Impact ►				0		

► Interstate Pavement

0	Interstate Pavement	\$ -				
0	Interstate Pavement	\$ -				
Quantified Impact ►				0		

► Non-Interstate Pavement

0	Non-Interstate Pavement	\$ -				
0	Non-Interstate Pavement	\$ -				
Quantified Impact ►				0		

► Roadway Improvements

0	Roadway Improvements	\$ -				
0	Roadway Improvements	\$ -				
Quantified Impact ►				0		

► Safety Improvements

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 ▼
0	Safety Improvements	\$ -				
0	Safety Improvements	\$ -				
Quantified Impact ►				0		

► Section 2B / State Prioritized Modernization Projects

► ADA Retrofits

0	ADA Retrofits	\$ -				
0	ADA Retrofits	\$ -				
Quantified Impact ►				0		

► Intersection Improvements

0	Intersection Improvements	\$ -				
0	Intersection Improvements	\$ -				
Quantified Impact ►				0		

► Intelligent Transportation Systems

0	Intelligent Transportation Systems	\$ -				
0	Intelligent Transportation Systems	\$ -				
Quantified Impact ►				0		

► Roadway Reconstruction

608829	STOUGHTON- IMPROVEMENTS AT WEST ELEMENTARY SCHOOL (SRTS)	\$ 2,226,600	Qualitative		No assumed impact/negligible impact on emissions	
Quantified Impact ►				0		

► Section 2C / State Prioritized Expansion Projects

► Bicycles and Pedestrians

0	Bicycles and Pedestrians	\$ -				
0	Bicycles and Pedestrians	\$ -				
Quantified Impact ►				0		

► Capacity

0	Capacity	\$ -				
0	Capacity	\$ -				
Quantified Impact ►				0		

► Section 3 / Planning / Adjustments / Pass-throughs

► Planning / Adjustments / Pass-throughs

0	ABP GANS Repayment	\$ -				
0	ABP GANS Repayment	\$ -				
0	Award adjustments, change orders, etc.	\$ -				
0	Award adjustments, change orders, etc.	\$ -				
0	Metropolitan Planning	\$ -				
0	Metropolitan Planning	\$ -				
0	State Planning and Research Work Program I, (SPR I), Planning	\$ -				
0	State Planning and Research Work Program II, (SPR II), Research	\$ -				
0	Railroad Crossings	\$ -				
0	Railroad Crossings	\$ -				
0	Recreational Trails	\$ -				
Quantified Impact ►				0		

► Section 2A / Non-Federal Projects

► Non-Federally Aided Projects

0	Non-Federal Aid	\$ -				
0	Non-Federal Aid	\$ -				
Quantified Impact ►				0		

2021 Old Colony Region MPO GHG Tracking Summary

Total Quantified Impact ▼

Quantified Impact ► 132,863

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 ▼
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► Section 1A / Regionally Prioritized Projects

► Regionally Prioritized Projects

607403	STOUGHTON - CORRIDOR IMPROVEMENTS ON ROUTE 138	\$ 4,239,239	Quantified	11,779	Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure	
607403	STOUGHTON - CORRIDOR IMPROVEMENTS ON ROUTE 138	\$ 455,954				
607403	STOUGHTON - CORRIDOR IMPROVEMENTS ON ROUTE 138	\$ 344,808				
608279	STOUGHTON - INTERSECTION IMPROVEMENTS AND RELATED WORK AT CENTRAL STREET, CANTON STREET AND TOSCA DRIVE	\$ 3,360,000	Quantified	83,068	Quantified Decrease in Emissions from Traffic Operational Improvement	
0		\$ -				
0		\$ -				
Quantified Impact ►				94,847		

► Section 1B / Earmark or Discretionary Grant Funded Projects

► Other Federal Aid

0	Other Federal Aid	\$ -				
0	Other Federal Aid	\$ -				
Quantified Impact ►				0		

► Section 2A / State Prioritized Reliability Projects

► Bridge Program / Inspections

0	Bridge Inspection	\$ -				
0	Bridge Inspection	\$ -				
Quantified Impact ►				0		

► Bridge Program / Off-System

0	Bridge Program / Off-System	\$ -				
0	Bridge Program / Off-System	\$ -				
Quantified Impact ►				0		

► Bridge Program / On-System (NHS)

0	Bridge Program / On-System (NHS)	\$ -				
0	Bridge Program / On-System (NHS)	\$ -				
Quantified Impact ►				0		

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

0	Bridge Program / On-System (Non-NHS)	\$ -				
0	Bridge Program / On-System (Non-NHS)	\$ -				
Quantified Impact ►				0		

► Bridge Program / Systematic Maintenance

0	Bridge Program / Systematic Maintenance	\$ -				
0	Bridge Program / Systematic Maintenance	\$ -				
Quantified Impact ►				0		

► Interstate Pavement

0	Interstate Pavement	\$ -				
0	Interstate Pavement	\$ -				
Quantified Impact ►				0		

► Non-Interstate Pavement

608820	BRIDGEWATER- BROCKTON- PAVEMENT PRESERVATION AND RELATED WORK ON ROUTE 24	\$ 9,674,112	Qualitative		No assumed impact/negligible impact on emissions	
0	Non-Interstate Pavement	\$ -				
0	Non-Interstate Pavement	\$ -				
Quantified Impact ►				0		

► Roadway Improvements

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 ▼
0	Roadway Improvements	\$ -				
0	Roadway Improvements	\$ -				
Quantified Impact ►				0		
► Safety Improvements						
0	Safety Improvements	\$ -				
0	Safety Improvements	\$ -				
Quantified Impact ►				0		
► Section 2B / State Prioritized Modernization Projects						
► ADA Retrofits						
0	ADA Retrofits	\$ -				
0	ADA Retrofits	\$ -				
Quantified Impact ►				0		
► Intersection Improvements						
0	Intersection Improvements	\$ -				
0	Intersection Improvements	\$ -				
Quantified Impact ►				0		
► Intelligent Transportation Systems						
0	Intelligent Transportation Systems	\$ -				
0	Intelligent Transportation Systems	\$ -				
Quantified Impact ►				0		
► Roadway Reconstruction						
0	Roadway Reconstruction	\$ -				
0	Roadway Reconstruction	\$ -				
Quantified Impact ►				0		
► Section 2C / State Prioritized Expansion Projects						
► Bicycles and Pedestrians						
0	Bicycles and Pedestrians	\$ -				
0	Bicycles and Pedestrians	\$ -				
Quantified Impact ►				0		
► Capacity						
0	Capacity	\$ -				
0	Capacity	\$ -				
Quantified Impact ►				0		
► Section 3 / Planning / Adjustments / Pass-throughs						
► Planning / Adjustments / Pass-throughs						
0	ABP GANS Repayment	\$ -				
0	ABP GANS Repayment	\$ -				
0	Award adjustments, change orders, etc.	\$ -				
0	Award adjustments, change orders, etc.	\$ -				
0	Metropolitan Planning	\$ -				
0	Metropolitan Planning	\$ -				
0	State Planning and Research Work Program I, (SPR I), Planning	\$ -				
0	State Planning and Research Work Program II, (SPR II), Research	\$ -				
0	Railroad Crossings	\$ -				
0	Railroad Crossings	\$ -				
0	Recreational Trails	\$ -				
Quantified Impact ►				0		
► Section 2A / Non-Federal Projects						
► Non-Federally Aided Projects						
0	Non-Federal Aid	\$ -				
0	Non-Federal Aid	\$ -				
Quantified Impact ►				0		
2022 Old Colony Region MPO GHG Tracking Summary						
Quantified Impact ►				94,847	Total Quantified Impact ▼	

2023 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 ▼
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► Section 1A / Regionally Prioritized Projects

► Regionally Prioritized Projects

609052	BROCKTON - ROUTE 123 (CENTRE STREET) AT PLYMOUTH STREET SIGNALIZATION AND GEOMETRIC IMPROVEMENTS	\$ 1,740,000	Qualitative	79,683	Qualitative Decrease in Emissions	
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 Complete Streets Project	
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	\$ 344,808				
0		\$ -				
Quantified Impact ►				235,103		

► Section 1B / Earmark or Discretionary Grant Funded Projects

► Other Federal Aid

0	Other Federal Aid	\$ -				
0	Other Federal Aid	\$ -				
Quantified Impact ►				0		

► Section 2A / State Prioritized Reliability Projects

► Bridge Program / Inspections

0	Bridge Inspection	\$ -				
0	Bridge Inspection	\$ -				
Quantified Impact ►				0		

► Bridge Program / Off-System

0	Bridge Program / Off-System	\$ -				
0	Bridge Program / Off-System	\$ -				
Quantified Impact ►				0		

► Bridge Program / On-System (NHS)

0	Bridge Program / On-System (NHS)	\$ -				
0	Bridge Program / On-System (NHS)	\$ -				
Quantified Impact ►				0		

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

0	Bridge Program / On-System (Non-NHS)	\$ -				
0	Bridge Program / On-System (Non-NHS)	\$ -				
Quantified Impact ►				0		

► Bridge Program / Systematic Maintenance

0	Bridge Program / Systematic Maintenance	\$ -				
0	Bridge Program / Systematic Maintenance	\$ -				
Quantified Impact ►				0		

► Interstate Pavement

0	Interstate Pavement	\$ -				
0	Interstate Pavement	\$ -				
Quantified Impact ►				0		

► Non-Interstate Pavement

608496	AVON- STOUGHTON- PAVEMENT PRESERVATION AND RELATED WORK ON ROUTE 24	\$ 7,227,264	Qualitative		No assumed impact/negligible impact on emissions	
0	Non-Interstate Pavement	\$ -				
0	Non-Interstate Pavement	\$ -				
Quantified Impact ►				0		

► Roadway Improvements

0	Roadway Improvements	\$ -				
0	Roadway Improvements	\$ -				

2023 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 ▼
0	Roadway Improvements	\$ -				
Quantified Impact ►				0		
► Safety Improvements						
0	Safety Improvements	\$ -				
0	Safety Improvements	\$ -				
Quantified Impact ►				0		
► Section 2B / State Prioritized Modernization Projects						
► ADA Retrofits						
0	ADA Retrofits	\$ -				
0	ADA Retrofits	\$ -				
Quantified Impact ►				0		
► Intersection Improvements						
0	Intersection Improvements	\$ -				
0	Intersection Improvements	\$ -				
Quantified Impact ►				0		
► Intelligent Transportation Systems						
0	Intelligent Transportation Systems	\$ -				
0	Intelligent Transportation Systems	\$ -				
Quantified Impact ►				0		
► Roadway Reconstruction						
0	Roadway Reconstruction	\$ -				
0	Roadway Reconstruction	\$ -				
Quantified Impact ►				0		
► Section 2C / State Prioritized Expansion Projects						
► Bicycles and Pedestrians						
0	Bicycles and Pedestrians	\$ -				
0	Bicycles and Pedestrians	\$ -				
Quantified Impact ►				0		
► Capacity						
0	Capacity	\$ -				
0	Capacity	\$ -				
Quantified Impact ►				0		
► Section 3 / Planning / Adjustments / Pass-throughs						
► Planning / Adjustments / Pass-throughs						
0	ABP GANS Repayment	\$ -				
0	ABP GANS Repayment	\$ -				
0	Award adjustments, change orders, etc.	\$ -				
0	Award adjustments, change orders, etc.	\$ -				
0	Metropolitan Planning	\$ -				
0	Metropolitan Planning	\$ -				
0	State Planning and Research Work Program I, (SPR I), Planning	\$ -				
0	State Planning and Research Work Program II, (SPR II), Research	\$ -				
0	Railroad Crossings	\$ -				
0	Railroad Crossings	\$ -				
0	Recreational Trails	\$ -				
Quantified Impact ►				0		
► Section 2A / Non-Federal Projects						
► Non-Federally Aided Projects						
0	Non-Federal Aid	\$ -				
0	Non-Federal Aid	\$ -				
Quantified Impact ►				0		

2023 Old Colony Region MPO GHG Tracking Summary

Total Quantified Impact ▼

Quantified Impact ► 235,103

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) ▼
BCG0007226	BUY REPLACEMENT 30-FT BUS (2) BSU	\$ 600,000	Quantified	188480.027	Quantified Decrease in Emissions from Bus Replacement	\$ 600,000		2019

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) ▼
BCG0007226	BUY REPLACEMENT 30-FT BUS (2) BSU	\$ 600,000	Quantified	188480.027	Quantified Decrease in Emissions from Bus Replacement	\$ 600,000		2020

2021 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) ▼
BCG0007233	BUY REPLACEMENT 40-FT BUS (4)	\$ 2,424,000	Quantified	248464.436	Quantified Decrease in Emissions from Bus Replacement	\$ 2,424,000		2021

2022 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) ▼
BCG0007239	BUY REPLACEMENT 40-FT BUS (3)	\$ 1,800,000	Quantified	218472.232	Quantified Decrease in Emissions from Bus Replacement	\$ 1,800,000		2022

2023 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) ▼
BCG0007245	BUY REPLACEMENT 35-FT BUS (6)	\$ 3,600,000	Quantified	376,960.05	Quantified Decrease in Emissions from Bus Replacement	\$ 3,600,000		2023

APPENDIX L - FFY 2019-2023 GATRA TRANSIT ELEMENT

**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	RTD0006666	Greater Attleboro-Taunton Regional Transit Authority	111215	BUY REPLACEMENT VAN - 6		\$380,000	\$0	\$0	\$95,000	\$475,000
5307	RTD0006668	Greater Attleboro-Taunton Regional Transit Authority	114220	ACQUIRE - MISC SUPPORT EQUIPMENT		\$152,000	\$38,000	\$0	\$0	\$190,000
5307	RTD0006669	Greater Attleboro-Taunton Regional Transit Authority	117C00	NON FIXED ROUTE ADA PARA SERV		\$1,000,000	\$250,000	\$0	\$0	\$1,250,000
5307	RTD0006670	Greater Attleboro-Taunton Regional Transit Authority	117A00	PREVENTIVE MAINTENANCE		\$2,800,000	\$700,000	\$0	\$0	\$3,500,000
5307	RTD0006671	Greater Attleboro-Taunton Regional Transit Authority	300901	OPERATING ASSISTANCE		\$500,000	\$500,000	\$0	\$0	\$1,000,000
5307	RTD0006672	Greater Attleboro-Taunton Regional Transit Authority	442400	SHORT RANGE TRANSIT PLANNING		\$80,000	\$20,000	\$0	\$0	\$100,000
5307	RTD0006673	Greater Attleboro-Taunton Regional Transit Authority	111203	BUY REPLACEMENT 30-FT BUS - 2		\$800,000	\$200,000	\$0	\$0	\$1,000,000
5307	RTD0006674	Greater Attleboro-Taunton Regional Transit Authority	111204	BUY REPLACEMENT <30 FT BUS - 3		\$180,000	\$0	\$0	\$45,000	\$225,000
5307	RTD0006684	Greater Attleboro-Taunton Regional Transit Authority	111203	BUY REPLACEMENT 30-FT BUS - 2		\$800,000	\$200,000	\$0	\$0	\$1,000,000
5307	RTD0007188	Greater Attleboro-Taunton Regional Transit Authority	114402	Maintenance Facility Upgrades		\$121,600	\$30,400	\$0	\$0	\$152,000
5307	RTD0007189	Greater Attleboro-Taunton Regional Transit Authority	114405	Maintenance Facility repaving		\$40,000	\$10,000	\$0	\$0	\$50,000
5307	RTD0007190	Greater Attleboro-Taunton Regional Transit Authority	113407	Terminal Building and Parking Area Lighting Upgrade		\$72,000	\$18,000	\$0	\$0	\$90,000
5307	RTD0007191	Greater Attleboro-Taunton Regional Transit Authority	114209	ACQUIRE - MOBILE SURV/SECURITY EQUIP		\$20,000	\$5,000	\$0	\$0	\$25,000
5307	RTD0007192	Greater Attleboro-Taunton Regional Transit Authority	114401	Administrative Office Renovations		\$89,600	\$22,400	\$0	\$0	\$112,000
5307	RTD0007193	Greater Attleboro-Taunton Regional Transit Authority	113410	Solar Canopy Retrofit - Bus Shelters (18)		\$12,000	\$3,000	\$0	\$0	\$15,000
5307	RTD0007194	Greater Attleboro-Taunton Regional Transit Authority	113302	CONSTRUCT - North Attleboro BUS STATION		\$782,540	\$195,635	\$0	\$0	\$978,175
					Subtotal	\$7,829,740	\$2,192,435	\$0	\$140,000	\$10,162,175
5309										
					Subtotal	\$0	\$0	\$0	\$0	\$0
5310										
					Subtotal	\$0	\$0	\$0	\$0	\$0
5311										
					Subtotal	\$0	\$0	\$0	\$0	\$0
5337										
5337	RTD0006694	Greater Attleboro-Taunton Regional Transit Authority	123402	REHAB/RENOV - RAIL STATION		\$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	\$8,760,283	\$2,192,435	\$0	\$372,636	\$11,325,354

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	RTD0006675	Greater Attleboro-Taunton Regional Transit Authority	442400	SHORT RANGE TRANSIT PLANNING	2019 - \$80,000	\$80,000	\$20,000	\$0	\$0	\$100,000
5307	RTD0006676	Greater Attleboro-Taunton Regional Transit Authority	300901	OPERATING ASSISTANCE	2019 - \$250,000	\$500,000	\$500,000	\$0	\$0	\$1,000,000
5307	RTD0006677	Greater Attleboro-Taunton Regional Transit Authority	119203	PURCHASE LANDSCAPING / SCENIC BEAUTIFICATION		\$32,000	\$8,000	\$0	\$0	\$40,000
5307	RTD0006678	Greater Attleboro-Taunton Regional Transit Authority	114200	ACQUIRE - MISC SUPPORT EQUIPMENT	2019 - \$60,000	\$60,000	\$15,000	\$0	\$0	\$75,000
5307	RTD0006679	Greater Attleboro-Taunton Regional Transit Authority	117A00	PREVENTIVE MAINTENANCE		\$2,800,000	\$700,000	\$0	\$0	\$3,500,000
5307	RTD0006680	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	RTD0006681	Greater Attleboro-Taunton Regional Transit Authority	111215	BUY REPLACEMENT VAN - 5	2019 - \$76,060	\$260,000	\$0	\$0	\$65,000	\$325,000
5307	RTD0006682	Greater Attleboro-Taunton Regional Transit Authority	117C00	NON FIXED ROUTE ADA PARA SERV		\$1,000,000	\$250,000	\$0	\$0	\$1,250,000
5307	RTD0006683	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
5310						Subtotal	\$0	\$0	\$0	\$0
5311						Subtotal	\$0	\$0	\$0	\$0
5337										
5337	RTD0006695	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
5320						Subtotal	\$0	\$0	\$0	\$0
Other Federal						Subtotal	\$0	\$0	\$0	\$0
Other Non-Federal						Subtotal	\$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

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	RTD0006685	Greater Attleboro-Taunton Regional Transit Authority	442400	SHORT RANGE TRANSIT PLANNING		\$80,000	\$20,000	\$0	\$0	\$100,000
5307	RTD0006686	Greater Attleboro-Taunton Regional Transit Authority	119203	PURCHASE LANDSCAPING / SCENIC BEAUTIFICATION		\$32,000	\$8,000	\$0	\$0	\$40,000
5307	RTD0006687	Greater Attleboro-Taunton Regional Transit Authority	111215	BUY REPLACEMENT VAN - 5	2020 - \$116,210	\$260,000	\$0	\$0	\$65,000	\$325,000
5307	RTD0006688	Greater Attleboro-Taunton Regional Transit Authority	117A00	PREVENTIVE MAINTENANCE		\$2,800,000	\$700,000	\$0	\$0	\$3,500,000
5307	RTD0006689	Greater Attleboro-Taunton Regional Transit Authority	300901	OPERATING ASSISTANCE		\$500,000	\$500,000	\$0	\$0	\$1,000,000
5307	RTD0006690	Greater Attleboro-Taunton Regional Transit Authority	114220	ACQUIRE - MISC SUPPORT EQUIPMENT		\$60,000	\$15,000	\$0	\$0	\$75,000
5307	RTD0006691	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	RTD0006692	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	RTD0006693	Greater Attleboro-Taunton Regional Transit Authority	111204	BUY REPLACEMENT <30 FT BUS - 3		\$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	RTD0006696	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						\$6,682,674	\$1,593,000	\$0	\$452,669	\$8,728,343

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	RTD0006698	Greater Attleboro-Taunton Regional Transit Authority	442400	SHORT RANGE TRANSIT PLANNING		\$80,000	\$20,000	\$0	\$0	\$100,000
5307	RTD0006699	Greater Attleboro-Taunton Regional Transit Authority	119203	PURCHASE LANDSCAPING / SCENIC BEAUTIFICATION		\$32,000	\$8,000	\$0	\$0	\$40,000
5307	RTD0006700	Greater Attleboro-Taunton Regional Transit Authority	117A00	PREVENTIVE MAINTENANCE		\$2,800,000	\$700,000	\$0	\$0	\$3,500,000
5307	RTD0006701	Greater Attleboro-Taunton Regional Transit Authority	300901	OPERATING ASSISTANCE		\$500,000	\$500,000	\$0	\$0	\$1,000,000
5307	RTD0006702	Greater Attleboro-Taunton Regional Transit Authority	114220	ACQUIRE - MISC SUPPORT EQUIPMENT		\$60,000	\$15,000	\$0	\$0	\$75,000
5307	RTD0006703	Greater Attleboro-Taunton Regional Transit Authority	117C00	NON FIXED ROUTE ADA PARA SERV		\$1,000,000	\$250,000	\$0	\$0	\$1,250,000
5307	RTD0006704	Greater Attleboro-Taunton Regional Transit Authority	111204	BUY REPLACEMENT <30 FT BUS - 3		\$300,000	\$0	\$0	\$75,000	\$375,000
5307	RTD0006705	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	RTD0006697	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

Transportation Improvement Program (TIP)

Project List (FY2023)

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	RTD0007195	Greater Attleboro-Taunton Regional Transit Authority	442400	SHORT RANGE TRANSIT PLANNING		\$80,000	\$20,000	\$0	\$0	\$100,000
5307	RTD0007196	Greater Attleboro-Taunton Regional Transit Authority	119203	PURCHASE LANDSCAPING / SCENIC BEAUTIFICATION		\$32,000	\$8,000	\$0	\$0	\$40,000
5307	RTD0007198	Greater Attleboro-Taunton Regional Transit Authority	117A00	PREVENTIVE MAINTENANCE		\$2,800,000	\$700,000	\$0	\$0	\$3,500,000
5307	RTD0007199	Greater Attleboro-Taunton Regional Transit Authority	300901	OPERATING ASSISTANCE		\$500,000	\$500,000	\$0	\$0	\$1,000,000
5307	RTD0007200	Greater Attleboro-Taunton Regional Transit Authority	114220	ACQUIRE - MISC SUPPORT EQUIPMENT		\$60,000	\$15,000	\$0	\$0	\$75,000
5307	RTD0007201	Greater Attleboro-Taunton Regional Transit Authority	117C00	NON FIXED ROUTE ADA PARA SERV		\$1,000,000	\$250,000	\$0	\$0	\$1,250,000
5307	RTD0007202	Greater Attleboro-Taunton Regional Transit Authority	111204	BUY REPLACEMENT <30 FT BUS (3)		\$300,000	\$0	\$0	\$75,000	\$375,000
5307	RTD0007203	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	RTD0007204	Greater Attleboro-Taunton Regional Transit Authority	123402	REHAB/RENOV - RAIL STATION		\$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 M - TWENTY-ONE DAY PUBLIC REVIEW - NOTICE OF AVAILABILITY AND PUBLIC COMMENTS

OLD COLONY PLANNING COUNCIL

Frank Staffier
President
70 School Street
Brockton, MA 02301-4097



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

April 17, 2018

NOTICE OF PUBLIC REVIEW AND COMMENT PERIOD

- **FFY 2019-2023 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**
 - **FFY 2019 UNIFIED PLANNINGWORK PROGRAM (UPWP)**

In accordance with the Public Participation Process developed by the Old Colony Metropolitan Planning Organization (MPO), Old Colony Planning Council (OCPC) is making the FFY 2019-2023 Transportation Improvement Program (TIP), and the FFY 2019 Unified Planning Work Program (UPWP) available for public review and comment. Copies of these documents are available for review at the OCPC Offices (8:30 a.m. to 4:00 p.m.), at <http://www.ocpcrpa.org/>, and/or upon request. This notice will initiate a 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 3, 2018 at 12 PM. Furthermore, a public meeting of the Old Colony MPO is scheduled for May 15, 2018 at 10 AM to hear additional public comments and consider endorsement. Please contact Charles Kilmer at 508-583-1833 Extension 206 for further information.

Please send written comments to:

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

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

129 SOUTHFIELD DRIVE, BROCKTON MORTGAGEE'S NOTICE OF SALE OF REAL ESTATE

By virtue and in execution of the Power of Sale contained in a certain Mortgage given by Denise M. Stetson and David P. Stetson Jr. to Mortgage Electronic Registration Systems, Inc., as nominee for Megastar Financial Corp., its successors and assigns, dated February 26, 2007 and recorded with the Plymouth County Registry of Deeds at Book 34263, Page 35 subsequently assigned to Federal National Mortgage Association by Mortgage Electronic Registration Systems, Inc. as nominee for Megastar Financial Corp its successors and assigns by assignment recorded in said Plymouth County Registry of Deeds at Book 40978, Page 224 and subsequently assigned to MTGLQ Investors, L.P. by Federal National Mortgage Association by assignment recorded in said Plymouth County Registry of Deeds at Book 48602, Page 317; of which Mortgage the undersigned is the present holder for breach of the conditions of said Mortgage and for the purpose of foreclosing same will be sold at Public Auction at 4:00 PM on May 8, 2018 at 129 Southfield Drive, Brockton, MA, all and singular the premises described in said Mortgage, to wit:

The following described real property situate in the city of Brockton, county of Plymouth, and commonwealth of Massachusetts, to wit: The land in Brockton, Plymouth county, Massachusetts, with the buildings thereon. Being known as 129 Southfield Drive. Situated on the corner of East Street and Southfield drive, being shown as lot 1011 on plan entitled 'Plan of Lots in Brockton, Mass. Owned by Braintree Humes, Inc.' dated July 11, 1961, Bradford Saivetz & Associates, Inc., consulting civil engineers. Duty recorded with Plymouth Registry of Deeds in plan Book 12, Page 445 more particularly bounded and described as follows: Northernly by Southfield Drive as shown on said plan, 124.96 feet; Easterly by a curve 39.27 feet and 15.00 feet, respectively. Southernly by lot 1010, as shown on said plan, 161.96 feet; and Westerly by lot 1091, as shown on said plan, 101.23 feet. Subject to an easement as shown on plan recorded at plan no. 291 of 1956 in plan book 13, page 640. Locus: 129 Southfield Drive, Brockton, Plymouth County, Massachusetts, containing 10,450 square feet of land, more or less, according to said

Legals

NOTICE OF PUBLIC REVIEW AND COMMENT PERIOD

FFY 2019-2023 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

FFY 2019 UNIFIED PLANNINGWORK PROGRAM (UPWP)

In accordance with the Public Participation Process developed by the Old Colony Metropolitan Planning Organization (MPO), Old Colony Planning Council (OCPC) is making the FFY 2019-2023 Transportation Improvement Program (TIP), and the FFY 2019 Unified Planning Work Program (UPWP) available for public review and comment. Copies of these documents are available for review at the OCPC Offices (8:30 a.m. to 4:00 p.m.), at <http://www.ocpcpa.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 3, 2018 at 12 PM. Furthermore, a public meeting of the Old Colony MPO is scheduled for May 15, 2018 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

CN13678859
 Patriot Ledger 4/17/2018

OAK ST.
CITY OF BROCKTON PUBLIC HEARING PLANNING BOARD
 The City of Brockton Planning Board will hold a Public Hearing on Tuesday, May 1, 2018 at 6:00 p.m. in Basement Level of City Hall to consider the following:



Medical Dental Help

HIRING RN'S AND LPN'S
 Have you ever made a difference in a person's life?
 Contact Family Lives at 508-475-0493

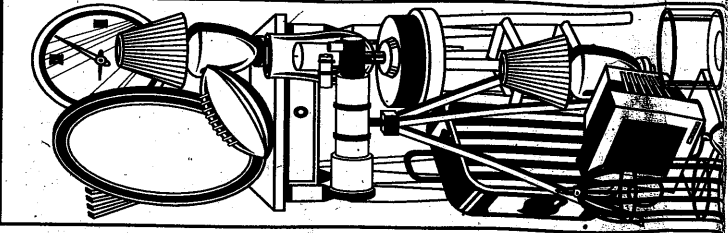
Competitive Pay • Flexible Schedules • Great Benefits
\$3,000 SIGN ON BONUS

Bridgewater: 22 YR/old with Trach
 Duxbury: 18 YR/old with GT
 Haverhill: 13 YR/old with GT
 Haverhill: 29 YR/old with Vent
 Middleborough: 8 YR/old with GT
 10 YR/old with Trach/Vent

N. Attleboro: 11 YR/old with Trach
 5 YR/old with Trach
 Plymouth: 15 YR/old with GT
 Quincy: Young woman with GT
 Weymouth: 17 YR/old with Vent
 Wrentham: 27 YR/old w/GT and Schizres

www.familylives.us

SELLING AN ITEM UNDER \$75?



General Help

PRINT PRODUCTION EDITOR

Gatehouse Media/Wicked Local has an immediate opportunity for a Print Production Editor to join our award-winning team of journalists. We're looking for someone with experience in copyediting, AP style, multitasking and deadline management. Although this position is not responsible for laying out pages, the candidate should have a familiarity with page design as it relates to proofing pages. The Print Production Editor will work with news and sports multimedia journalists, a team of content producers and a design team to produce several weekly print publications. The ideal candidate will be able to work with these teams to get the materials needed to produce the print papers and move them through the workflow process in a timely manner, often juggling several publications at once. The Print Production Editor helps coordinate A1 story selection and placement and proofs all finished pages. *This position can be*

SPORTS GOLO

Seleção portuguesa de sub-23 apura-se para o Mundial de estrada de sub-23

GOES, Holanda — A seleção portuguesa de sub-23 conquistou o direito de disputar o Mundial de Estrada de sub-23 em Goos (Holanda).

O resultado de Rui Oliveira permitiu ao novo pontos ao "rainbow" por Rui Oliveira, que venceu a sub-23 e disputou em Goos.

O resultado de Rui Oliveira permitiu ao novo pontos ao "rainbow" por Rui Oliveira, que venceu a sub-23 e disputou em Goos.

O resultado de Rui Oliveira permitiu ao novo pontos ao "rainbow" por Rui Oliveira, que venceu a sub-23 e disputou em Goos.

NOTICE OF PUBLIC REVIEW AND COMMENT PERIOD

FFY 2019-2023 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

FFY 2019 UNIFIED PLANNING WORK PROGRAM (UPWP)

In accordance with the Public Participation Process developed by the Old Colony Metropolitan Planning Organization (MPO), Old Colony Planning Council (OCPC) is making the FFY 2019-2023 Transportation Improvement Program (TIP), and the FFY 2019 Unified Planning Work Program (UPWP) available for public review and comment. Copies of these documents are available for review at the OCPC Offices (8:30 a.m. to 4:00 p.m.), at <http://www.ocpcpa.org/> and/or upon request.

This notice will initiate a 21-Day Public Review and Comment Period. This process will also be used as a 21-Day Public Review and Comment Period. This process has been used by the Old Colony MPO and the Old Colony Planning Council (OCPC) in the past. The public review and comment process is an integral part of 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 comment 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 3, 2018 at 12 PM. Furthermore, a public meeting of the Old Colony MPO is scheduled for May 15, 2018 at 10 AM to hear additional public comments and consider endorsement. Please contact Charles Kilmer at 508-585-1833 for further information.

Please send written comments to:
Old Colony Planning Council (OCPC), 70 School Street Brockton, MA 02601
Attention: Charles Kilmer

CAMPIONATO DE FUTEBOL DOS ACORES

1º Fase - 8ª Jornada	1,5
2º Fase - 9ª Jornada	0,1
3º Fase - 10ª Jornada	0,0
4º Fase - 11ª Jornada	0,0
5º Fase - 12ª Jornada	0,0
6º Fase - 13ª Jornada	0,0
7º Fase - 14ª Jornada	0,0
8º Fase - 15ª Jornada	0,0
9º Fase - 16ª Jornada	0,0
10ª Fase - 17ª Jornada	0,0
11ª Fase - 18ª Jornada	0,0
12ª Fase - 19ª Jornada	0,0
13ª Fase - 20ª Jornada	0,0
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18ª Fase - 25ª Jornada	0,0
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20ª Fase - 27ª Jornada	0,0
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90ª Fase - 97ª Jornada	0,0
91ª Fase - 98ª Jornada	0,0
92ª Fase - 99ª Jornada	0,0
93ª Fase - 100ª Jornada	0,0

CAMPIONATO DE FUTEBOL DE PORTUGAL

25ª Jornada

1ª - Sporting CP 2-1 Boavista
2ª - Benfica 1-0 Sporting CP
3ª - FC Porto 1-0 Sporting CP
4ª - Sporting CP 1-0 Boavista
5ª - Sporting CP 1-0 Boavista
6ª - Sporting CP 1-0 Boavista
7ª - Sporting CP 1-0 Boavista
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II LIGA

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IV LIGA

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V LIGA

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88ª Jornada	0,0
89ª Jornada	0,0
90ª Jornada	0,0
91ª Jornada	0,0
92ª Jornada	0,0
93ª Jornada	0,0
94ª Jornada	0,0
95ª Jornada	0,0
96ª Jornada	0,0
97ª Jornada	0,0
98ª Jornada	0,0
99ª Jornada	0,0
100ª Jornada	0,0

HELP WANTED

Steppingstone Incorporated
Entry level, valid, PT & FT
Charge Prisons needed for overnights, weekends & holidays. Supervision of residents, telephone coverage, emergency crisis situations, building security. Bilingual preferred. Portuguese/Spanish.

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NOTICE OF PUBLIC REVIEW AND COMMENT PERIOD

FFY 2019-2023 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

FFY 2019 UNIFIED PLANNINGWORK PROGRAM (UPWP)

In accordance with the Public Participation Process developed by the Old Colony Metropolitan Planning Organization (MPO), Old Colony Planning Council (OCPC) is making the FFY 2019-2023 Transportation Improvement Program (TIP), and the FFY 2019 Unified Planning Work Program (UPWP) available for public review and comment. Copies of these documents are available for review at the OCPC Offices (8:30 a.m. to 4:00 p.m.), at <http://www.ocpcrpa.org/>, and/or upon request. This notice will initiate a 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 3, 2018 at 12 PM. Furthermore, a public meeting of the Old Colony MPO is scheduled for May 15, 2018 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

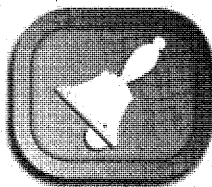
CN13678859
 Patriot Ledger 4/17/2018

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Legals

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Draft FFY 2019-2023 Old Colony Transportation Improvement Program (TIP) Public Comment Matrix

Date	Name	Representation	Comment Summary	Response
4/25/2018	Old Colony Planning Council Board of Directors	Old Colony Region	The Old Colony Planning Council Board of Directors reviewed and approved the Draft FFY 2019-2023 Old Colony Transportation Improvement Program (TIP).	Noted.
5/1/2018	David Mohler	MassDOT Office of Transportation Planning	<p><u>Narrative</u></p> <ul style="list-style-type: none"> ▪ Page 3 - The narrative should include references to the FHWA required Transportation Asset Management Plan (TAMP) which is being developed by MassDOT to address pavement and bridge conditions on the NHS system. ▪ For the section on adopting MassDOT’s safety performance measures (pages 8 - 10), please include the graphs containing statewide data in addition to the ones you currently have that contain regional data. Also, please delete the word “years” on page 9 following the descriptions of the targets for both the number and rate of fatalities. ▪ Page 10 – Please note that the Surface Transportation Program (STP) is now known as the Surface Transportation Block Grant Program (STBG) under the FAST Act. ▪ Please adjust the table numbering. It currently jumps from Table 4 on page 22 to Table 6 on page 25, without any Table 5. <p><u>Highway Project Listing</u> FFY2019</p> <ul style="list-style-type: none"> ▪ 607941 – Please update the Total Cost in the Additional Information column. ▪ 608143 – Please revise the funding sources to include \$1,139,886 of Congestion Mitigation and Air Quality 	<p>Requested reference added.</p> <p>Requested graphs added. Requested editing completed.</p> <p>Requested editing completed.</p> <p>Requested editing completed.</p> <p>Total Cost updated.</p> <p>Revised funding sources and amounts provided.</p>

			<p>(CMAQ) funding and \$79,020 of Highway Safety Improvement Program (HSIP) funding.</p> <p>FFY2020</p> <ul style="list-style-type: none"> ▪ 606143 – Please revise the funding sources to include \$2,826,403 in STP and \$1,139,886 of CMAQ. ▪ 608086 – Please change the funding split to 80% federal and 20% state. ▪ 608088 – Please revise the funding sources to include \$4,881,399 of Surface Transportation Program (STP) funding and \$386,938 of HSIP funding. Additionally, in Section 2B, please update the Additional Information column to match Section 1A. <p>FFY2021</p> <ul style="list-style-type: none"> ▪ 607217 – Please revise the funding sources to include \$6,405,785 of STP, \$344,808 of Transportation Alternative Program (TAP) funding, and \$1,139,886 of CMAQ. <p>FFY2022</p> <ul style="list-style-type: none"> ▪ 607403 – Please revise the funding sources to include \$4,239,239 of STP, \$344,808 of TAP, and \$455,954 of HSIP. ▪ Please remove 608498 (HINGHAM- WEYMOUTH- BRAINTREERESURFACING AND RELATED WORK ON ROUTE 53) <p>FFY2023</p> <ul style="list-style-type: none"> ▪ 600380 - Please revise the funding sources to include \$6,554,751 of STP, \$344,808 of TAP, and \$1,139,886 of CMAQ. <p><u>Greenhouse Gas (GHG) Assessment</u></p> <p>FFY 2020 Highway</p> <ul style="list-style-type: none"> ▪ The Intersection Improvements section is not pulling the impact number for project 608086 into the total 	<p>Revised funding sources and amounts provided. Funding split changed.</p> <p>Revised funding sources and amounts provided.</p> <p>Revised funding sources and amounts provided.</p> <p>Revised funding sources and amounts provided.</p> <p>Revised funding sources and amounts provided.</p> <p>Project removed.</p> <p>Revised funding sources and amounts provided.</p> <p>Correction made.</p>
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			<p>quantified impact line at the bottom of the section, and therefore it is not included in the total quantified line at the bottom of the sheet.</p> <p>FFY 2022 Highway</p> <ul style="list-style-type: none"> ▪ Project 608498 should be labeled as a qualitative decrease. <p><u>Completed Highway Projects</u></p> <ul style="list-style-type: none"> ▪ Project 607175 should be labeled as a qualitative decrease. ▪ Projects 607337, 607438, and 607860 are labeled as quantified but do not have an impact number. 	<p>Project removed.</p> <p>Correction made.</p> <p>Greenhouse Gas (GHG) numbers added.</p>
5/3/2018	Old Colony Joint Transportation Committee (JTC)	Old Colony Region	The Old Colony Joint Transportation Committee reviewed and approved the Draft FFY 2019-2023 Old Colony Transportation Improvement Program (TIP).	Noted.

Comments as of Close of Business (COB) May 7, 2018

APPENDIX N - ADMINISTRATIVE MODIFICATIONS AND AMENDMENTS

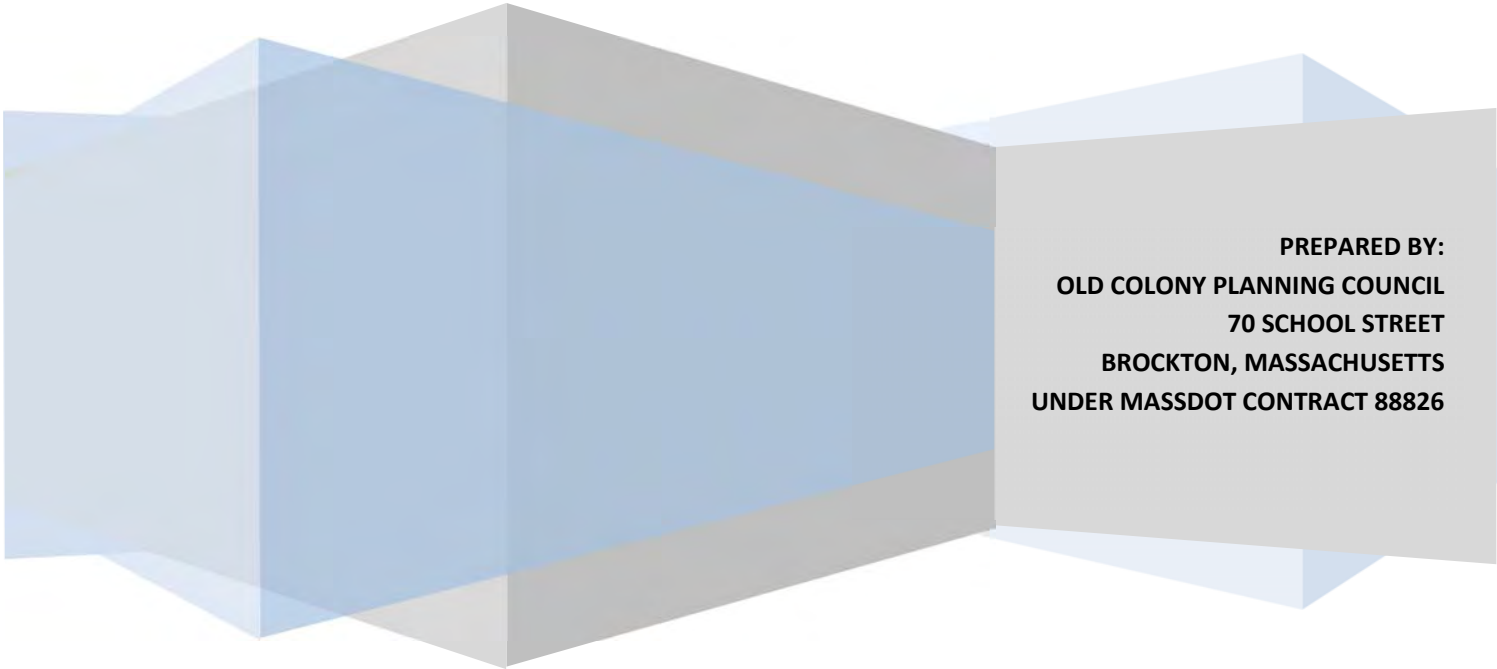
OLD COLONY METROPOLITAN PLANNING ORGANIZATION (MPO)

FFY 2019-2023 OLD COLONY TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AMENDMENT 1

- **ENDORSED BY THE OLD COLONY MPO ON FEBRUARY 19, 2019
FOLLOWING A 21-DAY PUBLIC REVIEW AND COMMENT PERIOD**

PREPARED IN COOPERATION WITH:

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



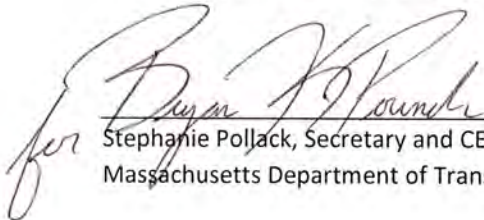
**PREPARED BY:
OLD COLONY PLANNING COUNCIL
70 SCHOOL STREET
BROCKTON, MASSACHUSETTS
UNDER MASSDOT CONTRACT 88826**

OLD COLONY METROPOLITAN PLANNING ORGANIZATION (MPO)

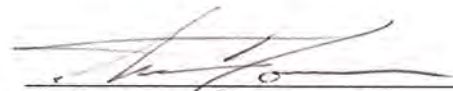
FFY 2019-2023 OLD COLONY TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

**ENDORSEMENT OF
FFY 2019-2023 OLD COLONY TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
AMENDMENT 1**

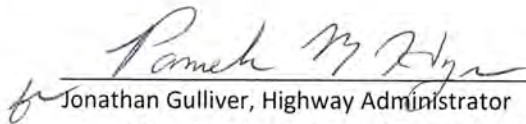
This is to certify that the Signatories of the Old Colony Metropolitan Planning Organization, at their Old Colony MPO meeting on February 19, 2019, hereby approve and endorse the FFY 2019-2023 Old Colony Transportation Improvement Program (TIP) Amendment 1 in its entirety for the Old Colony Region, in accordance with the certified 3C Transportation Planning Process.


for Stephanie Pollack, Secretary and CEO
Massachusetts Department of Transportation

2-19-19
Date


The Honorable Bill Carpenter, Mayor
City of Brockton


2-19-19
Date


for Jonathan Gulliver, Highway Administrator
Massachusetts Department of Transportation

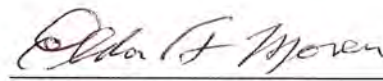
2/19/19
Date


for Kenneth Tavares, Chairman
Plymouth, Board of Selectmen

2/19/19
Date


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

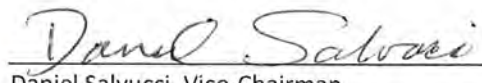
Date


Eldon Moreira, Vice-Chairman
West Bridgewater, Board of Selectmen

2/19/19
Date


for Frank Staffier, President
Old Colony Planning Council

2-19-19
Date


Daniel Salvucci, Vice-Chairman
Whitman, Board of Selectmen

2/19/19
Date

Notice of Nondiscrimination Rights and Protections to Beneficiaries

Federal "Title VI/Nondiscrimination" Protections

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

State Nondiscrimination Protections

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

Additional Information

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

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

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

Complaint Filing

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

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

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

Translation

English

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

Spanish

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

Portuguese

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

Chinese Simple

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

Chinese Traditional

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

Vietnamese

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

Haitian Creole

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

French Creole

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

Russian

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

French

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

Italian

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

Mon-Khmer, Cambodian

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

Arabic

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

Updated April 2015

Old Colony Planning Council

OLD COLONY PLANNING COUNCIL

Frank Staffier
President
70 School Street
Brockton, MA 02301-4097



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

January 15, 2019

NOTICE OF PUBLIC REVIEW AND COMMENT PERIOD

▪ **FFY 2019-2023 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AMENDMENT 1**

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 2019-2023 Transportation Improvement Program (TIP) Amendment 1 available for a 21-Day Public Review and Comment Period. Copies of TIP Amendment 1 are available for review at the OCPC Offices (8:30 PM to 4:00 PM), at <http://www.ocpcrpa.org/>, and/ or upon request. 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 Old Colony Joint Transportation Committee (JTC), is scheduled for February 7, 2019 at 12 PM. Furthermore, a public meeting of the Old Colony MPO is scheduled for February 19, 2019 at 10 AM to hear additional public comments and consider endorsement. Please contact Charles Kilmer at 508-583-1833 Extension 206 for information.

Please send written comments to:

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

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

**DRAFT FFY 2019-2023
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.

The FFY 2019-2023 Old Colony TIP Amendment 1 adds five (5) projects that were awarded as part of the 2019 Community Transit Grant Program.

1. 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)

2. 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)

3. 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)

4. SOUTH SHORE COMMUNITY ACTION COUNCIL (SSCAC)
 - AMENDMENT: ADD PROJECT - OPERATING ASSISTANCE TO SUPPORT SSCAC TRANSPORTATION PROGRAM
 - COST IS \$90,000 (\$45,000 FEDERAL; \$45,000 LOCAL)

5. SOUTH SHORE COMMUNITY ACTION COUNCIL (SSCAC)
 - AMENDMENT: ADD PROJECT - BUY REPLACEMENT VAN (7)
 - COST IS \$446,600 (\$357,280 FEDERAL; \$89,320 LOCAL)

FFY 2019-2023 TIP AMENDMENT 1

**Transportation Improvement Program (TIP)
Project List (FY2019)**

TIP Released: April 17, 2018
TIP Endorsed: May 15, 2018

TIP Amendment 1 Released:
TIP Amendment 1 Endorsed:

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	RTD0006974	Brockton Area Transit Authority	114220	ACQUIRE - MISC SUPPORT EQUIPMENT		\$80,000	\$20,000	\$0	\$0	\$100,000
5307	RTD0006975	Brockton Area Transit Authority	111240	ACQUIRE ASSOC CAP MAINT ITEMS		\$80,000	\$20,000	\$0	\$0	\$100,000
5307	RTD0006976	Brockton Area Transit Authority	114211	ACQUIRE - REPLACEMENT SUPPORT VEHICLE (1)		\$24,000	\$6,000	\$0	\$0	\$30,000
5307	RTD0006979	Brockton Area Transit Authority	300900	Operating/PM/ADA		\$2,250,000	\$2,250,000	\$0	\$0	\$4,500,000
5307	RTD0006988	Brockton Area Transit Authority	111700	VEH OVERHAUL (UP TO 20% VEH MAINT) (3)		\$397,500	\$397,500	\$0	\$0	\$795,000
5307	RTD0006989	Brockton Area Transit Authority	114409	REHAB/RENOVATE - SURVEILL/SECURITY EQUIP FENCING		\$48,000	\$12,000	\$0	\$0	\$60,000
5307	RTD0007009	Brockton Area Transit Authority	114402	REHAB/RENOVATE - MAINTENANCE FACILITY - Windows, roof, flooring		\$40,000	\$10,000	\$0	\$0	\$50,000
5307	RTD0007216	Brockton Area Transit Authority	113401	REHAB/RENOVATE - BUS TERMINAL		\$40,000	\$10,000	\$0	\$0	\$50,000
5307	RTD0007220	Brockton Area Transit Authority	114409	REHAB/RENOVATE - MOBILE SURVEILL/SECURITY EQUIP		\$320,000	\$80,000	\$0	\$0	\$400,000
5307	RTD0007214	Brockton Area Transit Authority	111203	BUY REPLACEMENT 30-FT BUS (2) BSU		\$250,000	\$250,000	\$0	\$0	\$500,000
					Subtotal	\$3,529,500	\$3,055,500	\$0	\$0	\$6,585,000
5309										
					Subtotal	\$0	\$0	\$0	\$0	\$0
5310										
5310	RTD0007458	Brockton Area Transit Authority	300900	OPERATING ASSISTANCE - Rockland		\$50,000	\$0	\$0	\$50,000	\$100,000
5310	RTD0007481	Brockton Area Transit Authority	300900	OPERATING ASSISTANCE - Avon/Stoughton		\$26,000	\$0	\$0	\$26,000	\$52,000
5310	RTD0007431	Old Colony Planning Council	300901	UP TO 50% FEDERAL SHARE		\$32,000	\$0	\$0	\$32,000	\$64,000
5310	RTD0007414	South Shore Community Action Council, Inc.	111215	BUY REPLACEMENT VAN (7)		\$357,280	\$0	\$0	\$89,320	\$446,600
5310	RTD0007416	South Shore Community Action Council, Inc.	300900	OPERATING ASSISTANCE		\$45,000	\$0	\$0	\$45,000	\$90,000
					Subtotal	\$510,280	\$0	\$0	\$242,320	\$752,600
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	RTD0007010	Brockton Area Transit Authority	300900	OPERATING ASSISTANCE - Rockland		\$0	\$50,000	\$0	\$50,000	\$100,000
Other Non-Federal	RTD0007011	Brockton Area Transit Authority	300900	OPERATING ASSISTANCE - Avon-Stoughton		\$0	\$30,000	\$0	\$30,000	\$60,000
Other Non-Federal	RTD0007012	Brockton Area Transit Authority	300900	OPERATING ASSISTANCE - Saturday Evening Service		\$0	\$50,000	\$0	\$50,000	\$100,000
Other Non-Federal	RTD0007013	Brockton Area Transit Authority	300900	OPERATING ASSISTANCE - Sunday Service		\$0	\$175,000	\$0	\$175,000	\$350,000
					Subtotal	\$0	\$305,000	\$0	\$305,000	\$610,000
					Total	\$4,039,780	\$3,360,500	\$0	\$547,320	\$7,947,600

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

AMENDMENT: ADD PROJECT

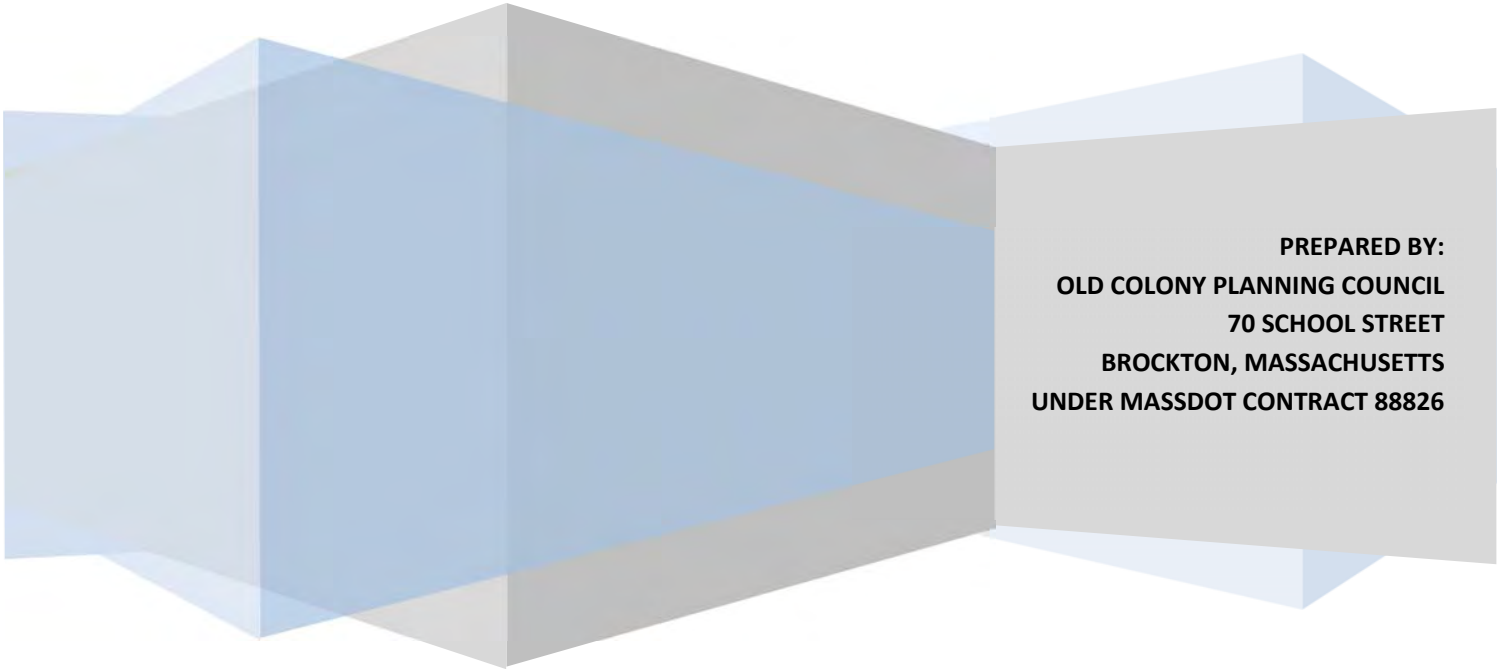
OLD COLONY METROPOLITAN PLANNING ORGANIZATION (MPO)

FFY 2019-2023 OLD COLONY TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AMENDMENT 2

- **ENDORSED BY THE OLD COLONY MPO ON MAY 21, 2019 FOLLOWING A 21-DAY PUBLIC REVIEW AND COMMENT PERIOD**

PREPARED IN COOPERATION WITH:

- **BROCKTON AREA TRANSIT AUTHORITY (BAT)**
- **FEDERAL HIGHWAY ADMINISTRATION (FHWA)**
- **FEDERAL TRANSIT ADMINISTRATION (FTA)**
- **MASSACHUSETTS DEPARTMENT OF TRANSPORTATION (MASSDOT)**
- **OLD COLONY PLANNING COUNCIL (OCPC)**



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

OLD COLONY PLANNING COUNCIL

Frank Staffier
President
70 School Street
Brockton, MA 02301-4097



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

April 16, 2019

NOTICE OF PUBLIC REVIEW AND COMMENT PERIOD

- **FFY 2019-2023 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AMENDMENT 2**
 - **FFY 2020-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

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 2019-2023 TIP Amendment 2, and the FFY 2020-2024 TIP available for public review and comment. Copies of these documents are available for review at the OCPC Offices (8:30 a.m. to 4:00 p.m.), at <http://www.ocpcrpa.org/>, and/or upon request. This notice will initiate a 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 2, 2019 at 12 PM. Furthermore, a public meeting of the Old Colony MPO is scheduled for May 21, 2019 at 10 AM to hear additional public comments and consider endorsement. Please contact Charles Kilmer at 508-583-1833 Extension 206 or for further information.

Please send written comments to:

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

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

**FFY 2019-2023
OLD COLONY TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
AMENDMENT 2**

PART 1

FFY 2019-2023
OLD COLONY TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
AMENDMENT 2

Part 1 - Increases the programmed cost for the following projects:

FFY 2019

1. ABINGTON/ BROCKTON - NORTH QUINCY STREET, CHESTNUT STREET, AND BOUNDARY AVENUE ROUNDABOUT AND GEOMETRIC IMPROVEMENTS (608143)
 - AMENDMENT: INCREASE COST - Increase cost from \$1,218,906 to \$2,121,017 (increase covered by adding \$902,111 in Regional Target CMAQ funding).

2. EAST BRIDGEWATER - RESURFACING AND SIDEWALK CONSTRUCTION ON BEDFORD STREET (ROUTE 18), FROM WHITMAN STREET (ROUTE 106) TO CENTRAL STREET (607941)
 - AMENDMENT: INCREASE COST AND ADD FUNDING PROGRAM - Increase cost from \$7,763,091 to \$9,023,732 (increase covered by adding \$1,260,641 in Regional Target STP funding).

FFY 2019 OLD COLONY TIP AMENDMENT 2

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:</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
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► Section 1A / Regionally Prioritized Projects

► Regionally Prioritized Projects											
AMENDMENT:Increase Cost,AMENDMENT:Change Additional Information	Intersection Improvements	608143	Old Colony	Multiple	ABINGTON/ BROCKTON - NORTH QUINCY STREET, CHESTNUT STREET, AND BOUNDARY AVENUE ROUNDABOUT AND GEOMETRIC IMPROVEMENTS	5	CMAQ	\$ 2,041,997	\$ 1,633,598	\$ 408,399	a) Construction; b) Total Project Cost = \$2,121,017 w/ \$2,041,997 of CMAQ funding, and \$79,020 of HSIP funding; d) MPO score 44.72
AMENDMENT:Change Project Description	Intersection Improvements	608143	Old Colony	Multiple	ABINGTON/ BROCKTON - NORTH QUINCY STREET, CHESTNUT STREET, AND BOUNDARY AVENUE ROUNDABOUT AND GEOMETRIC IMPROVEMENTS	5	HSIP	\$ 79,020	\$ 71,118	\$ 7,902	a) Construction; b) Total Project Cost = \$2,121,017 w/ \$2,041,997 of CMAQ funding, and \$79,020 of HSIP funding; d) MPO score 44.72
AMENDMENT:Increase Cost,AMENDMENT:Change Additional Information	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	STP	\$ 6,023,732	\$ 4,818,986	\$ 1,204,746	a) Construction; b) Total Project Cost = \$9,023,732 w/ \$6,023,732 of STP funding, and \$3,000,000 of Statewide CMAQ funding; d) MPO score 39.67
			Old Colony					\$ -	\$ -	\$ -	
			Old Colony					\$ -	\$ -	\$ -	
			Old Colony					\$ -	\$ -	\$ -	
Regionally Prioritized Projects subtotal ►								\$ 8,144,749	\$ 6,523,701	\$ 1,621,048	◀ 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 ►	\$ 8,144,749	\$ 10,483,760	◀ Total	\$ 2,339,011	Target Funds Available
STP programmed ►	\$ 6,023,732	\$ 4,818,986	◀ STP		
HSIP programmed ►	\$ 79,020	\$ 71,118	◀ HSIP		
CMAQ programmed ►	\$ 2,041,997	\$ 1,633,598	◀ CMAQ		
TAP programmed ►	\$ -	\$ -	◀ TAP		

► Section 1B / Earmark or Discretionary Grant Funded Projects

► Other Federal Aid											
			Old Colony		Other Federal Aid		HPP	\$ -	\$ -	\$ -	
			Old Colony		Other Federal Aid		HPP	\$ -	\$ -	\$ -	
Other Federal Aid subtotal ►								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source

► Section 2A / State Prioritized Reliability Projects

► Bridge Program / Inspections											
	Bridge Program		Old Colony		Bridge Inspection			\$ -	\$ -	\$ -	
	Bridge Program		Old Colony		Bridge Inspection			\$ -	\$ -	\$ -	
Bridge Program / Inspections subtotal ►								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source

► Bridge Program / Off-System											
	Bridge Program		Old Colony		Bridge Program / Off-System			\$ -	\$ -	\$ -	
	Bridge Program		Old Colony		Bridge Program / Off-System			\$ -	\$ -	\$ -	
	Bridge Program		Old Colony		Bridge Program / Off-System			\$ -	\$ -	\$ -	
	Bridge Program		Old Colony		Bridge Program / Off-System			\$ -	\$ -	\$ -	
	Bridge Program		Old Colony		Bridge Program / Off-System			\$ -	\$ -	\$ -	

FFY 2019 OLD COLONY TIP AMENDMENT 2

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:</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
	Bridge Program		Old Colony		Bridge Program / Off-System			\$ -	\$ -	\$ -	
	Bridge Program		Old Colony		Bridge Program / Off-System			\$ -	\$ -	\$ -	
Bridge Program / Off-System subtotal ▶								\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
▶ Bridge Program / On-System (NHS)											
	Bridge Program		Old Colony		Bridge Program / On-System (NHS)			\$ -	\$ -	\$ -	
	Bridge Program		Old Colony		Bridge Program / On-System (NHS)			\$ -	\$ -	\$ -	
	Bridge Program		Old Colony		Bridge Program / On-System (NHS)			\$ -	\$ -	\$ -	
	Bridge Program		Old Colony		Bridge Program / On-System (NHS)			\$ -	\$ -	\$ -	
	Bridge Program		Old Colony		Bridge Program / On-System (NHS)			\$ -	\$ -	\$ -	
Bridge Program / On-System (NHS) subtotal ▶								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source
▶ Bridge Program / On-System (Non-NHS)											
	Bridge Program		Old Colony		Bridge Program / On-System (Non-NHS)			\$ -	\$ -	\$ -	
	Bridge Program		Old Colony		Bridge Program / On-System (Non-NHS)			\$ -	\$ -	\$ -	
	Bridge Program		Old Colony		Bridge Program / On-System (Non-NHS)			\$ -	\$ -	\$ -	
Bridge Program / On-System (Non-NHS) subtotal ▶								\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
▶ Bridge Program / Systematic Maintenance											
	Bridge Program		Old Colony		Bridge Program / Systematic Maintenance			\$ -	\$ -	\$ -	
	Bridge Program		Old Colony		Bridge Program / Systematic Maintenance			\$ -	\$ -	\$ -	
	Bridge Program		Old Colony		Bridge Program / Systematic Maintenance			\$ -	\$ -	\$ -	
Bridge Program / Systematic Maintenance subtotal ▶								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source
▶ Interstate Pavement											
	Interstate Pavement		Old Colony		Interstate Pavement			\$ -	\$ -	\$ -	
	Interstate Pavement		Old Colony		Interstate Pavement			\$ -	\$ -	\$ -	
	Interstate Pavement		Old Colony		Interstate Pavement			\$ -	\$ -	\$ -	
	Interstate Pavement		Old Colony		Interstate Pavement			\$ -	\$ -	\$ -	
	Interstate Pavement		Old Colony		Interstate Pavement			\$ -	\$ -	\$ -	
Interstate Pavement subtotal ▶								\$ -	\$ -	\$ -	◀ 90% Federal + 10% Non-Federal
▶ Non-Interstate Pavement											
	Non-Interstate Pavement		Old Colony		Non-Interstate Pavement			\$ -	\$ -	\$ -	
	Non-Interstate Pavement		Old Colony		Non-Interstate Pavement			\$ -	\$ -	\$ -	
	Non-Interstate Pavement		Old Colony		Non-Interstate Pavement			\$ -	\$ -	\$ -	
	Non-Interstate Pavement		Old Colony		Non-Interstate Pavement			\$ -	\$ -	\$ -	
	Non-Interstate Pavement		Old Colony		Non-Interstate Pavement			\$ -	\$ -	\$ -	
	Non-Interstate Pavement		Old Colony		Non-Interstate Pavement			\$ -	\$ -	\$ -	
	Non-Interstate Pavement		Old Colony		Non-Interstate Pavement			\$ -	\$ -	\$ -	
	Non-Interstate Pavement		Old Colony		Non-Interstate Pavement			\$ -	\$ -	\$ -	
Non-Interstate Pavement subtotal ▶								\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
▶ Roadway Improvements											

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 ▼ <small><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</small>
	Roadway Improvements		Old Colony		Roadway Improvements			\$ -	\$ -	\$ -	
	Roadway Improvements		Old Colony		Roadway Improvements			\$ -	\$ -	\$ -	
	Roadway Improvements		Old Colony		Roadway Improvements			\$ -	\$ -	\$ -	
Roadway Improvements subtotal ▶								\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
▶ Safety Improvements											
	Safety Improvements		Old Colony		Safety Improvements			\$ -	\$ -	\$ -	
	Safety Improvements		Old Colony		Safety Improvements			\$ -	\$ -	\$ -	
	Safety Improvements		Old Colony		Safety Improvements			\$ -	\$ -	\$ -	
	Safety Improvements		Old Colony		Safety Improvements			\$ -	\$ -	\$ -	
	Safety Improvements		Old Colony		Safety Improvements			\$ -	\$ -	\$ -	
	Safety Improvements		Old Colony		Safety Improvements			\$ -	\$ -	\$ -	
Safety Improvements subtotal ▶								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source
▶ Section 2B / State Prioritized Modernization Projects											
▶ ADA Retrofits											
	ADA Retrofits		Old Colony		ADA Retrofits			\$ -	\$ -	\$ -	
	ADA Retrofits		Old Colony		ADA Retrofits			\$ -	\$ -	\$ -	
ADA Retrofits subtotal ▶								\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
▶ Intersection Improvements											
	Intersection Improvements		Old Colony		Intersection Improvements			\$ -	\$ -	\$ -	
	Intersection Improvements		Old Colony		Intersection Improvements			\$ -	\$ -	\$ -	
	Intersection Improvements		Old Colony		Intersection Improvements			\$ -	\$ -	\$ -	
	Intersection Improvements		Old Colony		Intersection Improvements			\$ -	\$ -	\$ -	
	Intersection Improvements		Old Colony		Intersection Improvements			\$ -	\$ -	\$ -	
	Intersection Improvements		Old Colony		Intersection Improvements			\$ -	\$ -	\$ -	
Intersection Improvements subtotal ▶								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source
▶ Intelligent Transportation Systems											
	Intelligent Transportation Systems		Old Colony		Intelligent Transportation Systems			\$ -	\$ -	\$ -	
	Intelligent Transportation Systems		Old Colony		Intelligent Transportation Systems			\$ -	\$ -	\$ -	
	Intelligent Transportation Systems		Old Colony		Intelligent Transportation Systems			\$ -	\$ -	\$ -	
Intelligent Transportation System subtotal ▶								\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
▶ Roadway Reconstruction											

FFY 2019 OLD COLONY TIP AMENDMENT 2

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:</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
AMENDMENT:Change Additional Information	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	\$ 3,000,000	\$ 2,400,000	\$ 600,000	a) Construction; b) Total Project Cost = \$9,023,732 w/ \$6,023,732 of STP funding, and \$3,000,000 of Statewide CMAQ funding; d) MPO score 39.67
	Roadway Reconstruction		Old Colony		Roadway Reconstruction			\$ -	\$ -	\$ -	
	Roadway Reconstruction		Old Colony		Roadway Reconstruction			\$ -	\$ -	\$ -	
	Roadway Reconstruction		Old Colony		Roadway Reconstruction			\$ -	\$ -	\$ -	
Roadway Reconstruction subtotal ▶								\$ 3,000,000	\$ 2,400,000	\$ 600,000	◀ Funding Split Varies by Funding Source

▶ Section 2C / State Prioritized Expansion Projects

▶ Bicycles and Pedestrians

Bicycles and Pedestrians		Old Colony		Bicycles and Pedestrians			\$ -	\$ -	\$ -		
Bicycles and Pedestrians		Old Colony		Bicycles and Pedestrians			\$ -	\$ -	\$ -		
Bicycles and Pedestrians		Old Colony		Bicycles and Pedestrians			\$ -	\$ -	\$ -		
Bicycles and Pedestrians subtotal ▶								\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal

▶ Capacity

Capacity		Old Colony		Capacity			\$ -	\$ -	\$ -		
Capacity		Old Colony		Capacity			\$ -	\$ -	\$ -		
Capacity subtotal ▶								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source

▶ Section 3 / Planning / Adjustments / Pass-throughs

▶ Planning / Adjustments / Pass-throughs

		Old Colony		ABP GANS Repayment	Multiple		\$ -	\$ -	\$ -		
		Old Colony		ABP GANS Repayment	Multiple		\$ -	\$ -	\$ -		
		Old Colony		Award adjustments, change orders, etc.	Multiple		\$ -	\$ -	\$ -		
		Old Colony		Award adjustments, change orders, etc.	Multiple		\$ -	\$ -	\$ -		
		Old Colony		Award adjustments, change orders, etc.	Multiple		\$ -	\$ -	\$ -		
		Old Colony		Award adjustments, change orders, etc.	Multiple		\$ -	\$ -	\$ -		
		Old Colony		Metropolitan Planning	Multiple		\$ -	\$ -	\$ -		
		Old Colony		Metropolitan Planning	Multiple		\$ -	\$ -	\$ -		
		Old Colony		State Planning and Research Work Program I, (SPR I), Planning	Multiple		\$ -	\$ -	\$ -		
		Old Colony		State Planning and Research Work Program II, (SPR II), Research	Multiple		\$ -	\$ -	\$ -		
		Old Colony		Railroad Crossings	Multiple		\$ -	\$ -	\$ -		
		Old Colony		Railroad Crossings	Multiple		\$ -	\$ -	\$ -		
		Old Colony		Recreational Trails	Multiple		\$ -	\$ -	\$ -		
Other Statewide Items subtotal ▶								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source

▶ Section 4 / Non-Federally Aided Projects

▶ Non-Federally Aided Projects

Non-Federal Aid		Old Colony		Non-Federal Aid			\$ -	\$ -	\$ -		
Non-Federally Aided Projects		Old Colony		Non-Federal Aid			\$ -	\$ -	\$ -		
Non-Federal Aid subtotal ▶								\$ -	\$ -	\$ -	◀ 100% Non-Federal

FFY 2019 OLD COLONY TIP AMENDMENT 2

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:</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
2019 Summary								TIP Section 1 - 3: ▼	TIP Section 4: ▼	Total of All Projects ▼	

Total ▶	\$ 11,144,749	\$ -	\$ 11,144,749	◀ Total Spending in Region
Federal Funds ▶	\$ 8,923,701	\$ -	\$ 8,923,701	◀ Total Federal Spending in Region
Non-Federal Funds ▶	\$ 2,221,048	\$ -	\$ 2,221,048	◀ 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>

**FFY 2019-2023
OLD COLONY TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
AMENDMENT 2**

PART 2

FFY 2019-2023
OLD COLONY TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
AMENDMENT 2

Part 2 - Replaces the existing Section 2. FAST Act, National Planning Factors, and Performance Based Planning with an updated Section 2. FAST Act, National Planning Factors, and Performance Based Planning reflective of Performance Based Planning Narrative, Performance Measures and Targets (PM1, PM2, PM3, and TAM), and adoption of said Performance Measures and Targets (PM1, PM2, PM3, and TAM)

EXISTING: Section 2. FAST Act, National Planning Factors, and Performance Based Planning

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

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 Long Range Transportation Plan (LRTP) 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 Long Range Transportation Plan (LRTP) 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. To ensure that the transportation system and its users are safe and secure. Review safety data, goals, objectives, and strategies to promote safety.

In addition, the Strategic Highway Safety Plan should be incorporated into the long range transportation plan. The Old Colony MPO shall apply specific criteria in the review of transportation strategies. These

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criteria are applied to estimated changes in safety. The primary goal of the LRTP 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 LRTP. Also included in the LRTP are the following goals: Increase the security of the transportation system for motorized and non-motorized users; Examine 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 Define the roles of the various players in promoting security. 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.

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, Bridge, and Transit)** - To maintain a highway infrastructure asset system in a state of good repair. Emphasize the preservation of the existing transportation system. The LRTP supports this planning factor through this goal: Enhance and Protect Regional Mobility. The LRTP also supports this performance measure: Maintaining and preserving transit, highway, and bridge infrastructure. As part of the LRTP development, the MPO utilizes a pavement management system to develop costs and recommended repair for operation, preservation, and maintenance of the federal aid network.

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MassDOT is developing the Transportation Asset Management Plan (TAMP) to address pavement and bridge conditions on the National Highway System (NHS). The TAMP will include information on the NHS Inventory and Performance, Life Cycle Planning and Investment Strategy, Risk Management, and a Financial Plan.

Recipients of public transit funds, which can include states, local authorities, and public transportation operators, are required to establish performance targets for safety and state of good repair; to develop transit asset management and transit safety plans; and to report on their progress toward achieving targets. Public transportation operators are directed to share information with MPOs and states so that all plans and performance reports are coordinated. The identified state of good repair performance measures for transit asset management with regard to BAT include the following areas: equipment (Percentage of vehicles that have met or exceeded their Useful Life Benchmark (ULB)), rolling stock (Percentage of revenue vehicles within a particular asset class that have met or exceeded their ULB), and facilities (Percentage of facilities within an asset class rated below 3.0 on the FTA Transit Economic Requirements Model scale).

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. The MPO shall apply specific criteria in the review of transportation strategies. These criteria are applied to improvements in multimodal accessibility. The LRTP 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,

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etc.) within 10 years (10.5% of surveyed commuters in Old Colony Region were using transit, walking, or bicycling in the 2011 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 LRTP supports this planning factor through this performance measure: “Maintaining and preserving transit, highway, and bridge infrastructure.” As part of the LRTP development, the MPO utilizes a pavement management system to develop costs and recommended repair for operation, preservation, and maintenance of the federal aid network. The Old Colony MPO and BAT are coordinating to implement a performance based planning process. The MPO will integrate BAT’s Transit Asset Management (TAM) Plan into its planning process that prioritizes investments that meet regional performance targets for State of Good Repair. The identified state of good repair performance measures for transit asset management with regard to BAT include the following areas: equipment (Percentage of vehicles that have met or exceeded their Useful Life Benchmark (ULB)), rolling stock (Percentage of revenue vehicles within a particular asset class that have met or exceeded their



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ULB), and facilities (Percentage of facilities within an asset class rated below 3.0 on the FTA Transit Economic Requirements Model scale). 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 breakdowns 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 breakdowns 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. The MPO 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 LRTP directly supports these efforts through the goal: “Promote Policies that Ensure Economic Vitality and Sustainability.” The MPO 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.



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 **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 LRTP 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 LRTP 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.

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-  **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 Right-of-Way (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 breakdowns 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 breakdowns 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 LRTP supports this planning factor through this performance measure: "Maintaining and preserving transit, highway, and bridge infrastructure." As part of the LRTP development, the MPO 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.

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- **Travel and Tourism - Enhance Travel and Tourism.** The Old Colony MPO is working on efforts to enhance travel and tourism through the LRTP 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 considered when implementing this method. They are as follows:

- 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 LRTP and why the community is invested in its outcome.

The Old Colony MPO has chosen to adopt the statewide safety performance measure targets set by MassDOT for Calendar Year (CY) 2018. In setting these targets, MassDOT has followed FHWA guidelines by using statewide crash data and Highway Performance Monitoring System (HPMS) data for vehicle miles traveled (VMT) in order to calculate 5 year, rolling average trendlines for all FHWA defined safety measures. CY 2018 targets for four of the five safety measures—total number of fatalities, rate of fatalities per 100 million vehicle miles traveled, total number of serious injuries, and rate of serious injuries per 100 million VMT—were established by extending their respective trendlines into the 2014-2018 period. All four of these measures reflect a decrease in statewide trends. The fifth safety measure, total number of combined serious injuries and fatalities for non-motorized modes, is the only safety measure for which the statewide trendline depicts an increase. MassDOT's effort to increase the non-motorized mode share throughout the Commonwealth has posed a challenge to simultaneously reducing non-motorized injuries and fatalities. Rather than adopt a target that depicts an increase in the trendline, MassDOT has elected to establish a target of non-motorized fatalities and injuries in CY 2018 to remain constant from the rolling average for 2011-2015. In recent years, MassDOT and the Old Colony MPO have invested in "complete streets," bicycle and pedestrian, intersection and safety improvements in both the Capital Investment Plan (CIP) and Statewide Transportation Improvement Program (STIP) that address increasing mode share and incorporate safety mitigation elements into projects. Moving forward, the Old Colony MPO, alongside MassDOT, is actively seeking to improve data collection and methodology for bicycle and pedestrian VMT counts, and to continue analyzing crash

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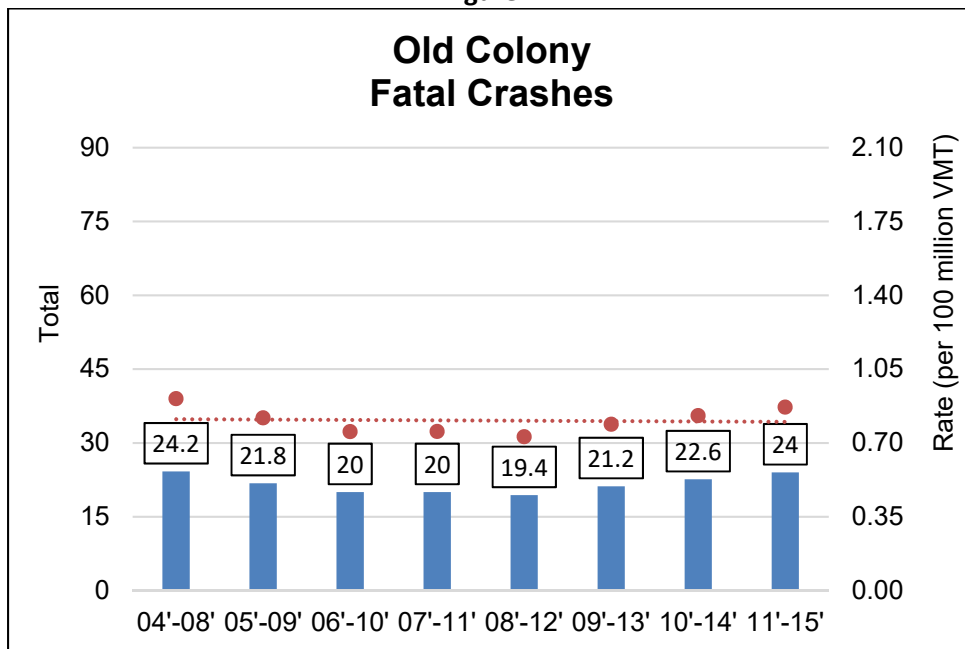
clusters and crash counts that include both motorized and non-motorized modes in order to address safety issues at these locations.

In all safety categories, MassDOT has established a long-term target of “Toward Zero Deaths” through MassDOT’s Performance Measures Tracker and will be establishing safety targets for the MPO to consider for adoption each calendar year. While the MPO is not required by FHWA to report on annual safety performance targets, FHWA guidelines require MPOs to adopt MassDOT’s annual targets or perennially establish their own.

The safety measures MassDOT has established for CY 2018, and that the Old Colony MPO has adopted, are as follows:

- 1) **Fatalities:** The target number of fatalities for CY 2018 is 352.3, down from an average of 361 fatalities for the years 2011-2015. [Please see Figure 1 for Old Colony MPO for comparison of the trend for this performance measure].
- 2) **Rate of Fatalities per 100 million VMT:** The target fatality rate for CY 2018 is 0.611, down from a 0.641 average for 2011-2015.
- 3) **Serious Injuries:** The target number of serious injuries for CY2018 is 2895.9, down from the average of 3251.8 for 2011-2015. [Please see Figure 2 for Old Colony MPO for comparison of the trend for this performance measure].
- 4) **Rate of Serious Injuries per 100 million VMT:** The target serious injury rate for CY2018 is 5.01 per year, down from the 5.78 average rate for 2011-2015.
- 5) **Total Number of Combined Serious Injuries and Fatalities for Non-Motorized Modes:** The CY2018 target number of fatalities and serious injuries for non-motorists is 540.8 per year, the same as the average for 2011-2015.

Figure 1



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Figure 2

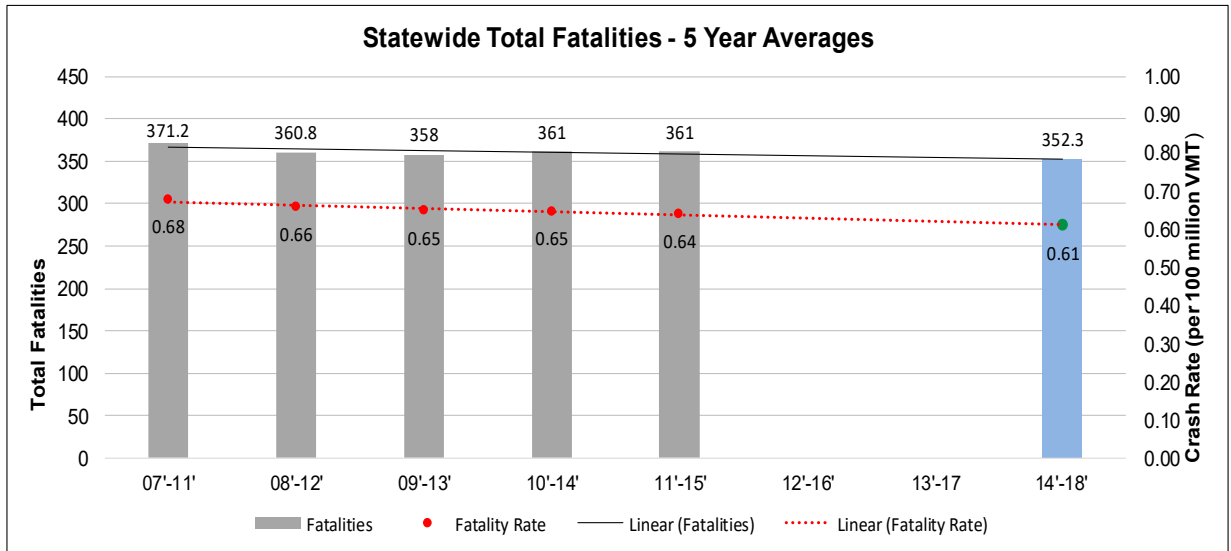
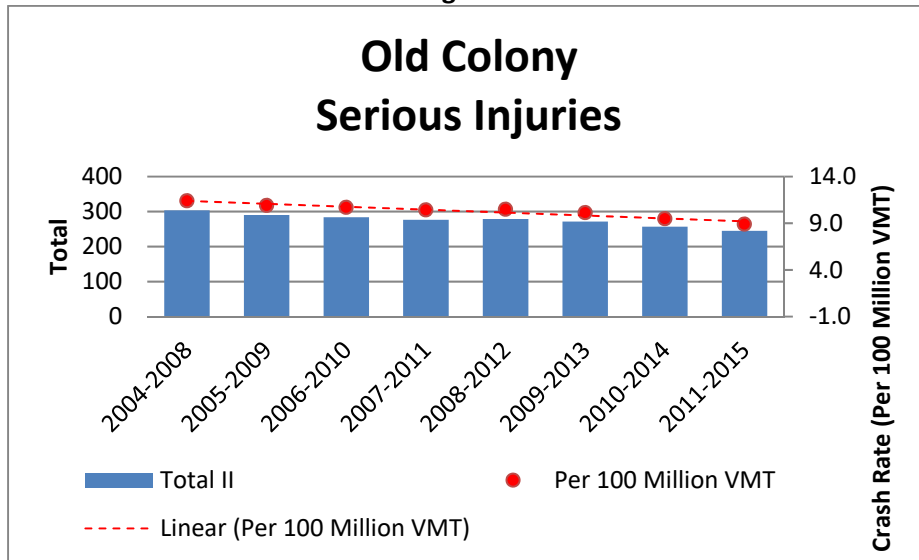
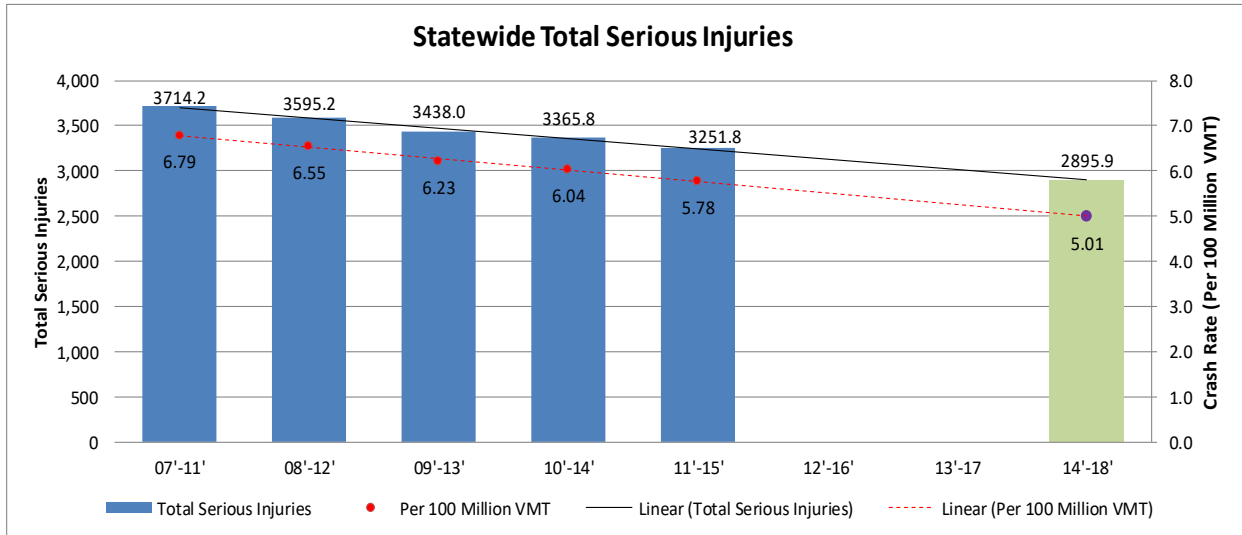


Figure 3



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Figure 4



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PROPOSED: Replace previous Section 2. with the following updated Section 2.

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

The Fixing America's Surface Transportation (FAST) Act legislation requires MPOs to implement a continuing, cooperative, and comprehensive performance-based multimodal transportation planning process. To meet this requirement, the Old Colony MPO develops the Long Range Transportation Plan and Transportation Improvement Program 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 to develop MPO performance measures and targets, or adopt the statewide performance measures and targets. The TIP integrates MassDOT's and the MPOs' performance measures and link transportation-investment decisions to progress toward achieving performance targets. The MPOs, MassDOT, and providers of public transportation jointly agree and have developed 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 MPO regions and the collection of data for the MassDOT Asset Management Plan.

The Old Colony MPO develops the TIP with due consideration of additional planning activities within the metropolitan area, and utilizes 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 Long Range Transportation Plan and the Transportation Improvement Program reflect the national planning factors and performance-based planning:







- **Safety Goals:** 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; ensure that the transportation system and its users are safe and secure; and review safety data, goals, objectives, and strategies to promote safety.

The Strategic Highway Safety Plan is incorporated into the Long Range Transportation Plan. The Old Colony MPO applies specific criteria in the review of transportation strategies. These criteria are applied to estimated changes in safety. The primary goal of the LRTP 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 LRTP. Also included in the LRTP are the following goals: Increase the security of the transportation system for motorized and non-motorized users; examine 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 define the roles of the various players in

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promoting security. 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.

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. In 2018, 11 locations were analyzed through Road Safety Audits.
 -  **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 2.00 (FY 2018 is 1.26 (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 2.00 (FY 2018 is 0.39) (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, 71% of eligible partner schools are partner schools.
- **Infrastructure Condition (Pavement, Bridge, and Transit) Goals:** Maintain a highway and transit infrastructure asset systems in a state of good repair; and emphasize the preservation of the existing transportation system. As part of the LRTP development, the MPO utilizes a pavement management system to develop costs and recommended repair for operation, preservation, and maintenance of the federal aid network.





MassDOT develops the Transportation Asset Management Plan (TAMP) to address pavement and bridge conditions on the National Highway System (NHS). The TAMP includes information on the NHS Inventory and Performance, Life Cycle Planning and Investment Strategy, Risk Management, and a Financial Plan.

Recipients of public transit funds, which can include states, local authorities, and public transportation operators, are required to establish performance targets for safety and state of good repair, develop transit asset management and transit safety plans, and to report on their progress toward achieving targets. Public transportation operators are directed to share information with



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MPOs and states so that all plans and performance reports are coordinated. The identified state of good repair performance measures for transit asset management with regard to BAT include the following areas: equipment (Percentage of vehicles that have met or exceeded their Useful Life Benchmark (ULB)); rolling stock (Percentage of revenue vehicles within a particular asset class that have met or exceeded their ULB); and facilities (Percentage of facilities within an asset class rated below 3.0 on the FTA Transit Economic Requirements Model scale).






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 25,000 (goal) within 10 years (currently 27,761) (from BAT Performance Dashboard).
 -  **Target and Performance Measure:** Increase miles between breakdowns with passenger interruption on demand response to 30,000 (goal) within 10 years (currently 33,325) (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. Currently, eight percent of the bridges are categorized as structurally deficient.
- 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. In 2016, the pavement management system determined that 36% of the federal-aid eligible roadways were categorized as either Good or Excellent.
- **Congestion Reduction Goals:** Achieve a significant reduction in congestion on the NHS; and enhance the integration and mobility of the transportation system, across and between modes, for people and freight. The MPO applies specific criteria in the review of transportation strategies. These criteria are applied to improvements in multimodal accessibility. The LRTP 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 2011 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.



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-  **Target and Performance Measure:** Achieve average on-time ranking on fixed-route system of 98% by 2040 (from BAT Performance Dashboard). FY 2018 actual on-time performance is 97.57%.
 - 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. Currently, 59% of communities have an approved Complete Street Policy.
-  **Target and Performance Measure:** 50% of available Transportation Improvement Program funding allocated to projects that significantly improve bicycle and pedestrian mobility.




System Reliability Goals: Improve the efficiency of the surface transportation system; and 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 LRTP supports this planning factor through this performance measure: “Maintaining and preserving transit, highway, and bridge infrastructure.” As part of the LRTP development, the MPO utilizes a pavement management system to develop costs and recommended repair for operation, preservation, and maintenance of the federal aid network. The Old Colony MPO and BAT are coordinating to implement a performance based planning process. The MPO integrates BAT’s Transit Asset Management (TAM) Plan into its planning process that prioritizes investments that meet regional performance targets for State of Good Repair. The identified state of good repair performance measures for transit asset management with regard to BAT include the following areas: equipment (Percentage of vehicles that have met or exceeded their Useful Life Benchmark (ULB)); rolling stock (Percentage of revenue vehicles within a particular asset class that have met or exceeded their ULB); and facilities (Percentage of facilities within an asset class rated below 3.0 on the FTA Transit Economic Requirements Model scale). Additionally, the Old Colony TIP contains operation and maintenance costs for the federal aid network and BAT.

Objectives

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- Provide and maintain fixed route reliability: Miles between breakdowns w/ passenger interruption.
 -  **Target and Performance Measure:** Achieve average of 25,000 miles between breakdowns with passenger interruptions by 2040 (from BAT Performance Dashboard). FY 2018 actual is 27,761 miles between breakdowns with passenger interruptions.
 - Provide and maintain demand response reliability: Miles between breakdowns w/ passenger interruption.
 -  **Target and Performance Measure:** Achieve average of 30,000 miles between breakdowns with passenger interruptions by 2040 (from BAT Performance Dashboard). FY 2018 actual is 33,325 miles between breakdowns with passenger interruptions.
 - 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 Goals:** Improve the nation’s freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development; and support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency. The MPO applies 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 LRTP directly supports these efforts through the goal: “Promote Policies that Ensure Economic Vitality and Sustainability.” The MPO 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 limited access highways (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.

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- Plan and prioritize transportation investments that serve targeted development areas.

- **Environmental Sustainability Goals:** 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 LRTP 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 LRTP 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 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). In the FFY 2019-2023 TIP, 77% of the road projects, and 100% of the bus replacement projects had measureable reductions in GHGs.
 - 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 Delay Goal:** 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 agency work practices.



Objectives

- Continue to utilize transportation evaluation criteria in screening potential TIP projects.

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-  **Target and Performance Measure:** 100% of all potential projects undergo initial evaluation to determine if project is realistic, viable, and implementable.
 - Enhance screening and evaluation of projects to determine Year 1 readiness for TIP.
 -  **Target and Performance Measure:** 100% of potential Year 1 TIP projects are screened for implementation readiness. In the FFY 2019-2023 TIP, 100% of Year 1 projects were screened for readiness.
 -  **Target and Performance Measure:** At least 80% of Year 1 TIP Projects are advertised. In the FFY 2019-2023 TIP, 100% of Year 1 projects are on schedule to be advertised.
 - Continue to maintain annual participation at TIP Day with MassDOT.
 -  **Target and Performance Measure:** 100% attendance and participation at TIP Day. One hundred percent attendance and participation at TIP Day has occurred since its inception.
 -  **Target and Performance Measure:** At 25% design stage, work with stakeholders on 100% of potential projects to determine Right-of-Way (ROW), environmental permitting, and other potential challenges to project development and implementation.
 - Reduce time of transit contracting.
-
- **Resiliency and Reliability of the Transportation System Goals:** Improve the resiliency and reliability of the transportation system; reduce or mitigate stormwater impacts of surface transportation; and promote efficient system operation and management.

Objectives

- Provide and maintain fixed route reliability: Miles between breakdowns w/ passenger interruption.
 -  **Target and Performance Measure:** Achieve average of 25,000 miles between breakdowns with passenger interruptions by 2040 (from BAT Performance Dashboard). FY 2018 actual is 27,761 miles between breakdowns with passenger interruptions.
- Provide and maintain demand response reliability: Miles between breakdowns w/ passenger interruption.
 -  **Target and Performance Measure:** Achieve average of 30,000 miles between breakdowns with passenger interruptions by 2040 (from BAT Performance Dashboard). FY 2018 actual is 33,325 miles between breakdowns with passenger interruptions.
- 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 LRTP supports this planning factor through this performance measure: “Maintaining and preserving transit, highway, and bridge infrastructure.” As part of the LRTP development, the MPO utilizes a pavement management system to develop costs and

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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.

- 2 **Travel and Tourism - Enhance Travel and Tourism Goals:** The Old Colony MPO is working on efforts to enhance travel and tourism through the LRTP and TIP. Opportunities to monitor, analyze, and develop recommendations will be undertaken.

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 LRTP and why the community is invested in its outcome.

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. Projects and services implemented through the TIP will help to achieve the performance targets for Safety (PM1), Bridge and Pavement Condition (PM2), System Performance Measures (PM3), and Transit Asset Management (TAM) State of Good Repair (SGR).

Safety (PM1)

The Old Colony MPO has chosen to adopt the statewide safety performance measure targets set by MassDOT for Calendar Year (CY) 2019. In setting these targets, MassDOT has followed FHWA guidelines by using statewide crash data and Highway Performance Monitoring System (HPMS) data for vehicle miles traveled (VMT) in order to calculate 5 year, rolling average trend lines for all FHWA-defined safety measures. For CY 2019 targets, four of the five safety measures - total number of fatalities, rate of fatalities per 100 million vehicle miles traveled, total number of incapacitating injuries, and rate of incapacitating injuries per 100 million VMT - were established by extending their trend lines into the 2015-2019 period. All four of these measures reflect a modest decrease in statewide trends. The fifth safety measure, the total number of combined incapacitating injuries and fatalities for non-motorized modes, is the only safety measure for which the statewide trend line depicts an increase. MassDOT's effort to increase non-motorized mode share throughout the Commonwealth has posed a challenge to simultaneously reducing non-motorized injuries and fatalities. Rather than adopt a target that depicts an increase in the trend line, MassDOT has elected to establish a target of non-motorized fatalities and injuries and for CY 2019 that remains constant from the rolling average for 2012–2016. In recent years, MassDOT and the Old Colony MPO have invested in "complete streets," bicycle and pedestrian infrastructure, intersection and safety improvements in both the Capital Investment Plan (CIP) and Statewide Transportation Improvement Program (STIP) to address increasing mode share and to incorporate safety mitigation elements into projects. Moving forward, the Old Colony MPO, alongside MassDOT, is actively seeking to improve data collection and methodology for bicycle and pedestrian VMT counts and to continue analyzing crash clusters and crash counts that include both motorized and non-motorized modes in order to address safety issues at these locations.

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In all safety categories, MassDOT has established a long-term target of “Toward Zero Deaths” through MassDOT’s Performance Measures Tracker¹ and will be establishing safety targets for the MPO to consider for adoption each calendar year. While the MPO is not required by FHWA to report on annual safety performance targets, FHWA guidelines require MPOs to adopt MassDOT’s annual targets or to establish their own each year.

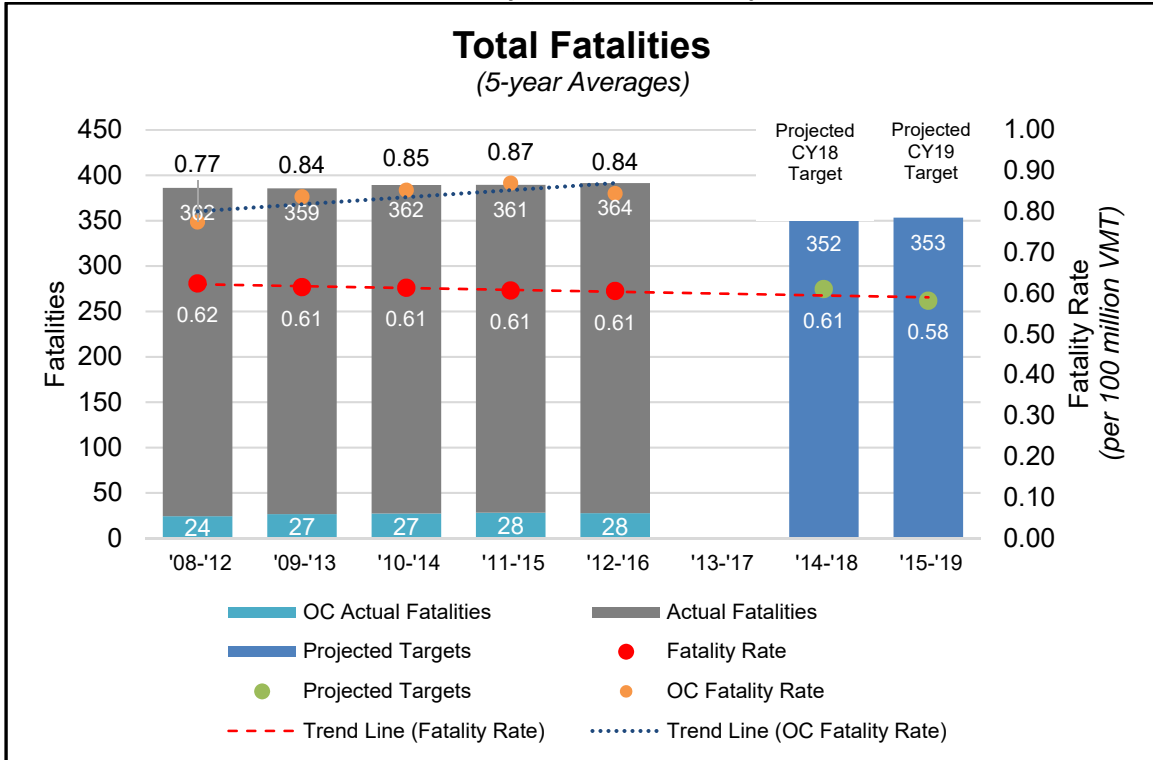
The safety measures MassDOT has established for CY 2019, and that the Old Colony MPO has adopted, are as follows:

1. Fatalities: The target number of fatalities for years CY 2019 is 353, down from an average of 364 fatalities for the years 2012–2016. [See Figure 1 for Our MPO vs. statewide comparison of the trend for this performance measure]
2. Rate of Fatalities per 100 million VMT: The target fatality rate for years CY 2019 is 0.58, down from a 0.61 average for years 2012–2016. [See Figure 1 for Our MPO vs. statewide comparison of the trend for this performance measure]
3. Incapacitating Injuries: The target number of incapacitating injuries for CY2019 is 2801, down from the average of 3146 for years 2012–2016. [See Figure 2 for Our MPO vs. statewide comparison of the trend for this performance measure]
4. Rate of Incapacitating Injuries per 100 million VMT: The incapacitating injury rate target for CY2019 is 4.37 per year, down from the 5.24 average rate for years 2012–2016. [See Figure 2 for Our MPO vs. statewide comparison of the trend for this performance measure]
5. Total Number of Combined Incapacitating Injuries and Fatalities for Non-Motorized Modes: The CY2019 target number of fatalities and incapacitating injuries for non-motorists is 541 per year, the same as the average for years 2012–2016. [See Figure 3 for Our MPO vs. statewide comparison of the trend for this performance measure]

¹ <https://www.mass.gov/lists/tracker-annual-performance-management-reports>

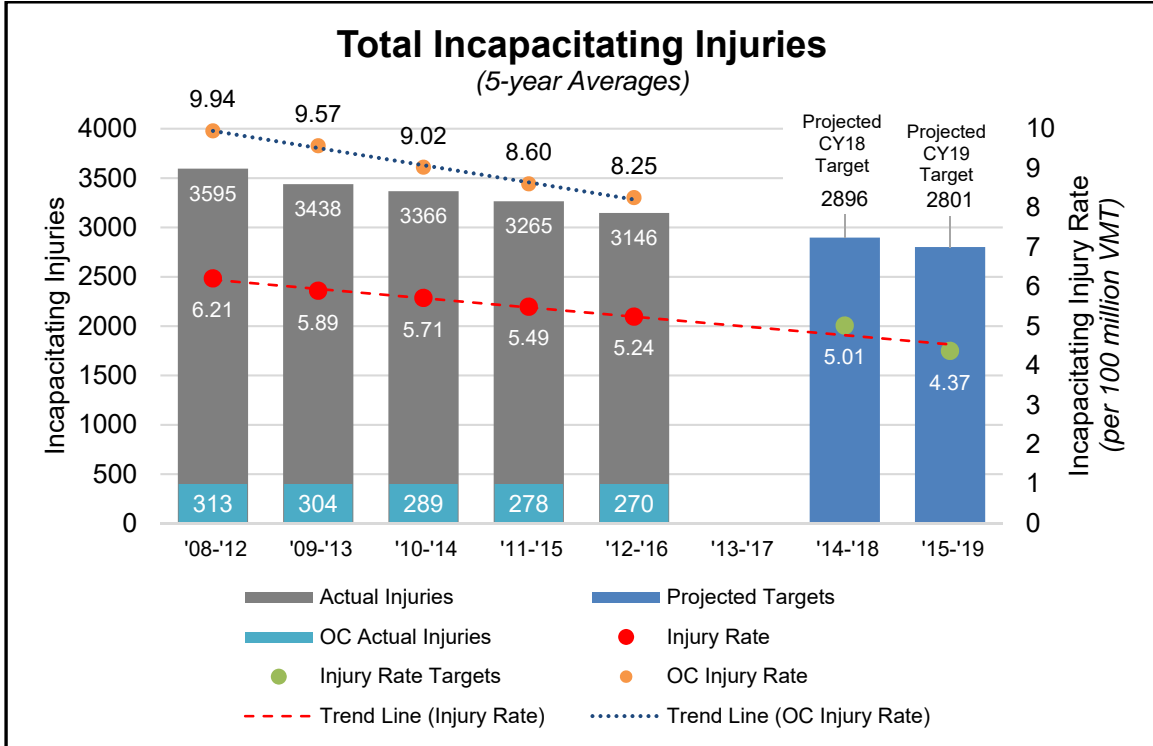
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Figure 1
Total Fatalities and Fatality Rate
with Old Colony (OC) Data for Comparison



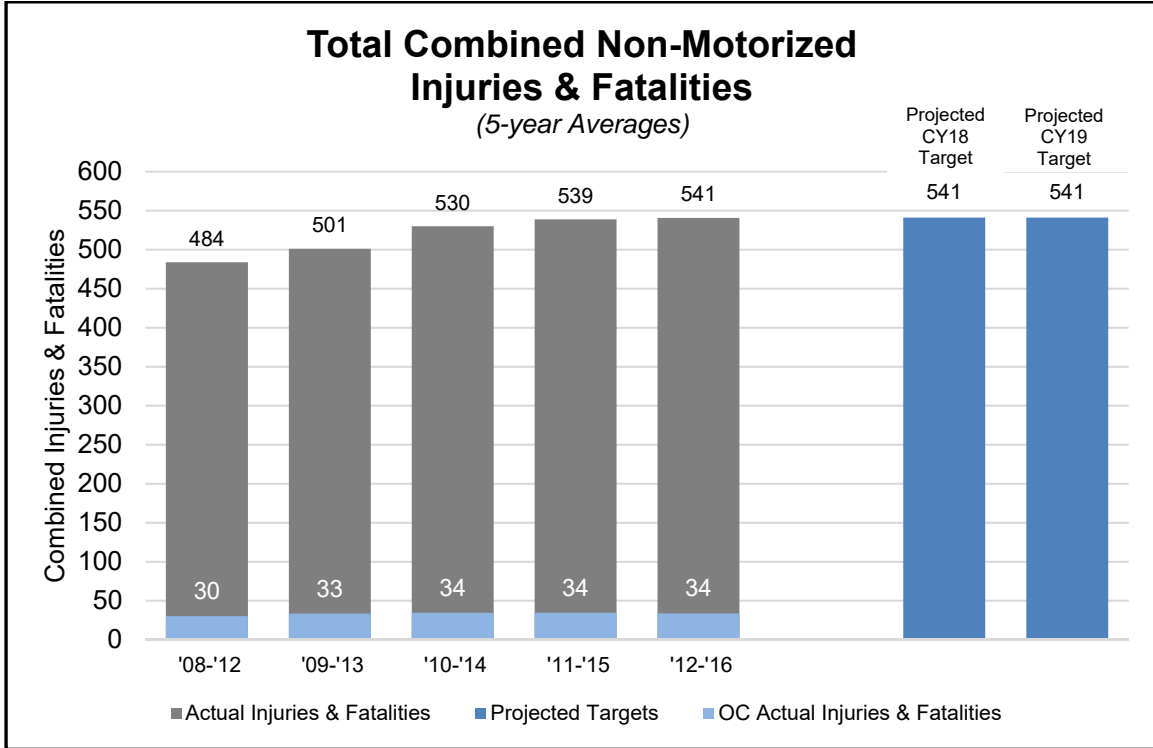
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**Figure 2
 Total Incapacitating Injuries and Incapacitating Injuries Rate
 with Old Colony (OC) Data for Comparison**



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**Figure 3
 Total Number of Non-Motorized Fatalities and Incapacitating Injuries with Old Colony (OC) Data for
 Comparison**



System Preservation Performance (PM2)

System preservation continues to be a priority for the Old Colony Region MPO because the region’s transportation infrastructure is aging. It is also important to improve the resiliency of the region’s transportation system to prepare for existing or future extreme conditions, such as sea level rise and flooding.

The Old Colony MPO has chosen to adopt the 2-year (2020) and 4-year (2022) statewide bridge and pavement performance measure targets set by MassDOT. MassDOT was required to adopt a statewide target by May 20, 2018, with MPOs either adopting the statewide target or establishing their own by November 2018. In setting these targets, MassDOT has followed FHWA guidelines by measuring bridges and pavement condition using the 9-point National Bridge Inventory Standards (NBIS); the International Roughness Index (IRI); the presence of pavement rutting; and the presence of pavement cracking. 2-year and 4-year targets were set for six individual performance measures: percent of bridges in good condition; percent of bridges in poor condition; percent of Interstate pavement in good condition; percent of Interstate pavement in poor condition; percent of non-Interstate pavement in good condition; and percent of non-Interstate pavement in poor condition. All of the above performance measures are tracked in greater detail in MassDOT’s Transportation Asset Management Plan (TAMP), which is due to be finalized in July 2019.

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Targets for bridge-related performance measures were determined by identifying which bridge projects are programmed and projecting at what rate bridge conditions deteriorate. The bridge-related performance measures measure the percentage of deck area, rather than the total number of bridges.

Performance targets for pavement-related performance measures were based on a single year of data collection, and thus were set to remain steady under the guidance of FHWA. These measures are to be revisited at the 2-year mark (2020), once three years of data are available, for more informed target setting.

MassDOT continues to measure pavement quality and to set statewide short-term and long-term targets in the MassDOT Performance Management Tracker using the Pavement Serviceability Index (PSI), which differs from IRI. These measures and targets are used in conjunction with federal measures to inform program sizing and project selection. Table 1 provides the MassDOT Performance Measures and Targets for NHS Pavements, while Table 2 provides the MassDOT Performance Measures and Targets for NHS Bridges.

**Table 1
 MassDOT Performance Measures and Targets for NHS Pavements**

Interstate Pavement (FHWA Full Distress)			
Performance Measure	Current Condition (2017)	2-Year Target (2020)	4-Year Target (2022)
% Interstate Pavement in Good Condition	74.2%	70%	70%
% Interstate Pavement in Poor Condition	0.1%	4%	4%
Non-Interstate Pavement (FHWA IRI only)			
Performance Measure	Current Condition (2017)	2-Year Target (2020)	4-Year Target (2022)
% Non-Interstate Pavement in Good Condition	32.9%	30%	30%
% Non-Interstate Pavement in Poor Condition	31.4%	30%	30%

**Table 2
 MassDOT Performance Measures and Targets for NHS Bridges**

Performance Measure	Current Condition (2017)	2-Year Target (2020)	4-Year Target (2022)
% Bridges in Good Condition	15.22%	15%	16%
% Bridges in Poor Condition	12.37%	13%	12%

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System Performance Measures (Congestion, Reliability, and Emissions) (PM3)

Through its goal and objectives for capacity management and mobility, the MPO seeks to maximize the region’s existing transportation system so that both people and goods can move reliably and connect to key destinations. Portions of the Old Colony Region are densely developed, which creates challenges to making major changes to its transportation infrastructure to address access, reliability, and congestion mitigation needs. In order to determine how well the region’s roadways are performing with respect to mobility, the MPO applies performance measures that gauge the duration, extent, intensity, and reliability (or regularity) of the occurrence of congestion.

**Table 3
 MassDOT System Performance Measures and Targets
 Congestion, Reliability, and Emissions**

Performance Measure	Current (2017)	2-Year Target (2020)	4-Year Target (2022)
Level of Travel Time Reliability (LOTTR)	68% Interstate	68% Interstate	68% Interstate
	80% Non-Interstate	80% Non-Interstate	80% Non-Interstate
Truck Travel Time Reliability (TTTR)	1.85	1.85	1.85
Peak Hour Excessive Delay (PHED) (Boston UZA) (Annual hours per capita)	18.31	18.31	18.31
Non-SOV Travel	33.60% (2016)	34.82%	35.46%
Emissions Reductions	Baseline (FFY 2014-2017)	1,622 CO	TBD CO - Springfield
		497.9 Ozone	1.1 Ozone

Old Colony MPO staff analyzes congestion in the region using the Congestion Management Process (CMP). 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. 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. 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.

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

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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.

- 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.

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 several community centers in the region including, Bridgewater Center (Central Square), Downtown Brockton, East Bridgewater Center, 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.

When making investments in the region’s transportation system, the Old Colony Region MPO seeks to invest in projects and programs that reduce greenhouse gases (GHGs) and other transportation related pollutants, and otherwise minimize negative environmental impacts. If climate change trends continue as projected, the conditions in the Old Colony Region will include a rise in sea level coupled with storm-induced flooding, and warmer temperatures that would affect the region’s infrastructure, economy, human health, and natural resources. Massachusetts is responding to this challenge by taking action to reduce the GHGs produced in the state, including those generated by the transportation sector. To that

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OLD COLONY TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
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end, Massachusetts passed its Global Warming Solutions Act (GWSA), which requires reductions of GHGs by 2020, and further reductions by 2050, relative to 1990 baseline conditions. To meet GWSA requirements, the MPO works with MassDOT and other stakeholders to anticipate the GHG impacts of projects included in the TIP.

Transit System Asset Condition Performance Measures and Targets

Table 4 lists a set of federally required infrastructure condition performance measures for transit systems along with BAT's Performance Targets. These transit asset management (TAM) measures, which focus on a specific subset of all transit assets, were established in the FTA's TAM Rule. Brockton Area Transit presented this information along with supporting documentation to the Old Colony MPO in August 2018. The Old Colony MPO has adopted BAT's FY 2019 Brockton Area Transit Authority Transit State of Good Repair Targets in their entirety and as their own and for the Old Colony Region, in accordance with the certified 3C Transportation Planning Process.

**Table 4
Brockton Area Transit Authority Performance Measures and Targets**

Performance Targets by Asset Category						
Category	Class	Metric	Performance Target for FY 2019	Total Number of Vehicles	# of Vehicles that exceed ULB - FY 2018	% of Fleet that exceeds ULB - FY 2018
Rolling Stock	Buses	X% of fleet that exceeds default ULB of 14	0.00%	46	0	0.00%
	Cutaway Buses	X% of fleet that exceeds default ULB of 10	0.00%	4	0	0.00%
	Vans	X% of fleet that exceeds default ULB of 8	5.00%	58	6	10.34%
Equipment	Non-Revenue Service Vehicle	X% of non-revenue service vehicles that exceeds default ULB of 8	20.00%	10	2	20.00%
Facilities	Admin/Maintenance Facility	X% of facilities rated under 3.0 on Term scale	0.00%	3	0	0.00%

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FTA defines ULB as “the expected lifecycle of a capital asset for a particular transit provider’s operating environment, or the acceptable period of use in service for a particular transit provider’s operating environment.” For example, FTA’s default ULB value for a bus is 14 years. FTA’s Transit Economic Requirements Model (TERM) scale, which pertains to the facilities measure, is a rating system that describes asset condition. The scale values are 1 (poor), 2 (marginal), 3 (adequate), 4 (good), and 5 (excellent). Because each measure is intended to represent the share of transit assets that are not in a state of good repair, the goal is to minimize the value for all four measures. FTA grantees, including transit agencies and agency sponsors, such as MassDOT, are required to develop targets for these TAM measures each fiscal year. MPOs, in turn, are required to set targets for their regions. BAT submitted agency-level targets for state fiscal year (SFY) 2019 (July 2018 through June 2019) to the Old Colony MPO. Their targets reflect the most recent data available on the number, age, and condition of their assets, and their expectations and capital investment plans for improving these assets during SFY 2019.

LEGAL ADVERTISEMENTS

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

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

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NOTICES

shawn gousle

Commonwealth of Massachusetts
The Trial Court
Probate and Family Court
Docket No. PL19P067GD
In the matter of: Shawn Gousle
Of Brockton, MA
RESPONDENT
Alleged Incapacitated Person
CITATION GIVING NOTICE OF PETITION FOR APPOINTMENT OF GUARDIAN FOR INCAPACITATED PERSON PURSUANT TO M.G.L.c. 190B, §§-304

To the named Respondent and all other interested persons, a petition has been filed by Department of Mental Health of Taunton, MA in the above captioned matter alleging that Shawn Gousle is in need of a Guardian and requesting that Kerina Silva of Taunton, MA (or some other suitable person) be appointed as Guardian to serve Without Surety on the bond.

The petition asks the court to determine that the Respondent is incapacitated, that the appointment of a guardian is necessary, and that the proposed Guardian is appropriate. The petition is on file with this court and may contain a request for certain specific authority.

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 05/15/2019. 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

Legals
Transportation
NOTICE OF PUBLIC REVIEW AND COMMENT PERIOD

§ FFY 2019-2023
TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AMENDMENT 2

§ FFY 2020-2024
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

In accordance with the Public Participation Process developed by the Old Colony Metropolitan Planning Organization (MPO), Old Colony Planning Council (OCPC) is meeting the FFY 2019-2023 TIP Amendment 2, and the FFY 2020-2024 TIP available for public review and comment. Copies of these documents are available for review at the OCPC Offices (8:30 a.m. to 4:00 p.m.), at <http://www.ocpcrpa.org/> and/or upon request. This notice will initiate a 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 2, 2019 at 12 PM. Furthermore, a public meeting of the Old Colony MPO is scheduled for May 21, 2019 at 10 AM to hear additional public comments and consider endorsement. Please contact Charles Kilmer at 508-583-1833 Extension 206 or for further information.

For Mortgages' Title see deed dated June 26, 1998, and recorded June 28, 1998 in Book 16338 at Page 173 with the Plymouth County Registry of Deeds.

TERMS OF SALE: Said premises will be sold and conveyed subject to all liens, encumbrances, unpaid taxes, tax titles, municipal liens and assessments, if any, which take precedence over the said mortgage above described.

FIVE THOUSAND (\$5,000.00) Dollars of the purchase price must be paid by a certified check, bank treasurer's or cashier's check at the time and place of the sale by the purchaser. The balance of the purchase price shall be paid in cash, certified check, bank treasurer's or cashier's check within sixty (60) days after the date of sale.

Other terms to be announced at the sale.

BENDETT & MCHUGH, PC
270 Farmington Avenue
Farmington, CT 06032
Attorney for Wilmington Savings Fund Society, FSB, d/b/a Christiansa Trust, not individually but as Trustee for Pritium Mortgage Acquisition Trust
Present Holder of the Mortgage (860) 677-2868

Legals
18 frost ave.
NOTICE OF MORTGAGEE'S SALE OF REAL ESTATE

Premises: 18 Frost Avenue, Brockton, Massachusetts
By virtue and in execution of the Power of Sale contained in a certain mortgage given by Marie Dyer and Theresa Dyer to Mortgage Electronic Registration Systems, Inc., as nominee for Patriot Mortgage Company, Inc., said mortgage dated March 7, 2005, and recorded March 15, 2005 in the Plymouth County Registry of Deeds, in Book 30151 at Page 186 and now held by Wilmington Savings Fund Society, FSB, d/b/a Christiansa Trust, not individually but as Trustee for Pritium Mortgage Acquisition Trust by virtue of an assignment from Diech Financial, LLC, successor by merger to Green Tree Servicing, LLC to Wilmington Savings Fund Society, FSB, d/b/a Christiansa Trust, not individually but as Trustee for Pritium Mortgage Acquisition Trust dated August 2, 2016 and recorded August 12, 2016 in the Plymouth County Registry of Deeds in Book 47308 at Page 121, previously assigned by GMAC Mortgage, LLC to Green Tree Servicing, LLC by virtue of an assignment dated August 20, 2013 and recorded August 29, 2013 in the Plymouth County Registry of Deeds in Book 43548 at Page 208, previously assigned by Mortgage Electronic Registration Systems, Inc., as nominee for Patriot Mortgage Company, Inc., it successors and assigns to GMAC Mortgage, LLC by virtue of an assignment dated September 4, 2012 and recorded September 10, 2012 in the Plymouth County Registry of Deeds in Book 41917 at Page 315, for breach of the conditions in said mortgage and for the purpose of foreclosing the same, will be sold at Public Auction on May 8, 2019 at 10:00 AM Local Time upon the premises, all and singular the premises described in said mortgage, to wit:

Beginning at a point in the southerly line of Frost Avenue, which point is 169.8 feet from the westerly line of Ash Street, thence running

SOUTHERLY by land now or formerly of one Lucy G. Knowlton, 58.8 feet; thence

WESTERLY by land now or formerly of one Preston W. Hunt, 15.6 feet; thence

SOUTHERLY by said land now or formerly of said Hunt, 64.73 feet; thence

WESTERLY by land now or formerly of on Shepard, 39.14 feet; thence

NORTHERLY by land now or formerly of one Charles E. Triton, 120.30 feet; and thence

EASTERLY by said Frost Avenue, 60.00 feet to said point of beginning.

Conveyed subject to and with the benefit of easements, restrictions, rights and covenants of record insofar as are now in force and applicable.

The description of the property that appears in the mortgage to be foreclosed shall control in the event of a typographical error in this publication.

For Mortgages' Title see deed dated June 26, 1998, and recorded June 28, 1998 in Book 16338 at Page 173 with the Plymouth County Registry of Deeds.

TERMS OF SALE: Said premises will be sold and conveyed subject to all liens, encumbrances, unpaid taxes, tax titles, municipal liens and assessments, if any, which take precedence over the said mortgage above described.

FIVE THOUSAND (\$5,000.00) Dollars of the purchase price must be paid by a certified check, bank treasurer's or cashier's check at the time and place of the sale by the purchaser. The balance of the purchase price shall be paid in cash, certified check, bank treasurer's or cashier's check within sixty (60) days after the date of sale.

Other terms to be announced at the sale.

BENDETT & MCHUGH, PC
270 Farmington Avenue
Farmington, CT 06032
Attorney for Wilmington Savings Fund Society, FSB, d/b/a Christiansa Trust, not individually but as Trustee for Pritium Mortgage Acquisition Trust
Present Holder of the Mortgage (860) 677-2868

13783875 4/16,23,30, 2019

Legals
18 FROST AVENUE, BROCKTON
LEGAL NOTICE
NOTICE OF MORTGAGEE'S SALE OF REAL ESTATE

Premises: 18 Frost Avenue, Brockton, Massachusetts
By virtue and in execution of the Power of Sale contained in a certain mortgage given by Marie Dyer and Theresa Dyer to Mortgage Electronic Registration Systems, Inc., as nominee for Patriot Mortgage Company, Inc., said mortgage dated March 7, 2005, and recorded March 15, 2005 in the Plymouth County Registry of Deeds, in Book 30151 at Page 186 and now held by Wilmington Savings Fund Society, FSB, d/b/a Christiansa Trust, not individually but as Trustee for Pritium Mortgage Acquisition Trust by virtue of an assignment from Diech Financial, LLC, successor by merger to Green Tree Servicing, LLC to Wilmington Savings Fund Society, FSB, d/b/a Christiansa Trust, not individually but as Trustee for Pritium Mortgage Acquisition Trust dated August 2, 2016 and recorded August 12, 2016 in the Plymouth County Registry of Deeds in Book 47308 at Page 121, previously assigned by GMAC Mortgage, LLC to Green Tree Servicing, LLC by virtue of an assignment dated August 20, 2013 and recorded August 29, 2013 in the Plymouth County Registry of Deeds in Book 43548 at Page 208, previously assigned by Mortgage Electronic Registration Systems, Inc., as nominee for Patriot Mortgage Company, Inc., it successors and assigns to GMAC Mortgage, LLC by virtue of an assignment dated September 4, 2012 and recorded September 10, 2012 in the Plymouth County Registry of Deeds in Book 41917 at Page 315, for breach of the conditions in said mortgage and for the purpose of foreclosing the same, will be sold at Public Auction on May 8, 2019 at 10:00 AM Local Time upon the premises, all and singular the premises described in said mortgage, to wit:

Beginning at a point in the southerly line of Frost Avenue, which point is 169.8 feet from the westerly line of Ash Street, thence running

SOUTHERLY by land now or formerly of one Lucy G. Knowlton, 58.8 feet; thence

WESTERLY by land now or formerly of one Preston W. Hunt, 15.6 feet; thence

SOUTHERLY by said land now or formerly of said Hunt, 64.73 feet; thence

WESTERLY by land now or formerly of on Shepard, 39.14 feet; thence

NORTHERLY by land now or formerly of one Charles E. Triton, 120.30 feet; and thence

EASTERLY by said Frost Avenue, 60.00 feet to said point of beginning.

Conveyed subject to and with the benefit of easements, restrictions, rights and covenants of record insofar as are now in force and applicable.

The description of the property that appears in the mortgage to be foreclosed shall control in the event of a typographical error in this publication.

For Mortgages' Title see deed dated June 26, 1998, and recorded June 28, 1998 in Book 16338 at Page 173 with the Plymouth County Registry of Deeds.

TERMS OF SALE: Said premises will be sold and conveyed subject to all liens, encumbrances, unpaid taxes, tax titles, municipal liens and assessments, if any, which take precedence over the said mortgage above described.

FIVE THOUSAND (\$5,000.00) Dollars of the purchase price must be paid by a certified check, bank treasurer's or cashier's check at the time and place of the sale by the purchaser. The balance of the purchase price shall be paid in cash, certified check, bank treasurer's or cashier's check within sixty (60) days after the date of sale.

Other terms to be announced at the sale.

BENDETT & MCHUGH, PC
270 Farmington Avenue
Farmington, CT 06032
Attorney for Wilmington Savings Fund Society, FSB, d/b/a Christiansa Trust, not individually but as Trustee for Pritium Mortgage Acquisition Trust
Present Holder of the Mortgage (860) 677-2868

AD#13784586
BE 4/16, 4/23, 4/30/19

Legals
151 hubbard ave.
NOTICE OF MORTGAGEE'S SALE OF REAL ESTATE

Premises: 151 Hubbard Avenue, Brockton, Massachusetts
By virtue and in execution of the Power of Sale contained in a certain mortgage given by Sylvia J. Castro to Mortgage Electronic Registration Systems, Inc., as nominee for Mortgage Services III, LLC, said mortgage dated September 24, 2012, and recorded September 28, 2012 in the Plymouth County Registry of Deeds, in Book 42022 at Page 124 and now held by PennyMac Loan Services, LLC by virtue of an assignment from Mortgage Electronic Registration Systems, Inc., as nominee for Mortgage Services III, LLC, its successors or assigns to PennyMac Loan Services, LLC dated September 9, 2016 and recorded September 22, 2016 in the Plymouth County Registry of Deeds, in Book 47482 Page 236, for breach of the conditions in said mortgage and for the purpose of foreclosing the same, will be sold at Public Auction on May 1, 2019 at 10:00AM Local Time upon the premises, all and singular the premises described in said mortgage, to wit:

The land with the buildings thereon, situated in Brockton, Plymouth County, Massachusetts on the Northerly side of Hubbard Avenue, being Lot 36 on "Plan of Copeland Terrace made by R.W. Seamans, C.E., dated August 1904" recorded with Plymouth County Registry of Deeds, Plan Book 1, and Page 350.

Said Lot 36 is bounded and described as follows:

Southerly by said Hubbard Avenue, fifty (50) feet;

Westerly by Lots 34 and 35 on said plan, ninety-two and 50/100 (92.50) feet;

Northerly by Lots 32 and 21 on said plan, fifty (50) feet; and

Easterly by Lot 37 on said plan, ninety-two and 50/100 (92.50) feet.

The description of the property that appears in the mortgage to be foreclosed shall control in the event of a typographical error in this publication.

For Mortgages' Title see deed dated August 24, 2001, and recorded August 24, 2001 in Book 20420 at Page 322 with the Plymouth County Registry of Deeds.

TERMS OF SALE: Said premises will be sold and conveyed subject to all liens, encumbrances, unpaid taxes, tax titles, municipal liens and assessments, if any, which take precedence over the said mortgage above described.

FIVE THOUSAND (\$5,000.00) Dollars of the purchase price must be paid by a certified check, bank treasurer's or cashier's check at the time and place of the sale by the purchaser. The balance of the purchase price shall be paid in cash, certified check, bank treasurer's or cashier's check within sixty (60) days after the date of sale.

Other terms to be announced at the sale.

BENDETT & MCHUGH, PC
270 Farmington Avenue
Farmington, CT 06032
Attorney for PennyMac Loan Services, LLC
Present Holder of the Mortgage (860) 677-2868

13786534 4/8,16,23, 2019

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NOTICE OF PUBLIC REVIEW AND COMMENT PERIOD
 • FFY 2019-2023 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AMENDMENT 2
 • FFY 2020-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

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 2019-2023 TIP Amendment 2, and the FFY 2020-2024 TIP available for public review and comment. Copies of these documents are available for review at the OCPC Offices (8:30 a.m. to 4:00 p.m.), at <http://www.ocpcrpa.org>, and/or upon request. This notice will initiate a 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 2, 2019 at 12 PM. Furthermore, a public meeting of the Old Colony MPO is scheduled for May 21, 2019 at 10 AM to hear additional public comments and consider endorsement.

Please contact Charles Kilmer at 508-583-1833 Extension 206 or for further information.

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 Sarah Conell, Esq. Boston
 (JF, Harvard University Center for Health & Goals)
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PUBLIC COMMENTS

Draft FFY 2019-2023 Old Colony Transportation Improvement Program (TIP) Amendment 2 - Public Comment Matrix

Date	Name	Representation	Comment Summary	Response
4/23/2019	John Haines	East Bridgewater Department of Public Works	Thank you for the update. Is this project on track for a June 2019 Advertisement?	It is our understanding that the project is on track for advertisement in FFY 2019.
4/24/2019	Old Colony Planning Council (OCPC) Board of Directors	Old Colony Region	The Old Colony Planning Council Board of Directors, at their public meeting on April 24, 2019, reviewed and approved the Draft FFY 2019-2023 Old Colony Transportation Improvement Program (TIP) Amendment 2.	Noted.
5/2/2019	Old Colony Joint Transportation Committee (JTC)	Old Colony Region	The Old Colony Joint Transportation Committee, at their public meeting on May 2, 2019, reviewed and approved the Draft FFY 2019-2023 Old Colony Transportation Improvement Program (TIP) Amendment 2.	Noted.

Comments as of Close of Business (COB) on May 10, 2019