

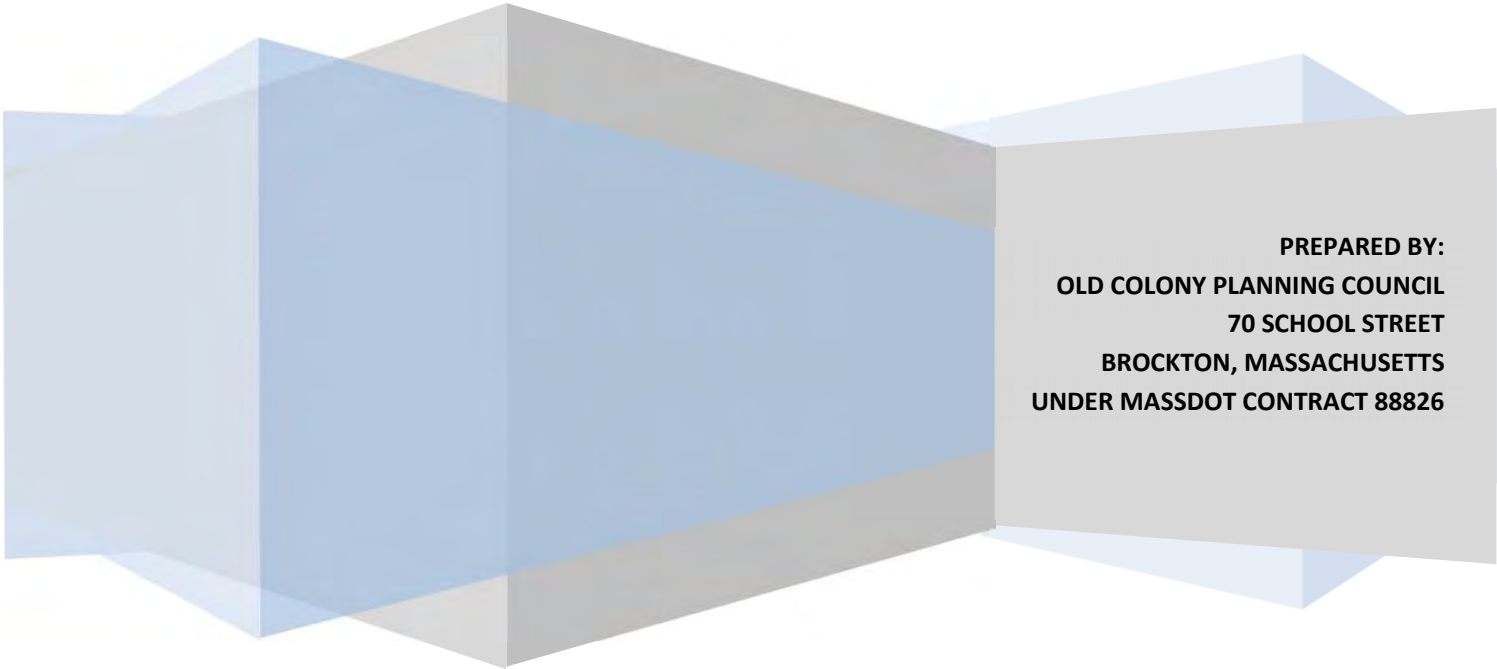
OLD COLONY METROPOLITAN PLANNING ORGANIZATION (MPO)

FFY 2020-2024 OLD COLONY TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

- **ENDORSED 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)**
- **OLD COLONY PLANNING COUNCIL (OCPC)**



**PREPARED BY:
OLD COLONY PLANNING COUNCIL
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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.

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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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Updated April 2015

Old Colony Planning Council

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1. INTRODUCTION

The Transportation Improvement Program (TIP) is a staging of transportation projects proposed for implementation during federal fiscal years 2020, 2021, 2022, 2023, and 2024. 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.

1.1 Development of the Transportation Improvement Program

The TIP is prepared annually by the Old Colony MPO working cooperatively with the communities of the Old Colony Region, Brockton Area Transit (BAT), Massachusetts Department of Transportation (MassDOT) 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 and data concerning current projects are 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.

During TIP development, current and proposed projects are evaluated using Transportation Evaluation Criteria (TEC), and recommended to the Old Colony Metropolitan Planning Organization (MPO) for consideration and determination of a Preferred Set of Projects. 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 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 provided that there are no significant changes.

1.2 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,

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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 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 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.
 - ▬ **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



- 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.
 - 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.
 - **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 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 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

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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 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>

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

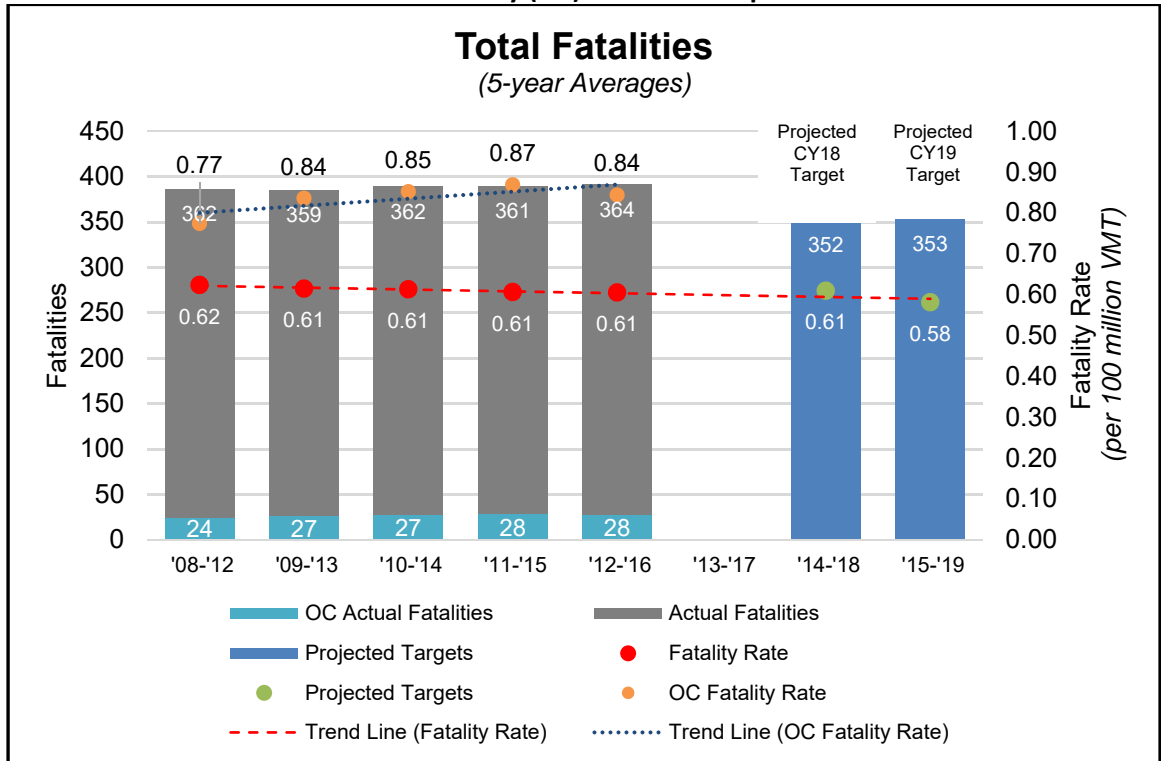


Figure 2
Total Incapacitating Injuries and Incapacitating Injuries Rate
with Old Colony (OC) Data for Comparison

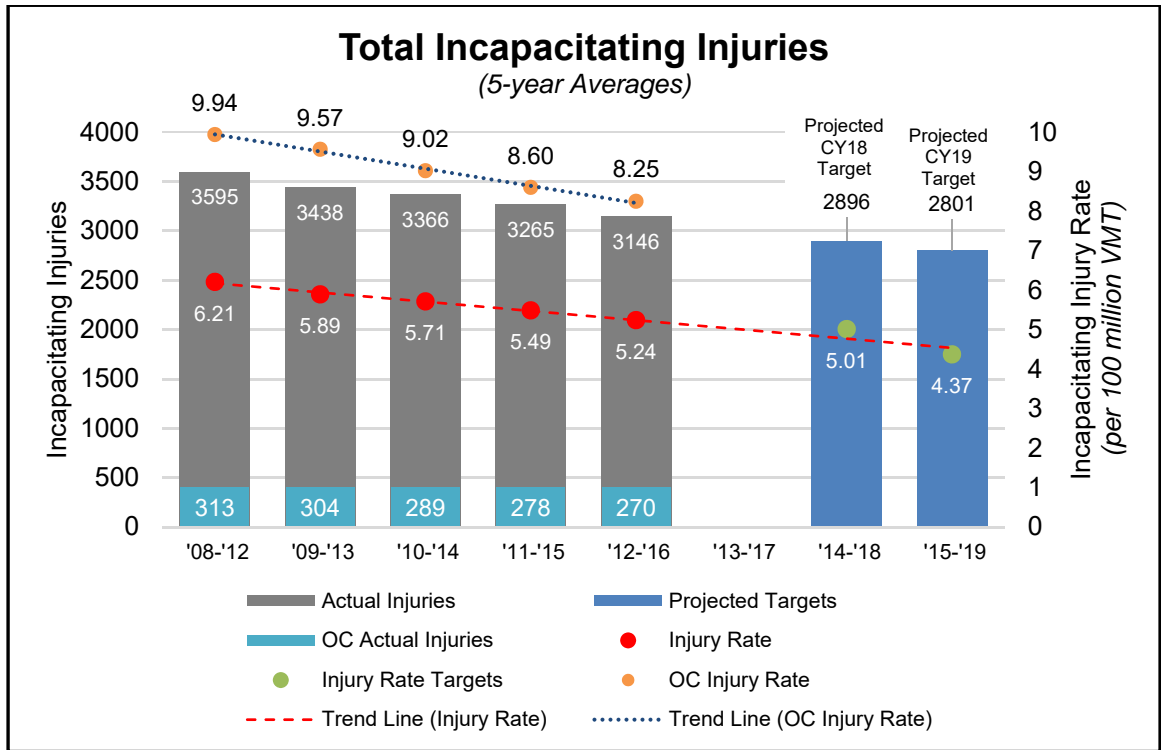
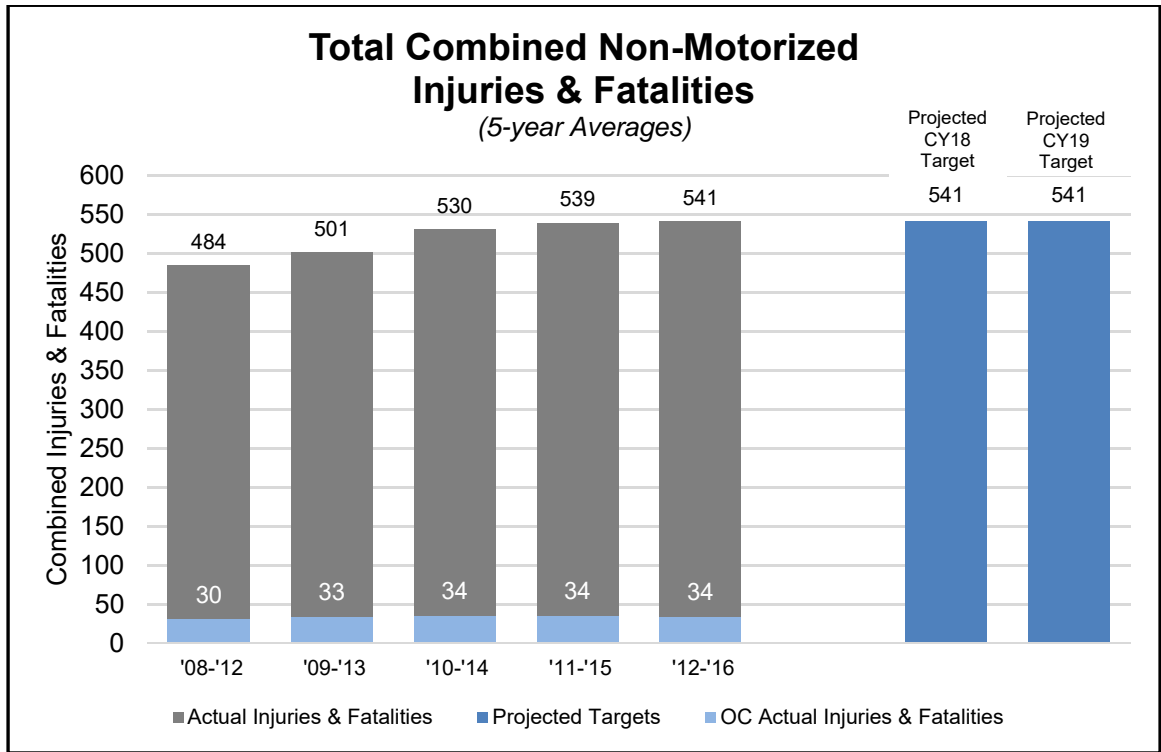


Figure 3
Total Number of Non-Motorized Fatalities and Incapacitating Injuries with Old Colony (OC) Data for Comparison



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%

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 (LOTR)	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 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 ongoing 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 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.

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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%

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.

1.3 Transportation Funding Programs

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

Highway Funding Programs

- **National Highway Performance Program (NHPP)** provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS.
- **National Freight Program (NFP) Program** provides financial assistance in the form of grants or credit assistance to nationally and regionally significant freight and highway projects that align with the program goals.
- **Surface Transportation Block Grant Program (STBG)** 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.
- **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.

- **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).
- **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.
- **Community Transit Grant Program (CTGP)** awards funds to help meet the transportation and mobility needs of seniors and people with disabilities. The annual competitive program distributes Federal Transit Administration Section 5310: Enhanced Mobility of Seniors & Individuals with Disabilities funds and State Mobility Assistance Program (MAP) funds.

1.4 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 projects. Each of the functional planning areas uses common land use, population and employment statistics, and forecasts.

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An underlying principle of the metropolitan planning process is public participation, coordination, and consultation with agencies and groups. The FFY 2020-2024 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 Authority, the FTA Section 5307(c) applicant, has consulted with the Old Colony Metropolitan Planning Organization and concurs that the public involvement process adopted by the 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 at Old Colony JTC, Old Colony MPO, and transportation meetings satisfies the Program of Projects (POP) public hearing requirements of the Federal Transit Administration.

As such, 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 at Old Colony JTC, Old Colony MPO, and transportation meetings satisfies the Program of Projects (POP) public hearing requirements of the Federal Transit Administration.

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 - 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 - Functioning as the advisory committee to the Old Colony MPO and Old Colony Planning Council, this committee assists with the identification of transportation deficiencies and provides regular input and review of TIP products. The Committee

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consists of superintendents and or directors of highway department of public works, town planners, engineers, etc.

- 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.
- Transit Providers - MPO staff seeks input regarding transit needs and projects from the Brockton Area Transit Regional Transit Authority, Greater Attleboro-Taunton Regional Transit Authority (GATRA), MBTA, and, the South Shore Community Action Council (SSCAC).
- 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, 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, Federal Transit Administration, transit providers, minority groups, city and town clerks, media outlets, 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 - Staff utilizes media outlets to solicit public comment, advertise meetings, and advertise TIP availability. The media outlets are 95.9 WTD, the Brockton Enterprise, the Ojornal, and the Patriot Ledger.
- Copies of the Draft TIP are posted on the OCPC website and are available in the Council's Office. As such, 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.

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.

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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, 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.

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An assessment of the benefits and burdens of the Transportation Improvement Program was completed to identify all regionally significant projects constructed and/or programmed in the Old Colony Transportation Improvement Program during the period of 2003 - 2024. 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 Environmental Justice Communities. Environmental Justice Communities in the Old Colony MPO Region are Brockton, Easton, Plymouth, Stoughton, and Whitman.

For the purposes of identifying these communities, the staff utilized the MassGIS Environmental Justice GIS Shape file. Polygons in the Environmental Justice Populations layer represent neighborhoods across the state with high minority, non-English speaking, low-income, and foreign-born populations. Specifically, a community is identified as an Environmental Justice Community if any the following are true within that community:

- Contains a Block group whose annual median household income is equal to or less than 65 percent of the statewide median (\$62,072 in 2010); or
- 25% or more of the residents identify as a race other than white; or
- 25% or more of households have no one over the age of 14 who speaks English only or very well - English Isolation

Regionally, it was determined that 69.2 percent of the identified improvement projects, representing approximately 78.2 percent of the identified investment dollars on the FFY 2020-2024 TIP are located in EJ communities. These percentages exceed the 59.3 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 5
Investment Value of TIP Projects 2020-2024 (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	214,841	59.3%	\$62,253,702	78.2%
Outside EJ Communities	147,565	40.7%	\$17,372,554	21.8%
Totals	362,406	100.0%	\$79,626,256	100%

The Old Colony MPO undertook further analysis to determine the level of investments during the period of 2003-2019 through previous Transportation Improvement Programs. From that analysis, it was concluded that 58.5 percent of the identified improvement projects, representing approximately 58.2 percent of the identified investment dollars allocated during the TIP years of 2003-2019 are located in EJ

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communities. These percentages approximate the 59.3 percent of the region’s population identified as living in EJ communities.

Table 6

Investment Value of TIP Projects 2003 - 2019 (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	214,841	59.3%	\$116,149,148	58.2%
Outside EJ Communities	147,565	40.7%	\$83,351,161	41.8%
Totals	362,406	100.0%	\$199,500,309	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 2020-2024 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.

2. HIGHWAY AND BRIDGE PROJECT LISTING BY COMMUNITY

2.1 Prioritization and Transportation Evaluation Criteria

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

- Financial feasibility of project
- 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, permitting, and right-of-way, etc., to ensure that the project can be implemented in the active year

- Project implementation will assist with making progress towards achievement of adopted performance measures and targets
- Results of Annual TIP Readiness Day
- Results of Transportation Evaluation Criteria

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 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.

Evaluation of Projects

The Transportation Evaluation Criteria utilized for the FFY 2020-2024 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 25. System reliability projects such as preservation projects on limited access highways or transit state of good repair projects are not evaluated as they are required projects identified through asset management systems.

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

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Division to provide information about what year a project would be ready for advertising. In developing the recommendation for the draft TIP, the staff strongly considers the First-Tier List of Projects. The Old Colony MPO staff also factors in projects that are listed in the 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.

2.2 Universe of Projects and Geographic Distribution of Projects

The following is a listing of projects ranked, from high to low, by Transportation Evaluation Criteria Score. The Program Year refers to which year the project is programmed or if it is not programmed.

**Table 7
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	2024	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 AND RELATED WORK AT CENTRE STREET (ROUTE 123), CARY STREET AND LYMAN STREET	609410	NOT PROGRAMMED	48.89
PLYMOUTH - ROUTE 3/ ROUTE 3A EXIT 2 STATE ROAD AT HERRING POND ROAD AND HEDGES POND ROAD CAPACITY ENHANCEMENT, SIGNALIZATION, AND GEOMETRIC IMPROVEMENTS		NOT PROGRAMMED	46.56
BROCKTON - INTERSECTION IMPROVEMENTS @ CRESCENT STREET (ROUTE 27)/ QUINCY STREET/ MASSASOIT BOULEVARD	606143	2022	45.83
AVON - INTERSECTION IMPROVEMENTS AT HARRISON BOULEVARD AND POND STREET	608086	2021	45.56
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
ABINGTON - INTERSECTION IMPROVEMENTS AT HANCOCK STREET AND CHESTNUT STREET	609440	NOT PROGRAMMED	41.06
EASTON - ROUTE 123 (DEPOT STREET) RECONSTRUCTION FROM NEWELL CIRCLE TO ROUTE 138	607217	2021	38.89
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

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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	2020	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
ABINGTON - SUPERSTRUCTURE REPLACEMENT & SUBSTRUCTURE REHABILITATION, A-01-006, CENTRAL STREET OVER SHUMATUSCASCANT RIVER	607346	NOT PROGRAMMED	NOT APPLICABLE
AVON- STOUGHTON- PAVEMENT PRESERVATION AND RELATED WORK ON ROUTE 24	608496	2021	NOT APPLICABLE
BRIDGEWATER - BROCKTON - PAVEMENT PRESERVATION AND RELATED WORK ON ROUTE 24	608820	2020	NOT APPLICABLE
BROCKTON - SUPERSTRUCTURE REPLACEMENT, B-25-047, ROUTE 24 OVER WEST CHESTNUT STREET	607266	NOT PROGRAMMED	NOT APPLICABLE
BROCKTON - WEST BRIDGEWATER - BRIDGEWATER- RAYNHAM-TAUNTON - FREETOWN - CLEANING, PAINTING & REPAIRING 11 STEEL BRIDGES ON/ OVER ROUTE 24	606021	NOT PROGRAMMED	NOT APPLICABLE
DUXBURY - BRIDGE REPLACEMENT, D-14-010 (48H & 48J), ROUTE 3 (PILGRIM HIGHWAY) NB/ SB OVER FRANKLIN STREET	605294	NOT PROGRAMMED	NOT APPLICABLE
HINGHAM - HANOVER- DUXBURY- KINGSTON- PLYMOUTH- CLEANING, PAINTING & REPAIRING 7 STEEL BRIDGES ON/ OVER ROUTE 3	606023	NOT PROGRAMMED	NOT APPLICABLE
KINGSTON - BRIDGE REPLACEMENT, K-01-014, SMITHS LANE OVER ROUTE 3 (PILGRIM HIGHWAY)	608615	NOT PROGRAMMED	NOT APPLICABLE
KINGSTON - SUPERSTRUCTURE REPLACEMENT, K-01-011, PILGRIM HIGHWAY (ROUTE 3) OVER JONES RIVER	607268	NOT PROGRAMMED	NOT APPLICABLE
KINGSTON - SYSTEMATIC BRIDGE PRESERVATION, K-01-011 (AGD), ROUTE 3 OVER JONES RIVER	609376	NOT PROGRAMMED	NOT APPLICABLE
NORWELL - PEMBROKE- BRIDGE REPLACEMENT, N-24-004=P-05-008, ROUTE 3 (NB & SB) OVER NORTH RIVER	607349	NOT PROGRAMMED	NOT APPLICABLE
PLYMPTON - BRIDGE REPLACEMENT, WINNETUXET ROAD OVER WINNETUXET RIVER	609435	2021	NOT APPLICABLE
BROCKTON AREA TRANSIT AUTHORITY - ACQUIRE REPLACEMENT <30 FT BUS DIAL-A-BAT (7)		PROJECT NEED FOR EACH YEAR 2020-2024	NOT APPLICABLE
BROCKTON AREA TRANSIT AUTHORITY - ACQUIRE REPLACEMENT VAN COUNCILS ON AGING (3)		PROJECT NEED FOR EACH YEAR 2020-2024	NOT APPLICABLE
OCPC AREA AGENCY ON AGING (AAA) - VOLUNTEER TRANSPORTATION PROGRAM (VTP)		PROJECT NEED FOR EACH YEAR 2020-2024	NOT APPLICABLE
SOUTH SHORE COMMUNITY ACTION COUNCIL (SSCAC) - ACQUIRE REPLACEMENT <30 FT VEHICLES (7)		PROJECT NEED FOR EACH YEAR 2020-2024	NOT APPLICABLE

FFY 2020-2024 OLD COLONY TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Geographic Distribution and Equity Analysis of Projects

The Old Colony MPO monitors the geographic distribution of TIP projects over time. Table 8 provides the distribution of TIP projects from 2012 through 2024. 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 2024, the following observations may be made:

- There are higher concentrations of projects within the more populated urban areas (i.e. Brockton at 33.3 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 (12.1%) and Pembroke (15.2%) 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 8
Geographic Distribution and Equity Analysis of Projects

Community	2010 Population	All Minority (Including White Hispanic) Population	Percent Title VI Minority	Median Household Income, 2010-2014	Number of TIP Projects, 2012 through 2024	Percentage of Total Projects	TIP Project Expenditures, 2012 through 2024 (\$)	Per Capita Expenditure (\$)
Abington	15,985	1,368	9%	\$81,500	1	3.0%	\$1,218,906	\$76.25
Avon	4,356	741	17%	\$78,750	2	6.1%	\$5,827,074	\$1,337.71
Bridgewater	26,563	2,941	11%	\$88,481	1	3.0%	\$1,486,453	\$55.96
Brockton	93,810	53,542	57%	\$48,569	11	33.3%	\$36,601,149	\$390.16
Duxbury	15,059	560	4%	\$120,253	0	0.0%	\$0	\$0.00
East Bridgewater	13,794	790	6%	\$88,534	1	3.0%	\$7,763,091	\$562.79
Easton	23,112	2,327	10%	\$95,372	4	12.1%	\$12,985,138	\$561.84
Halifax	7,518	282	4%	\$69,917	0	0.0%	\$0	\$0.00
Hanover	13,879	579	4%	\$98,750	0	0.0%	\$0	\$0.00
Hanson	10,209	424	4%	\$93,771	0	0.0%	\$0	\$0.00
Kingston	12,629	598	5%	\$86,339	0	0.0%	\$0	\$0.00
Pembroke	17,837	699	4%	\$89,954	5	15.2%	\$23,355,182	\$1,309.37
Plymouth	56,468	4,230	7%	\$76,925	3	9.1%	\$20,388,279	\$361.06
Plympton	2,820	112	4%	\$94,505	0	0.0%	\$0	\$0.00
Stoughton	26,962	5,822	22%	\$74,688	3	9.1%	\$15,485,936	\$574.36
West Bridgewater	6,916	440	6%	\$81,573	1	3.0%	\$7,615,278	\$1,101.11
Whitman	14,489	886	6%	\$76,494	1	3.0%	\$5,990,816	\$413.47
Totals	362,406	76,341	21%		33	100.0%	\$138,717,304	\$383

*Projects spanning multiple communities

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

**Does not include Bridge Projects or Limited Access Highway Projects

3. TIP - FEDERAL REQUIREMENTS AND PROJECT LISTS

3.1 Endorsements of the FFY 2020-2024 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 2020-2024 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.

3.2 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 (Cost increase greater than 20%)
 - ✓ 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. – Please 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 2020), 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 that is programmed in the FFY 2019-2023 TIP is not ultimately advertised during FFY 2020, and it is then subsequently moved into the FFY 2020-2024 TIP.

3.3 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 Massachusetts Association of Regional Planning Agencies (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 funds, Highway Safety Improvement Program (HSIP) funds, and Transportation Alternative Program funds. These Funding Targets are located in Appendix G. The anticipated funds, programmed funds, unprogrammed funds and fiscal constraint analysis is summarized below in Table 9. The Summary of Regional Funding Categories in Table 11 provides specifics on fund amount by funding category.

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Table 9

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

Fiscal Year	Total of Anticipated Funds (Bridge Funds, Regional Targets, and Statewide Funds)	Total of Programmed Funds	Total of Unprogrammed Funds (Fiscal Constraint Analysis)
2020	\$30,807,601	\$27,926,380	\$2,881,221
2021	\$23,912,439	\$20,870,614	\$3,041,825
2022	\$11,320,657	\$8,868,193	\$2,452,464
2023	\$11,567,910	\$10,582,501	\$985,409
2024	\$13,942,551	\$11,378,568	\$2,563,983
Totals	\$91,551,157	\$79,626,256	\$11,924,901

Programmed amount includes projects funded with regional target funds (CMAQ, HSIP, TAP, STP) and statewide funds (FFYs 2020, 2021, and 2024)

Table 10

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)
2020	\$1,700,000	\$1,700,000	\$0
2021	\$7,825,000	\$7,825,000	\$0
2022	\$7,590,000	\$7,590,000	\$0
2023	\$8,670,000	\$8,670,000	\$0
2024	\$9,400,000	\$9,400,000	\$0
Totals	\$35,185,000	\$35,185,000	\$0

Programmed amount include state funds

The Transportation Improvement Program is financially constrained according to the definition in the 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. 2021 at 4%; 2022 at 8%; 2023 at 12%, and, 2024 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 9 and 10 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

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addition, a fiscal constraint analysis is included on each of the highway program programming tables (Pages 32 through 55).

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

3.4 Summary of Regional Funding Categories (FFY 2020-2024)

**Table 11
Summary of Regional Funding Categories (FFY 2020-2024)**

Funding Category	2020	2021	2022	2023	2024	Total
BRIDGE					\$2,223,024	\$2,223,024
STATEWIDE CMAQ	\$2,081,928	\$3,521,954				\$5,603,882
STATEWIDE TAP		\$2,982,944				\$2,982,944
CMAQ		\$1,139,886	\$1,139,886	\$2,819,886		\$5,099,658
HSIP	\$386,938				\$455,954	\$842,892
NHPP	\$17,851,040	\$6,312,800				\$24,163,840
SRTS						\$0
STBG	\$7,606,474	\$6,568,222	\$7,728,307	\$7,417,807	\$8,354,782	\$37,675,592
TAP		\$344,808		\$344,808	\$344,808	\$1,034,424
Subtotal FHWA/ State	\$27,926,380	\$20,870,614	\$8,868,193	\$10,582,501	\$11,378,568	\$79,626,256
5307 - Operating/ PM/ ADA	\$0	\$2,250,000	\$2,500,000	\$2,500,000	\$2,600,000	\$9,850,000
5307 - Capital	\$1,360,000	\$2,660,000	\$2,072,000	\$2,936,000	\$2,325,000	\$11,353,000
Carryover						\$0
5310						\$0
5339						\$0
State	\$340,000	\$2,915,000	\$3,018,000	\$3,234,000	\$4,475,000	\$13,982,000
Local						\$0
TDC						\$0
Subtotal FTA/ State/ Local	\$1,700,000	\$7,825,000	\$7,590,000	\$8,670,000	\$9,400,000	\$35,185,000
Grand Total	\$29,626,380	\$28,695,614	\$16,458,193	\$19,252,501	\$20,778,568	\$114,811,256

Statewide CMAQ amounts represent the project specific amounts.

Statewide TAP amount represent the project specific amounts.

Bridge amounts represent the project specific amounts.

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	STBG	\$ 4,881,399	\$ 3,905,119	\$ 976,280	a) Construction; b) Total Project Cost = \$7,350,265 w/ \$4,881,399 of STBG funding, and \$386,938 of HSIP funding, and \$2,081,928 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 = \$7,350,265 w/ \$4,881,399 of STBG funding, and \$386,938 of HSIP funding, and \$2,081,928 of Statewide CMAQ funding; d) MPO score 60
	Roadway Reconstruction	608266	Old Colony	Pembroke	PEMBROKE - RESURFACING AND RELATED WORK ON ROUTE 53	5	STBG	\$ 2,725,075	\$ 2,180,060	\$ 545,015	a) Construction; b) Total Project Cost = \$2,725,075 of STBG funding; d) MPO score 38.22
			Old Colony					\$	\$	\$	
			Old Colony					\$	\$	\$	
Regionally Prioritized Projects subtotal ►								\$ 7,993,412	\$ 6,433,423	\$ 1,559,989	◀ Funding Split Varies by Funding Source

► 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 ►	\$ 7,993,412	\$ 10,874,633	◀ Total	\$ 2,881,221	Target Funds Available
STBG programmed ►	\$ 7,606,474	\$ 6,085,179	◀ STBG		
HSIP programmed ►	\$ 386,938	\$ 348,244	◀ HSIP		
CMAQ programmed ►	\$ -	\$ -	◀ 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			\$	\$	\$	
	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)

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: 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		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	608820	Old Colony	Multiple	BRIDGEWATER - BROCKTON - PAVEMENT PRESERVATION AND RELATED WORK ON ROUTE 24	5	NHPP	\$ - 17,851,040	\$ - 14,280,832	\$ - 3,570,208	
	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 ▶								\$ 17,851,040	\$ 14,280,832	\$ 3,570,208	◀ 80% Federal + 20% Non-Federal
▶ Roadway Improvements											
	Roadway Improvements		Old Colony		Roadway Improvements			\$ -	\$ -	\$ -	
	Roadway Improvements		Old Colony		Roadway Improvements			\$ -	\$ -	\$ -	

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 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											
	Roadway Reconstruction	608088	Old Colony	Brockton	BROCKTON - CORRIDOR IMPROVEMENTS ON ROUTE 123 (BELMONT STREET), FROM ANGUS BEATON DRIVE TO WEST STREET	5	CMAQ	\$ - 2,081,928	\$ - 1,665,542	\$ - 416,386	a) Construction; b) Total Project Cost = \$7,350,265 w/ \$4,881,399 of STBG funding, and \$386,938 of HSIP funding, and \$2,081,928 of Statewide CMAQ funding; d) MPO score 60
	Roadway Reconstruction		Old Colony		Roadway Reconstruction			\$	\$	\$	
	Roadway Reconstruction		Old Colony		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: 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>
	Roadway Reconstruction		Old Colony		Roadway Reconstruction			\$	\$	\$	
Roadway Reconstruction subtotal ▶								\$ 2,081,928	\$ 1,665,542	\$,386	◀ Funding Split Varies by Funding Source

▶ Section 2C / State Prioritized Expansion Projects 416

▶ 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

2020 Summary

	TIP Section 1 - 3: ▼	TIP Section 4: ▼	Total of All Projects ▼	
Total ▶	\$ 27,926,380	\$ -	\$ 27,926,380	◀ Total Spending in Region
Federal Funds ▶	\$ 22,379,798		\$ 22,379,798	◀ Total Federal Spending in Region
Non-Federal Funds ▶	\$ 5,546,582	\$ -	\$ 5,546,582	◀ Total Non-Federal Spending in Region

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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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: 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 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	STBG	\$ 6,568,222	\$ 5,254,578	\$ 1,313,644	a) Construction; b) Total Project Cost = \$8,052,916 w/ \$6,568,222 of STBG 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 = \$8,052,916 w/ \$6,568,222 of STBG 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 = \$8,052,916 w/ \$6,568,222 of STBG 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 ►								\$ 8,052,916	\$ 6,442,333	\$ 1,610,583	◀ Funding Split Varies by Funding Source

► Section 1A / Fiscal Constraint Analysis

Total Regional Federal Aid Funds Programmed ►		\$ - 8,052,916	\$ 11,094,741	◀ Total	\$ 3,041,825	Target Funds Available
STBG programmed ►	\$ 6,568,222	\$ 5,254,578	◀ STBG			
HSIP programmed ►	\$ -	\$ -	◀ HSIP			
CMAQ programmed ►	\$ 1,139,886	\$ 911,909	◀ 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 autocalculates. Please verify the amount and only change if needed for flex. Column K) Non-federal funds autocalculates. Please verify the split/match - if matching an FTA flex, coordinate with Rail & Transit Division before programming; Column L) Enter Additional Information as described - please do not use any other format.

► Section 1B / Earmark or Discretionary Grant Funded Projects

► Other Federal Aid

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

2021 Old Colony Region Transportation Improvement Program

Amendment / Adjustment Type ▼	STIP Program ▼	MassDOT Project ID ▼	Metropolitan Planning Organization ▼	Municipality Name ▼	MassDOT Project Description ▼	MassDOT District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼ <i>Present information as follows, if applicable: a) Planning / Design / or Construction; b) total project cost and funding sources used; c) advance construction status; d) MPO project score; e) name of entity receiving a transfer; f) name of entity paying the non-state non-federal match; g) earmark details; h) TAP project proponent; i) other information</i>
► Bridge Program / 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	608496	Old Colony	Multiple	AVON - STOUGHTON- RESURFACING AND RELATED WORK ON ROUTE 24	5	NHPP	\$ 6,312,800	\$ 5,050,240	\$ 1,262,560	
	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 ►								\$ 6,312,800	\$ 5,050,240	\$ 1,262,560	◀ 80% Federal + 20% Non-Federal
► Roadway Improvements											
	Roadway Improvements		Old Colony		Roadway Improvements			\$ -	\$ -	\$ -	
	Roadway Improvements		Old Colony		Roadway Improvements			\$ -	\$ -	\$ -	

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
	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	608086	Old Colony	Avon	AVON - INTERSECTION IMPROVEMENTS AT HARRISON BOULEVARD AND POND STREET	5	CMAQ	\$ 3,521,954	\$ 2,817,563	\$ 704,391	
	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 ▶								\$ 3,521,954	\$ 2,817,563	\$ 704,391	◀ 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											
	Roadway Reconstruction	608829	Old Colony	Stoughton	STOUGHTON- IMPROVEMENTS AT WEST ELEMENTARY SCHOOL (SRTS)	5	TAP	\$ 2,982,944	\$ 2,386,355	\$ 596,589	
	Roadway Reconstruction		Old Colony		Roadway Reconstruction			\$ -	\$ -	\$ -	
	Roadway Reconstruction		Old Colony		Roadway Reconstruction			\$ -	\$ -	\$ -	

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>
	Roadway Reconstruction		Old Colony		Roadway Reconstruction			\$	\$	\$	
Roadway Reconstruction subtotal ▶								\$ 2,982,944	\$ 2,386,355	\$ 589	◀ Funding Split Varies by Funding Source

▶ Section 2C / State Prioritized Expansion Projects 596

▶ 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

2021 Summary

	TIP Section 1 - 3: ▼	TIP Section 4: ▼	Total of All Projects ▼	
Total	\$ 20,870,614	\$ -	\$ 20,870,614	◀ Total Spending in Region
Federal Funds	\$ 16,696,491		\$ 16,696,491	◀ Total Federal Spending in Region
Non-Federal Funds	\$ 4,174,123	\$ -	\$ 4,174,123	◀ Total Non-Federal Spending in Region

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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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

	Intersection Improvements	606143	Old Colony	Brockton	BROCKTON - INTERSECTION IMPROVEMENTS @ CRESCENT STREET (ROUTE 27)/ QUINCY STREET/ MASSASOIT BOULEVARD	5	STBG	\$ 4,380,858	\$ 3,504,686	\$ 876,172	a) Construction; b) Total Project Cost = \$5,520,744 w/ \$4,380,858 of STBG 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 = \$5,520,744 w/ \$4,380,858 of STBG funding, and \$1,139,886 of CMAQ funding; d) MPO score 45.83
	Intersection Improvements	608279	Old Colony	Stoughton	STOUGHTON - INTERSECTION IMPROVEMENTS AND RELATED WORK AT CENTRAL STREET, CANTON STREET AND TOSCA DRIVE	5	STBG	\$ 3,347,449	\$ 2,677,959	\$ 669,490	a) Construction; b) Total Project Cost = \$3,347,449 w/ \$3,347,449 of STBG funding; d) MPO score 43.22
			Old Colony					\$	\$	\$	
			Old Colony					\$	\$	\$	

Regionally Prioritized Projects subtotal ► \$ **8,868,193** \$ 7,094,554 \$ 1,773,639 ◀ Funding Split Varies by Funding Source

► Section 1A / Fiscal Constraint Analysis

Total Regional Federal Aid Funds Programmed ► \$ **8,868,193** \$ **11,320,657** ◀ **Total** \$ **2,452,464** **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.

STBG programmed	► \$ 7,728,307	\$ 6,182,646	◀ STBG
HSIP programmed	► \$ -	\$ -	◀ 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		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			\$ -	\$ -	\$ -	

Bridge Program / Off-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: a) Planning / Design / or Construction; b) total project cost and funding sources used; c) advance construction status; d) MPO project score; e) name of entity receiving a transfer; f) name of entity paying the non-state non-federal match; g) earmark details; h) TAP project proponent; i) other information</i>
► Bridge Program / On-System (NHS)											
	Bridge Program		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		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			\$ -	\$ -	\$ -	

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>
	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											
	Roadway Reconstruction		Old Colony		Roadway Reconstruction			\$ -	\$ -	\$ -	
	Roadway Reconstruction		Old Colony		Roadway Reconstruction			\$ -	\$ -	\$ -	
	Roadway Reconstruction		Old Colony		Roadway Reconstruction			\$ -	\$ -	\$ -	
	Roadway Reconstruction		Old Colony		Roadway Reconstruction			\$ -	\$ -	\$ -	

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>
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		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

2022 Summary

	TIP Section 1 - 3: ▼	TIP Section 4: ▼	Total of All Projects ▼	
Total ▶	\$ 8,868,193	\$ -	\$ 8,868,193	◀ Total Spending in Region
Federal Funds ▶	\$ 7,094,554		\$ 7,094,554	◀ Total Federal Spending in Region
Non-Federal Funds ▶	\$ 1,773,639	\$ -	\$ 1,773,639	◀ 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	\$ 1,680,000	\$ 1,344,000	\$ 336,000	a) Construction; b) Total Project Cost = \$1,680,000 w/ \$1,680,000 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	STBG	\$ 7,417,807	\$ 5,934,246	\$ 1,483,561	a) Construction; b) Total Project Cost = \$8,902,501 w/ \$7,417,807 of STBG 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 = \$8,902,501 w/ \$7,417,807 of STBG 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 = \$8,902,501 w/ \$7,417,807 of STBG funding, \$1,139,886 of CMAQ funding, \$344,808 of TAP funding; d) MPO score 34.11
			Old Colony					\$	\$	\$	
Regionally Prioritized Projects subtotal ►								\$ 10,582,501	\$ 8,466,001	\$ 2,116,500	◀ Funding Split Varies by Funding Source

► Section 1A / Fiscal Constraint Analysis

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

Total Regional Federal Aid Funds Programmed ►	\$ 10,582,501	\$ 11,567,910	◀ Total	\$ 985,409	Target Funds Available
STBG programmed ►	\$ 7,417,807	\$ 5,934,246	◀ STBG		
HSIP programmed ►	\$ -	\$ -	◀ HSIP		
CMAQ programmed ►	\$ 2,819,886	\$ 2,255,909	◀ 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		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		\$ -	\$ -	\$ -	

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		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		Old Colony		Non-Interstate Pavement			\$ -	\$ -	\$ -	
Non-Interstate Pavement subtotal ▶								\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
► Roadway Improvements											
	Roadway Improvements		Old Colony		Roadway Improvements			\$ -	\$ -	\$ -	

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>
	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											
	Roadway Reconstruction		Old Colony		Roadway Reconstruction			\$ -	\$ -	\$	
	Roadway Reconstruction		Old Colony		Roadway Reconstruction			\$	\$	\$	
	Roadway Reconstruction		Old Colony		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: 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>
	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		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

2023 Summary

	TIP Section 1 - 3: ▼	TIP Section 4: ▼	Total of All Projects ▼	
Total ▶	\$ 10,582,501	\$ -	\$ 10,582,501	◀ Total Spending in Region
Federal Funds ▶	\$ 8,466,001		\$ 8,466,001	◀ Total Federal Spending in Region
Non-Federal Funds ▶	\$ 2,116,500	\$ -	\$ 2,116,500	◀ Total Non-Federal Spending in Region

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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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>

2024 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	STBG	\$ 8,354,782	\$ 6,683,826	\$ 1,670,956	a) Construction; b) Total Project Cost = \$9,155,544 w/ \$8,354,782 of STBG 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 = \$9,155,544 w/ \$8,354,782 of STBG 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 = \$9,155,544 w/ \$8,354,782 of STBG funding, \$455,954 of HSIP funding, and \$344,808 of TAP funding; d) MPO score 51.78
			Old Colony					\$	\$	\$	
			Old Colony					\$	\$	\$	
Regionally Prioritized Projects subtotal ►								\$ 9,155,544	\$ 7,370,031	\$ 1,785,513	◀ Funding Split Varies by Funding Source

► 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 ►	\$ - 9,155,544	\$ 11,719,527	◀ Total	\$ 2,563,983	Target Funds Available
STBG programmed ►	\$ 8,354,782	\$ 6,683,826	◀ STBG		
HSIP programmed ►	\$ 455,954	\$ 410,359	◀ HSIP		
CMAQ programmed ►	\$ -	\$ -	◀ 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	609435	Old Colony	Plympton	PLYMPTON-BRIDGE REPLACEMENT, WINNETUXET ROAD OVER WINNETUXET RIVER	5	STBG-BR-OFF	\$ 2,223,024	\$ 1,778,419	\$ 444,605	
	Bridge Program		Old Colony		Bridge Program / Off-System			\$	\$	\$	
	Bridge Program		Old Colony		Bridge Program / Off-System			\$	\$	\$	
	Bridge Program		Old Colony		Bridge Program / Off-System			\$	\$	\$	

2024 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		Old Colony		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 ▶								\$ 2,223,024	\$ 1,778,419	\$ 444,605	◀ 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											
								\$ -	\$ -	\$ -	
								\$ -	\$ -	\$ -	

2024 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>
	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											
	Roadway Reconstruction		Old Colony		Roadway Reconstruction			\$ -	\$ -	\$ -	
	Roadway Reconstruction		Old Colony		Roadway Reconstruction			\$ -	\$ -	\$ -	

2024 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		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

2024 Summary

	TIP Section 1 - 3: ▼	TIP Section 4: ▼	Total of All Projects ▼	
Total	\$ 11,378,568	\$ -	\$ 11,378,568	◀ Total Spending in Region
Federal Funds	\$ 9,148,450	\$ -	\$ 9,148,450	◀ Total Federal Spending in Region
Non-Federal Funds	\$ 2,230,118	\$ -	\$ 2,230,118	◀ Total Non-Federal Spending in Region

2024 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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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 (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	RTD0007876	Brockton Area Transit Authority	111240	ACQUIRE ASSOC CAP MAINT ITEMS		\$100,000	\$25,000	\$0	\$0	\$125,000
5307	RTD0007877	Brockton Area Transit Authority	114220	ACQUIRE - MISC SUPPORT EQUIPMENT		\$80,000	\$20,000	\$0	\$0	\$100,000
5307	RTD0007900	Brockton Area Transit Authority	111203	BUY REPLACEMENT 30-FT BUS (3) BSU		\$360,000	\$90,000	\$0	\$0	\$450,000
5307	RTD0007901	Brockton Area Transit Authority	111700	(4) VEH OVERHAUL (UP TO 20% VEH MAINT) (2) Hybrid (2) Diesel Gillig Lowfloor TERMINAL, INTERMODAL (TRANSIT)		\$640,000	\$160,000	\$0	\$0	\$800,000
5307	RTD0007902	Brockton Area Transit Authority	113403	Pavement Management		\$40,000	\$10,000	\$0	\$0	\$50,000
5307	RTD0007903	Brockton Area Transit Authority	113403	TERMINAL, INTERMODAL (TRANSIT) REHAB/RENOVATE - MAINTENANCE FACILITY		\$40,000	\$10,000	\$0	\$0	\$50,000
5307	RTD0007904	Brockton Area Transit Authority	114402	ACQUIRE - PARATRANSIT BUS FARE COLL EQUIP		\$60,000	\$15,000	\$0	\$0	\$75,000
					Subtotal	\$1,360,000	\$340,000	\$0	\$0	\$1,700,000
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					Subtotal	\$0	\$0	\$0	\$0	\$0
					Total	\$1,360,000	\$340,000	\$0	\$0	\$1,700,000

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	RTD0007879	Brockton Area Transit Authority	114220	ACQUIRE - MISC SUPPORT EQUIPMENT	2019 - \$80,000	\$80,000	\$20,000	\$0	\$0	\$100,000
5307	RTD0007880	Brockton Area Transit Authority	111240	ACQUIRE ASSOC CAP MAINT ITEMS OPERATING ASSISTANCE -	2019 - \$100,000	\$100,000	\$25,000	\$0	\$0	\$125,000
5307	RTD0007881	Brockton Area Transit Authority	300901	Operating/PM/ADA ACQUIRE HVAC Intermodal and Admin	2019 - \$1,421,998; 2020 - \$828,002	\$2,250,000	\$2,250,000	\$0	\$0	\$4,500,000
5307	RTD0007882	Brockton Area Transit Authority	114220	Buildings	2019 - \$120,000	\$120,000	\$30,000	\$0	\$0	\$150,000
5307	RTD0007905	Brockton Area Transit Authority	111201	BUY REPLACEMENT 40-FT BUS (4) REHAB/RENOVATE - YARDS AND SHOPS		\$1,720,000	\$430,000	\$0	\$0	\$2,150,000
5307	RTD0007906	Brockton Area Transit Authority	114405	Fuel Tanks	2019 - \$360,000	\$360,000	\$90,000	\$0	\$0	\$450,000
5307	RTD0007907	Brockton Area Transit Authority	116203	PURCHASE RADIOS	2019 - \$120,000	\$120,000	\$30,000	\$0	\$0	\$150,000
5307	RTD0007908	Brockton Area Transit Authority	113404	REHAB/RENOVATE - BUS PARK & RIDE LOT REHAB/RENOVATE - MAINTENANCE	2019 - \$80,000	\$80,000	\$20,000	\$0	\$0	\$100,000
5307	RTD0007909	Brockton Area Transit Authority	114402	FACILITY	2019 - \$40,000	\$40,000	\$10,000	\$0	\$0	\$50,000
5307	RTD0007910	Brockton Area Transit Authority	113403	TERMINAL, INTERMODAL (TRANSIT)	2019 - \$40,000	\$40,000	\$10,000	\$0	\$0	\$50,000
				Subtotal		\$4,910,000	\$2,915,000	\$0	\$0	\$7,825,000
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				Subtotal		\$0	\$0	\$0	\$0	\$0
				Total		\$4,910,000	\$2,915,000	\$0	\$0	\$7,825,000

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	RTD0007883	Brockton Area Transit Authority	114220	ACQUIRE - MISC SUPPORT EQUIPMENT	2020 - \$80,000	\$80,000	\$20,000	\$0	\$0	\$100,000
5307	RTD0007885	Brockton Area Transit Authority	114211	ACQUIRE - REPLACEMENT SUPPORT VEHICLE (1)	2020 - \$36,000	\$36,000	\$9,000	\$0	\$0	\$45,000
5307	RTD0007886	Brockton Area Transit Authority	114402	ACQUIRE REPLACEMENT MAINTENANCE FACILITY ROOF	2020 - \$320,000	\$320,000	\$80,000	\$0	\$0	\$400,000
5307	RTD0007887	Brockton Area Transit Authority	300901	OPERATING ASSISTANCE - Operating/PM/ADA	2020 - \$869,422; 2021 - \$1,630,578	\$2,500,000	\$2,500,000	\$0	\$0	\$5,000,000
5307	RTD0007911	Brockton Area Transit Authority	111201	BUY REPLACEMENT 40-FT BUS (3) TERMINAL, INTERMODAL (TRANSIT) -		\$1,272,000	\$318,000	\$0	\$0	\$1,590,000
5307	RTD0007912	Brockton Area Transit Authority	113403	Pavement Management	2020 - \$200,000	\$200,000	\$50,000	\$0	\$0	\$250,000
5307	RTD0008042	Brockton Area Transit Authority	111240	BUY ASSOC CAP MAINT ITEMS	2020 - \$100,000	\$100,000	\$25,000	\$0	\$0	\$125,000
5307	RTD0008045	Brockton Area Transit Authority	119202	PURCHASE BUS SHELTERS	2020 - \$64,000	\$64,000	\$16,000	\$0	\$0	\$80,000
				Subtotal		\$4,572,000	\$3,018,000	\$0	\$0	\$7,590,000
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				Subtotal		\$0	\$0	\$0	\$0	\$0
				Total		\$4,572,000	\$3,018,000	\$0	\$0	\$7,590,000

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	RTD0007913	Brockton Area Transit Authority	114220	ACQUIRE - MISC SUPPORT EQUIPMENT	2021 - \$80,000	\$80,000	\$20,000	\$0	\$0	\$100,000
5307	RTD0007914	Brockton Area Transit Authority	114211	ACQUIRE - (1) SUPPORT VEHICLES	2021 - \$36,000	\$36,000	\$9,000	\$0	\$0	\$45,000
5307	RTD0007915	Brockton Area Transit Authority	111202	BUY REPLACEMENT 35-FT BUS (6) OPERATING ASSISTANCE -		\$2,720,000	\$680,000	\$0	\$0	\$3,400,000
5307	RTD0007917	Brockton Area Transit Authority	300900	Operating/PM/ADA	2022 - \$2,500,000	\$2,500,000	\$2,500,000	\$0	\$0	\$5,000,000
5307	RTD0007919	Brockton Area Transit Authority	111340	BUY ASSOC CAP MAINT ITEMS	2021 - \$100,000	\$100,000	\$25,000	\$0	\$0	\$125,000
					Subtotal	\$5,436,000	\$3,234,000	\$0	\$0	\$8,670,000
5309					Subtotal	\$0	\$0	\$0	\$0	\$0
5310					Subtotal	\$0	\$0	\$0	\$0	\$0
5311					Subtotal	\$0	\$0	\$0	\$0	\$0
5337					Subtotal	\$0	\$0	\$0	\$0	\$0
5339					Subtotal	\$0	\$0	\$0	\$0	\$0
5320					Subtotal	\$0	\$0	\$0	\$0	\$0
Other Federal					Subtotal	\$0	\$0	\$0	\$0	\$0
Other Non-Federal					Subtotal	\$0	\$0	\$0	\$0	\$0
					Total	\$5,436,000	\$3,234,000	\$0	\$0	\$8,670,000

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

**Transportation Improvement Program (TIP)
Project List (FY2024)**

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	RTD0008051	Brockton Area Transit Authority	111201	BUY REPLACEMENT 40-FT BUS (4)	2022 - \$357,551; 2023 - \$767,449	\$1,125,000	\$1,125,000	\$0	\$0	\$2,250,000
5307	RTD0008052	Brockton Area Transit Authority	111202	BUY REPLACEMENT 35-FT BUS (2)	2023 - \$600,000	\$600,000	\$600,000	\$0	\$0	\$1,200,000
5307	RTD0008053	Brockton Area Transit Authority	111240	BUY ASSOC CAP MAINT ITEMS	2023 - \$100,000	\$100,000	\$25,000	\$0	\$0	\$125,000
5307	RTD0008054	Brockton Area Transit Authority	114206	ACQUIRE - SHOP EQUIPMENT Bus Washer ACQUIRE - SHOP EQUIPMENT Sand	2023 - \$280,000	\$280,000	\$70,000	\$0	\$0	\$350,000
5307	RTD0008055	Brockton Area Transit Authority	114206	Sweeper	2023 - \$44,000	\$44,000	\$11,000	\$0	\$0	\$55,000
5307	RTD0008056	Brockton Area Transit Authority	116202	PURCHASE COMMUNICATIONS SYSTEM	2023 - \$40,000	\$40,000	\$10,000	\$0	\$0	\$50,000
5307	RTD0008057	Brockton Area Transit Authority	113404	REHAB/RENOVATE - BUS PARK & RIDE LOT	2023 - \$60,000	\$60,000	\$15,000	\$0	\$0	\$75,000
5307	RTD0008058	Brockton Area Transit Authority	114220	ACQUIRE - MISC SUPPORT EQUIPMENT	2023 - \$40,000	\$40,000	\$10,000	\$0	\$0	\$50,000
5307	RTD0008059	Brockton Area Transit Authority	114211	ACQUIRE - SUPPORT VEHICLES (1)	2023 - \$36,000	\$36,000	\$9,000	\$0	\$0	\$45,000
5307	RTD0008060	Brockton Area Transit Authority	300900	OPERATING ASSISTANCE	2023 - \$1,630,271	\$2,600,000	\$2,600,000	\$0	\$0	\$5,200,000
					Subtotal	\$4,925,000	\$4,475,000	\$0	\$0	\$9,400,000
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					Subtotal	\$0	\$0	\$0	\$0	\$0
					Total	\$4,925,000	\$4,475,000	\$0	\$0	\$9,400,000

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

3.6 Air Quality Conformity Documentation

This section documents the latest air quality conformity determination for the 1997 ozone National Ambient Air Quality Standards (NAAQS) in the Old Colony Region. It covers the applicable conformity requirements according to the latest regulations, regional designation status, legal considerations, and federal guidance. 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. Clean Air Act (CAA) section 176(c) (42 U.S.C. 7506(c)) requires that federally funded or approved highway and transit activities are consistent with (“conform to”) the purpose of the State Implementation Plan (SIP). Conformity to the purpose of the SIP means that means Federal Highway Administration and Federal Transit Administration funding and approvals are given to highway and transit activities that will not cause or contribute to new air quality violations, worsen existing violations, or delay timely attainment of the relevant NAAQS or any interim milestones (42 U.S.C. 7506(c)(1)). EPA’s transportation conformity rules establish the criteria and procedures for determining whether metropolitan transportation plans, transportation improvement programs (TIPs), and federally supported highway and transit projects conform to the SIP (40 CFR Parts 51.390 and 93).

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.

Legislative and Regulatory Background

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.

The 1970 Clean Air Act defined a one-hour national ambient air quality standard (NAAQS) for ground-level ozone. The 1990 CAAA further classified degrees of nonattainment of the one-hour standard based on the severity of the monitored levels of the pollutant. The entire commonwealth of Massachusetts was classified as being in serious nonattainment for the one-hour ozone standard, with a required attainment date of 1999. The attainment date was later extended, first to 2003 and a second time to 2007.

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In 1997, the EPA proposed a new, eight-hour ozone standard that replaced the one-hour standard, effective June 15, 2005. Scientific information had shown that ozone could affect human health at lower levels, and over longer exposure times than one hour. The new standard was challenged in court, and after a lengthy legal battle, the courts upheld it. It was finalized in June 2004. The eight-hour standard is 0.08 parts per million, averaged over eight hours and not to be exceeded more than once per year. Nonattainment areas were again further classified based on the severity of the eight-hour values. Massachusetts as a whole was classified as being in moderate nonattainment for the eight-hour standard, and was separated into two nonattainment areas - Eastern Massachusetts and Western Massachusetts.

In March 2008, EPA published revisions to the eight-hour ozone NAAQS establishing a level of 0.075 ppm, (March 27, 2008; 73 FR 16483). In 2009, EPA announced it would reconsider this standard because it fell outside of the range recommended by the Clean Air Scientific Advisory Committee. However, EPA did not take final action on the reconsideration so the standard would remain at 0.075 ppm.

After reviewing data from Massachusetts monitoring stations, EPA sent a letter on December 16, 2011 proposing that only Dukes County would be designated as nonattainment for the new proposed 0.075 ozone standard. Massachusetts concurred with these findings.

On May 21, 2012, (77 FR 30088), the final rule was published in the Federal Register, defining the 2008 NAAQS at 0.075 ppm, the standard that was promulgated in March 2008. A second rule published on May 21, 2012 (77 FR 30160), revoked the 1997 ozone NAAQS to occur one year after the July 20, 2012 effective date of the 2008 NAAQS.

Also on May 21, 2012, the air quality designations areas for the 2008 NAAQS were published in the Federal Register. In this Federal Register, the only area in Massachusetts that was designated as nonattainment is Dukes County. All other Massachusetts counties were designated as attainment/unclassified for the 2008 standard. On March 6, 2015, (80 FR 12264, effective April 6, 2015) EPA published the Final Rulemaking, "Implementation of the 2008 National Ambient Air Quality Standards (NAAQS) for Ozone: State Implementation Plan Requirements; Final Rule." This rulemaking confirmed the removal of transportation conformity to the 1997 Ozone NAAQS.

However, on February 16, 2018, the United States Court of Appeals for the District of Columbia Circuit in *South Coast Air Quality Mgmt. District v. EPA* ("South Coast II," 882 F.3d 1138) held that transportation conformity determinations must be made in areas that were either nonattainment or maintenance for the 1997 ozone NAAQS and attainment for the 2008 ozone NAAQS when the 1997 ozone NAAQS was revoked. These conformity determinations are required in these areas after February 16, 2019. On November 29, 2018, EPA issued *Transportation Conformity Guidance for the South Coast II Court Decision* (EPA-420-B-18-050, November 2018) that addresses how transportation conformity determinations can be made in areas. According to the guidance, both Eastern and Western Massachusetts, along with several other areas across the country, are now defined as "orphan nonattainment areas" - areas that were designated as nonattainment for the 1997 ozone NAAQS at the time of its revocation (80 FR 12264, March 6, 2015) and were designated attainment for the 2008 ozone NAAQS in EPA's original designations rule for this NAAQS (77 FR 30160, May 21, 2012).

Current Conformity Determination

After February 16, 2019, as a result of the court ruling and the subsequent federal guidance, transportation conformity for the 1997 NAAQS – intended as an "anti-backsliding" measure – now applies

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to both of Massachusetts' orphan areas. Therefore, this conformity determination is being made for the 1997 ozone NAAQS on the FFY 2020-2024 Old Colony Transportation Improvement Program and 2020-2040 Regional Transportation Plan.

The transportation conformity regulation at 40 CFR 93.109 sets forth the criteria and procedures for determining conformity. The conformity criteria for TIPs and LRTPs include: latest planning assumptions (93.110), latest emissions model (93.111), consultation (93.112), transportation control measures (93.113(b) and (c), and emissions budget and/or interim emissions (93.118 and/or 93.119).

For the 1997 ozone NAAQS areas, transportation conformity for TIPs and LRTPs for the 1997 ozone NAAQS can be demonstrated without a regional emissions analysis, per 40 CFR 93.109(c). This provision states that the regional emissions analysis requirement applies one year after the effective date of EPA's nonattainment designation for a NAAQS and until the effective date of revocation of such NAAQS for an area. The 1997 ozone NAAQS revocation was effective on April 6, 2015, and the *South Coast II* court upheld the revocation. As no regional emission analysis is required for this conformity determination, there is no requirement to use the latest emissions model, or budget or interim emissions tests.

Therefore, transportation conformity for the 1997 ozone NAAQS for the FFY 2020-2024 Old Colony Transportation Improvement Program and 2020-2040 Long Range Transportation Plan can be demonstrated by showing that remaining requirements in Table 1 in 40 CFR 93.109 have been met. These requirements, which are laid out in Section 2.4 of EPA's guidance and addressed below, include:

- Latest planning assumptions (93.110)
- Consultation (93.112)
- Transportation Control Measures (93.113)
- Fiscal Constraint (93.108)

Latest Planning Assumptions:

The use of latest planning assumptions in 40 CFR 93.110 of the conformity rule generally apply to regional emissions analysis. In the 1997 ozone NAAQS areas, the use of latest planning assumptions requirement applies to assumptions about transportation control measures (TCMs) in an approved SIP (See following section on Timely Implementation of TCMs).

Consultation:

The consultation requirements in 40 CFR 93.112 were addressed both for interagency consultation and public consultation. Interagency consultation was conducted with FHWA, FTA, US EPA Region 1, MassDEP, and the other Massachusetts MPOs, with the most recent conformity consultation meeting held on March 6, 2019 (this most recent meeting focused on understanding the latest conformity-related court rulings and resulting federal guidance). This ongoing consultation is conducted in accordance with the following:

- Massachusetts' Air Pollution Control Regulations 310 CMR 60.03 "Conformity to the State Implementation Plan of Transportation Plans, Programs, and Projects Developed, Funded or Approved Under Title 23 USC or the Federal Transit Act"
- The Commonwealth of Massachusetts Memorandum of Understanding by and between Massachusetts Department of Environmental Protection, Massachusetts Executive Office of

FFY 2020-2024 OLD COLONY TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Transportation and Construction, Massachusetts Metropolitan Planning Organizations concerning the conduct of transportation-air quality planning in the development and implementation of the state implementation plan" (note: this MOU is currently being updated)

Public consultation was conducted consistent with planning rule requirements in 23 CFR 450.

Title 23 CFR Section 450.324 and 310 CMR 60.03(6)(h) requires that the development of the TIP, LRTP, and related certification documents provide an adequate opportunity for public review and comment. Section 450.316(b) also establishes the outline for MPO public participation programs. The Old Colony MPO's Public Participation Plan was formally adopted in 2017. The Public Participation Plan ensures that the public will have access to the TIP and all supporting documentation, provides for public notification of the availability of the TIP and the public's right to review the document and comment thereon, and provides a 30-day public review and comment period prior to the adoption of the TIP and related certification documents.

The public comment period for this conformity determination commenced on April 16, 2019. During the 21-day public comment period, any comments received were incorporated into this Plan. This allowed ample opportunity for public comment and MPO review of the draft document. The public comment period will close on May 17, 2019 and subsequently, the Old Colony MPO is expected to endorse this air quality conformity determination on May 21, 2019. These procedures comply with the associated federal requirements.

Timely Implementation of Transportation Control Measures:

Transportation Control Measures (TCMs) have been required in the SIP in revisions submitted to EPA in 1979 and 1982. All SIP TCMs have been accomplished through construction or through implementation of ongoing programs. All of the projects have been included in the Region's Transportation Plan (present of past) as recommended projects or projects requiring further study.

DEP submitted to EPA its strategy of programs to show Reasonable Further Progress of a 15% reduction of VOCs in 1996 and the further 9% reduction of NO_x toward attainment of the National Ambient Air Quality Standards (NAAQS) for ozone in 1999. Within that strategy, there are no specific TCM projects. The strategy does call for traffic flow improvements to reduce congestion and, therefore, improve air quality. Other transportation-related projects that have been included in the SIP control strategy are listed below:

- *Enhanced Inspection and Maintenance Program*
- *California Low Emission Vehicle Program*
- *Reformulated Gasoline for On- and Off-Road Vehicles*
- *Stage II Vapor Recovery at Gasoline Refueling Stations*
- *Tier I Federal Vehicle Standards*

Fiscal Constraint:

Transportation conformity requirements in 40 CFR 93.108 state that TIPs and transportation plans and must be fiscally constrained consistent with DOT's metropolitan planning regulations at 23 CFR part 450. The 2020-2024 Old Colony Transportation Improvement Program and 2020-2040 Regional Transportation

FFY 2020-2024 OLD COLONY TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Plan are fiscally constrained, as demonstrated in Section 3. Financial Summary, Targets, and Fiscal Constraint Analysis.

In summary and based upon the entire process described above, the Old Colony MPO has prepared this conformity determination for the 1997 Ozone NAAQS in accordance with EPA's and Massachusetts' latest conformity regulations and guidance. This conformity determination process demonstrates that the FFY 2020-2024 Transportation Improvement Program and the 2020-2040 Regional Transportation Plan meet the Clean Air Act and Transportation Conformity Rule requirements for the 1997 Ozone NAAQS, and have been prepared following all the guidelines and requirements of these rules during this time period.

Therefore, the implementation of the Old Colony MPO's FFY 2020-2024 Transportation Improvement Program and the 2020-2040 Regional Transportation Plan are consistent with the air quality goals of, and in conformity with, the Massachusetts State Implementation Plan.

FFY 2020-2024 OLD COLONY TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

APPENDICES

- A. FFY 2020-2024 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 2020-2024 GREENHOUSE GAS (GHG) EMISSIONS ANALYSIS
- L. FFY 2020-2024 GATRA TRANSIT ELEMENT
- M. TWENTY-ONE (21) DAY PUBLIC REVIEW - NOTICE OF AVAILABILITY AND PUBLIC COMMENTS
- N. ADMINISTRATIVE MODIFICATIONS AND AMENDMENTS

APPENDIX A - FFY 2020-2024 OLD COLONY TIP ENDORSEMENT

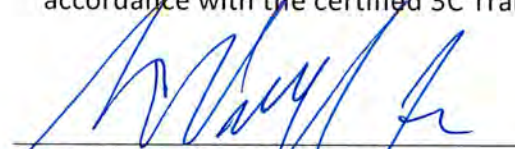
OLD COLONY METROPOLITAN PLANNING ORGANIZATION (MPO)

FFY 2020-2024 OLD COLONY TRANSPORTATION IMPROVEMENT PROGRAM (TIP)


ENDORSEMENT OF

FFY 2020-2024 OLD COLONY TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

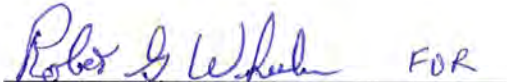
This is to certify that the Signatories of the Old Colony Metropolitan Planning Organization, at their Old Colony MPO meeting on May 21, 2019 hereby approve and endorse the FFY 2020-2024 Old Colony Transportation Improvement Program (TIP) in its entirety for the Old Colony Region, in accordance with the certified 3C Transportation Planning Process.


Stephanie Pollack, Secretary and CEO
Massachusetts Department of Transportation

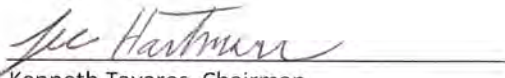
5/21/19
Date


The Honorable Bill Carpenter, Mayor
City of Brockton

5-21-19
Date

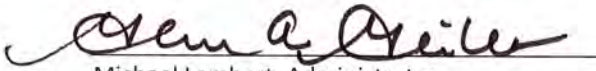

Jonathan Gulliver, Highway Administrator
Massachusetts Department of Transportation

Date

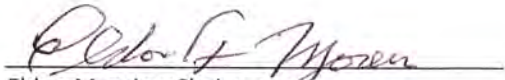

Kenneth Tavares, Chairman
Plymouth, Board of Selectmen

5/21/19
Date

FOR MICHAEL LAMBERT


Michael Lambert, Administrator
Brockton Area Transit

Date


Eldon Moreira, Chairman
West Bridgewater, Board of Selectmen

5/21/19
Date


Frank Staffier, President
Old Colony Planning Council

5-21-19
Date


Daniel Salvucci, Vice-Chairman
Whitman, Board of Selectmen

5/21/19
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)


Peter Butler, Acting 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:

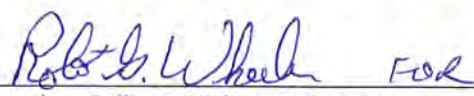
1. 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
2. In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR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

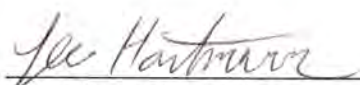
5/21/19
 Date


 on behalf of
 The Honorable Bill Carpenter, Mayor
 City of Brockton

5-21-19
 Date


 Jonathan Gulliver., Highway Administrator
 Massachusetts Department of Transportation

Date

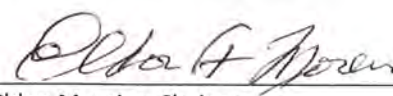

 for
 Kenneth Tavares, Chairman
 Plymouth, Board of Selectmen

5/21/19
 Date

FOR MICHAEL LAMBERT


 Michael Lambert, Administrator
 Brockton Area Transit

Date


 Eldon Moreira, Chairman
 West Bridgewater, Board of Selectmen

5/21/19
 Date


 Frank Staffier, President
 Old Colony Planning Council

5-21-19
 Date


 Daniel Salvucci, Vice-Chairman
 Whitman, Board of Selectmen

5/21/19
 Date

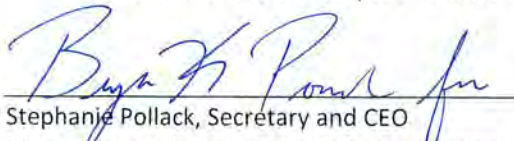
**APPENDIX C - SELF-CERTIFICATION COMPLIANCE STATEMENT - 310
CMR 60.05: GLOBAL WARMING SOLUTIONS ACT REQUIREMENTS FOR
THE TRANSPORTATION SECTOR AND MASSDOT**

Certification of the Old Colony MPO Transportation Planning Process

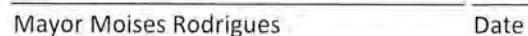
310 CMR 60.05: Global Warming Solutions Act Requirements for the Transportation Sector and the Massachusetts Department of Transportation

This will certify that the Transportation Improvement Program and Air Quality Conformity Determination for the Old Colony Long Range Transportation Plan 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 MPO to:

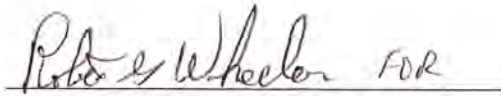
1. 310 CMR 60.05, 5(a)(1): Evaluate and report the aggregate transportation GHG emissions and impacts of RTPs and TIPs;
2. 310 CMR 60.05, 5(a)(2): In consultation with MassDOT, develop and utilize procedures to prioritize and select projects in RTPs and TIPs based on factors that include aggregate transportation GHG emissions impacts;
3. 310 CMR 60.05, 5(a)(3): Quantify net transportation GHG emissions impacts resulting from the projects in RTPs and TIPs and certify in a statement included with RTPs and TIPs pursuant to 23 CFR Part 450 that the MPO has made efforts to minimize aggregate transportation GHG emissions impacts;
4. 310 CMR 60.05, 5(a)(4): Determine in consultation with the RPA that the appropriate planning assumptions used for transportation 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, 8(a)(2)(a): Develop RTPs and TIPs;
6. 310 CMR 60.05, 8(a)(2)(b): Ensure that RPAs are using appropriate planning assumptions;
7. 310 CMR 60.05, 8(a)(2)(c): Perform regional aggregate transportation GHG emissions analysis of RTPs and TIPs;
8. 310 CMR 60.05, 8(a)(2)(d): Calculate aggregate transportation GHG emissions for RTPs and TIPs;
9. 310 CMR 60.05, 8(a)(2)(e): Develop public consultation procedures for aggregate transportation GHG reporting and related GWSA requirements consistent with current and approved regional public participation plans;
10. 310 CMR 60.05, 8(c): Prior to making final endorsements on the RTPs, TIPs, STIPs, and projects included in these plans, MassDOT and the MPOs shall include the aggregate transportation GHG emission impact assessment in RTPs, TIPs, and STIPs and provide an opportunity for public review and comment on the RTPs, TIPs, and STIPs.
11. 310 CMR 60.05, 8(a)(1)(c): After a final GHG assessment has been made by MassDOT and the MPOs, MassDOT and the MPOs shall submit MPO-endorsed RTPs, TIPs or projects within 30 days of endorsement to the Department for review of the GHG assessment.


Stephanie Pollack, Secretary and CEO
Massachusetts Department of Transportation

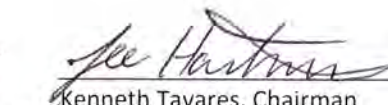
7-16-19
Date


Mayor Moises Rodrigues
City of Brockton

Date


Jonathan Gulliver, Highway Administrator
Massachusetts Department of Transportation

7/16/19
Date


Kenneth Tavares, Chairman
Plymouth, Board of Selectmen

7/16/19
Date

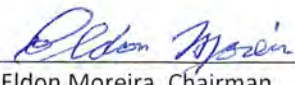
The signatures of the other MPO members may be found on page 2.

Certification of the Old Colony MPO Transportation Planning Process



Michael Lambert, Administrator
Brockton Area Transit

7.16.19
Date



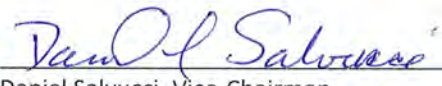
Eldon Moreira, Chairman
West Bridgewater, Board of Selectmen

7/16/19
Date



Christine Joy, President
Old Colony Planning Council

7-16-19
Date



Daniel Salvucci, Vice-Chairman
Whitman, Board of Selectmen

7/16/19
Date

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
CIP:	Capital Investment Plan
CMAQ:	Congestion Mitigation and Air Quality Improvement Program
CMP:	Congestion Management Process
CTGP:	Community Transit Grant Program
DEP:	Department of Environmental Protection
EIR:	Environmental Impact Report
EJ:	Environmental Justice
ENF:	Environmental Notification Form
EPA:	Environmental Protection Agency
FHWA:	Federal Highway Administration
FTA:	Federal Transit Administration
GATRA:	Greater Attleboro-Taunton Regional Transit Authority
GHG:	Greenhouse Gases
GWSA:	Global Warming Solutions Act
HPMS:	Highway Performance Monitoring System
HSIP:	Highway Safety Improvement Program
IRI:	International Roughness Index
JTC:	Joint Transportation Committee
LAP:	Language Access Plan
LEP:	Limited English Proficient
LOS:	Level of Service
LRTP:	Long Range Transportation Plan
MAP:	Mobility Assistance Program
MARPA:	Massachusetts Association of Regional Planning Agencies
MassDOT:	Massachusetts Department of Transportation
MBTA:	Massachusetts Bay Transportation Authority
MOU:	Memorandum of Understanding
MPO:	Metropolitan Planning Organization
NAAQS:	National Ambient Air Quality Standards
NBIS:	National Bridge Inventory Standards
NFA:	Non-Federal Aid
NFP:	National Freight Program
NHPP:	National Highway Performance Program
NHS:	National Highway System
NOx:	Nitrogen Oxides

PM1:	Safety Performance Measures
PM2:	System Preservation Performance Measures
PM3:	System Performance Measures (Congestion, Reliability, and Emissions)
PMS:	Pavement Management System
PPP:	Public Participation Plan
PRC:	Project Review Committee
PSI:	Pavement Serviceability Index
SGR:	State of Good Repair
SIP:	State Implementation Plan
SMS:	Safety Management System
SSCAC:	South Shore Community Action Council
STBG:	Surface Transportation Block Grant Program
TAM	Transit Asset Management
TAMP	Transportation Asset Management Plan
TAN:	Transportation Advisory Network
TAP:	Transportation Alternatives Program
TCM:	Transportation Control Measure
TERM:	Transit Economic Requirements Model
TIP:	Transportation Improvement Program
TMA:	Transportation Management Area
ULB:	Useful Life Benchmark
VMT:	Vehicle Miles Traveled
VOCs:	Volatile Organic Compounds

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

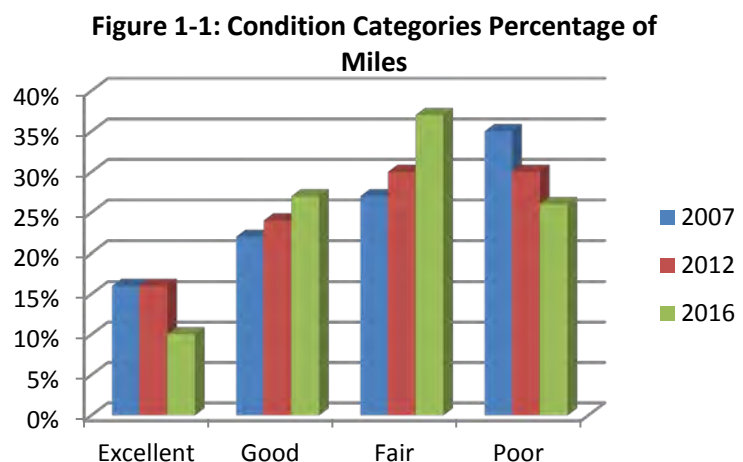
System Level Estimate of Needs and Cost for Maintaining and Operating the Highway System

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

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
	2019	2020	2021	2022	2023	2024
Farebox	\$ 2,802,500	\$ 2,965,000	\$ 3,039,125	\$ 3,115,103	\$ 3,192,981	\$ 3,272,805
Section 5307	\$ 2,085,921	\$ 2,068,506	\$ 2,120,219	\$ 2,173,224	\$ 2,227,555	\$ 2,283,244
Section 5311						
CMAQ/TDM						
Fully Funded *	\$ 1,136,000	\$ 1,122,000	\$ 1,150,050	\$ 1,178,801	\$ 1,208,271	\$ 1,238,478
MassDOT Discretionary Grant	\$ 13,000	\$ 235,625	\$ -	\$ -	\$ -	\$ -
Community Transit Grant	\$ 80,000	\$ 80,000				
Auxiliary Revenue	\$ 268,500	\$ 220,000	\$ 225,500	\$ 231,138	\$ 236,916	\$ 242,839
Interest Income	\$ 60,000	\$ 45,000	\$ 46,125	\$ 47,278	\$ 48,460	\$ 49,672
State Contract Assistance **	\$ 6,983,107	\$ 7,192,500	\$ 7,372,313	\$ 7,556,620	\$ 7,745,536	\$ 7,939,174
Local Assessment	\$ 2,998,608	\$ 3,123,573	\$ 3,201,662	\$ 3,281,704	\$ 3,363,746	\$ 3,447,840
TOTAL	\$ 16,427,636	\$ 17,052,204	\$ 17,154,993	\$ 17,583,868	\$ 18,023,465	\$ 18,474,052
Operating Expenses ***						
	2019	2020	2021	2022	2023	2024
TOTAL (See Description Below)	\$ 16,427,636	\$ 17,052,204	\$ 17,154,993	\$ 17,583,868	\$ 18,023,465	\$ 18,474,052

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 2020-2024 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.	\$ 27,084,260	\$ 6,771,065	\$ 33,855,325
Metropolitan planning	\$ 10,008,876	\$ 2,502,219	\$ 12,511,095
State planning and research	\$ 20,431,055	\$ 5,107,764	\$ 25,538,819
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
SRTS education	\$ 1,080,000	\$ 270,000	\$ 1,350,000
Transit grant program	\$ 1,580,000	\$ 395,000	\$ 1,975,000
<i>subtotal of planning / adjustments / pass throughs</i>	\$ 65,616,792	\$ 16,126,420	\$ 81,743,212
Funding for regional priorities	regional share %	MPO	Total federal aid
			Matching funds
			Total funding (proposed)
	3.5596%	Berkshire	\$ 6,791,857
	42.9671%	Boston	\$ 81,982,925
	4.5851%	Cape Cod	\$ 8,748,552
	8.6901%	Central Mass	\$ 16,581,054
	2.5397%	Franklin	\$ 4,845,848
	0.3100%	Martha's Vineyard	\$ 591,492
	4.4296%	Merrimack Valley	\$ 8,451,852
	4.4596%	Montachusett	\$ 8,509,093
	0.2200%	Nantucket	\$ 419,769
	3.9096%	Northern Middlesex	\$ 7,459,671
	4.5595%	Old Colony	\$ 8,699,706
	10.8099%	Pioneer Valley	\$ 20,625,716
	8.9601%	Southeastern Mass	\$ 17,096,225
		<i>Total funding of regional priorities</i>	\$ 190,803,952
Highway Division programs			\$ 47,700,940
Reliability programs			\$ 75,197,921
Bridge program			\$ 63,681,254
			\$ 347,620,529
		<i>Inspections</i>	\$ 151,472,055
		<i>Systematic maintenance</i>	\$ 14,320,000
		<i>On-system NHS (minimum)</i>	\$ 8,000,000
		<i>On-System Non-NHS</i>	\$ 94,900,000
		<i>Off-system</i>	\$ 9,100,000
Interstate pavement program			\$ 28,500,000
			\$ 7,125,000
			\$ 37,585,665
			\$ 4,176,185
			\$ 41,761,850

**FFY 2020-2024 STIP
2020 BUDGET**

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 2020-2024 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	\$ 143,814,674	\$ 750,612,944	
Planning / Adjustments / Pass-throughs					
Award adjustments, change orders, etc.		\$ 18,903,344	\$ 4,725,836	\$ 23,629,180	
Metropolitan planning		\$ 10,008,876	\$ 2,502,219	\$ 12,511,095	
State planning and research		\$ 20,431,055	\$ 5,107,764	\$ 25,538,819	
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	
SRTS education		\$ 1,080,000	\$ 270,000	\$ 1,350,000	
Transit grant program		\$ 1,580,000	\$ 395,000	\$ 1,975,000	
<i>subtotal of planning / adjustments / pass throughs</i>		\$ 57,435,876	\$ 14,081,191	\$ 71,517,067	
Funding for regional priorities					
	regional share %	MPO	Total federal aid	Matching funds	Total funding (proposed)
	3.5596%	Berkshire	\$ 6,929,328	\$ 1,732,332	\$ 8,661,660
	42.9671%	Boston	\$ 83,642,302	\$ 20,910,575	\$ 104,552,877
	4.5851%	Cape Cod	\$ 8,925,627	\$ 2,231,407	\$ 11,157,034
	8.6901%	Central Mass	\$ 16,916,663	\$ 4,229,166	\$ 21,145,829
	2.5397%	Franklin	\$ 4,943,930	\$ 1,235,983	\$ 6,179,913
	0.3100%	Martha's Vineyard	\$ 603,464	\$ 150,866	\$ 754,330
	4.4296%	Merrimack Valley	\$ 8,622,922	\$ 2,155,730	\$ 10,778,652
	4.4596%	Montachusett	\$ 8,681,322	\$ 2,170,330	\$ 10,851,652
	0.2200%	Nantucket	\$ 428,265	\$ 107,066	\$ 535,331
	3.9096%	Northern Middlesex	\$ 7,610,659	\$ 1,902,665	\$ 9,513,324
	4.5595%	Old Colony	\$ 8,875,793	\$ 2,218,948	\$ 11,094,741
	10.8099%	Pioneer Valley	\$ 21,043,192	\$ 5,260,798	\$ 26,303,990
	8.9601%	Southeastern Mass	\$ 17,442,261	\$ 4,360,565	\$ 21,802,827
<i>Total funding of regional priorities</i>		\$ 194,665,923	\$ 48,666,432	\$ 243,332,161	
Highway Division programs		\$ 351,348,526	\$ 81,067,051	\$ 432,415,577	
Reliability programs		\$ 242,628,526	\$ 55,414,829	\$ 298,043,354	
Bridge program		\$ 143,847,945	\$ 35,961,986	\$ 179,809,931	
	<i>Inspections</i>	\$ -	\$ -	\$ -	
	<i>Systematic maintenance</i>	\$ 8,000,000	\$ 2,000,000	\$ 10,000,000	
	<i>On-system NHS (minimum)</i>	\$ 94,900,000	\$ 23,725,000	\$ 118,625,000	
	<i>On-System Non-NHS</i>	\$ 9,100,000	\$ 2,275,000	\$ 11,375,000	
	<i>Off-system</i>	\$ 28,500,000	\$ 7,125,000	\$ 35,625,000	

**FFY 2020-2024 STIP
2021 BUDGET**

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 2020-2024 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.	\$ 25,270,365	\$ 6,317,591	\$ 31,587,956
Metropolitan planning	\$ 10,008,876	\$ 2,502,219	\$ 12,511,095
State planning and research	\$ 20,431,055	\$ 5,107,764	\$ 25,538,819
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
SRTS education	\$ 1,080,000	\$ 270,000	\$ 1,350,000
Transit grant program	\$ 1,580,000	\$ 395,000	\$ 1,975,000
<i>subtotal of planning / adjustments / pass throughs</i>	\$ 63,802,897	\$ 15,672,946	\$ 79,475,843
Funding for regional priorities	regional share %	MPO	Total federal aid
			Matching funds
			Total funding (proposed)
	3.5596%	Berkshire	\$ 7,070,426
	42.9671%	Boston	\$ 85,345,463
	4.5851%	Cape Cod	\$ 9,107,375
	8.6901%	Central Mass	\$ 17,261,128
	2.5397%	Franklin	\$ 5,044,601
	0.3100%	Martha's Vineyard	\$ 615,752
	4.4296%	Merrimack Valley	\$ 8,798,505
	4.4596%	Montachusett	\$ 8,858,094
	0.2200%	Nantucket	\$ 436,986
	3.9096%	Northern Middlesex	\$ 7,765,631
	4.5595%	Old Colony	\$ 9,056,526
	10.8099%	Pioneer Valley	\$ 21,471,682
	8.9601%	Southeastern Mass	\$ 17,797,428
<i>Total funding of regional priorities</i>			\$ 198,629,796
Highway Division programs			\$ 356,721,470
Reliability programs			\$ 57,429,045
Bridge program			\$ 158,167,945
		<i>Inspections</i>	\$ 14,320,000
		<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
			\$ 39,541,986
			\$ 17,900,000
			\$ 2,000,000
			\$ 23,725,000
			\$ 2,275,000
			\$ 7,125,000
			\$ 10,000,000
			\$ 11,375,000
			\$ 35,625,000

**FFY 2020-2024 STIP
2022 BUDGET**

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 2020-2024 STIP
2023 BUDGET**

		Obligation authority <i>(federal aid only)</i>	Matching funds	FFY 2023 (Proposed) <i>(federal aid + match)</i>	
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.		\$ 12,257,029	\$ 3,064,257	\$ 15,321,286	
Metropolitan planning		\$ 10,008,876	\$ 2,502,219	\$ 12,511,095	
State planning and research		\$ 20,431,055	\$ 5,107,764	\$ 25,538,819	
Recreational trails		\$ 1,186,729	\$ 296,682	\$ 1,483,411	
Railroad grade crossings		\$ 2,000,000	\$ 222,222	\$ 2,222,222	
SRTS education		\$ 1,080,000	\$ 270,000	\$ 1,350,000	
Transit grant program		\$ 1,580,000	\$ 395,000	\$ 1,975,000	
<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	\$ 1,806,213	\$ 9,031,063
	42.9671%	Boston	\$ 87,209,479	\$ 21,802,370	\$ 109,011,849
	4.5851%	Cape Cod	\$ 9,306,287	\$ 2,326,572	\$ 11,632,859
	8.6901%	Central Mass	\$ 17,638,125	\$ 4,409,531	\$ 22,047,657
	2.5397%	Franklin	\$ 5,154,779	\$ 1,288,695	\$ 6,443,474
	0.3100%	Martha's Vineyard	\$ 629,201	\$ 157,300	\$ 786,501
	4.4296%	Merrimack Valley	\$ 8,990,672	\$ 2,247,668	\$ 11,238,340
	4.4596%	Montachusett	\$ 9,051,563	\$ 2,262,891	\$ 11,314,453
	0.2200%	Nantucket	\$ 446,530	\$ 111,632	\$ 558,162
	3.9096%	Northern Middlesex	\$ 7,935,238	\$ 1,983,810	\$ 9,919,048
	4.5595%	Old Colony	\$ 9,254,328	\$ 2,313,582	\$ 11,567,910
	10.8099%	Pioneer Valley	\$ 21,940,642	\$ 5,485,160	\$ 27,425,802
	8.9601%	Southeastern Mass	\$ 18,186,139	\$ 4,546,535	\$ 22,732,674
<i>Total funding of regional priorities</i>		\$ 202,968,036	\$ 50,741,958	\$ 253,709,792	
Highway Division programs		\$ 381,165,279	\$ 87,423,397	\$ 468,588,676	
Reliability programs		\$ 267,601,252	\$ 61,384,440	\$ 326,834,487	
Bridge program		\$ 166,996,123	\$ 41,749,031	\$ 207,515,202	
	<i>Inspections</i>		\$ -	\$ -	
	<i>Systematic maintenance</i>	\$ 8,629,176	\$ 2,157,294	\$ 10,722,914	
	<i>On-system NHS</i>	\$ 94,900,000	\$ 23,725,000	\$ 118,625,000	
	<i>On-System Non-NHS</i>	\$ 9,815,687	\$ 2,453,922	\$ 12,197,315	
	<i>Off-system</i>	\$ 28,500,000	\$ 7,125,000	\$ 35,625,000	
Interstate pavement program		\$ 24,711,290	\$ 2,745,699	\$ 27,456,989	
Non-interstate DOT pavement program		\$ 56,414,722	\$ 14,103,681	\$ 70,518,403	

**FFY 2020-2024 STIP
2023 BUDGET**

Roadway improvements program	\$ 1,142,119	\$ 285,530	\$ 1,427,648
Safety improvements program	\$ 18,336,998	\$ 2,500,500	\$ 20,837,498
Modernization programs	\$ 84,673,787	\$ 18,816,397	\$ 102,880,407
ADA retrofits program	\$ 1,400,000	\$ 350,000	\$ 1,750,000
Intersection improvements program	\$ 16,934,757	\$ 1,881,640	\$ 18,705,529
Intelligent Transportation Systems program	\$ 8,000,000	\$ 2,000,000	\$ 10,000,000
Roadway reconstruction program	\$ 58,339,029	\$ 14,584,757	\$ 72,424,878
Expansion programs	\$ 28,890,241	\$ 7,222,560	\$ 36,112,801
Bicycles and pedestrians program	\$ 28,890,241	\$ 7,222,560	\$ 36,112,801
Capacity program	\$ -	\$ -	\$ -

**FFY 2020-2024 STIP
2024 BUDGET**

	Obligation authority <i>(federal aid only)</i>	Matching funds	FFY 2024 (Proposed) <i>(federal aid + match)</i>
Base obligation authority	\$ 689,684,333		
Planned redistribution request	\$ 50,000,000		
Total Estimated Funding Available	\$ 739,684,333		
ABP GANS Repayment	\$ (98,715,000)		
Total non-earmarked funding available	\$ 640,969,333	\$ 151,980,325	\$ 792,949,658
Planning / Adjustments / Pass-throughs			
Award adjustments, change orders, etc.	\$ 12,257,029	\$ 3,064,257	\$ 15,321,286
Metropolitan planning	\$ 10,008,876	\$ 2,502,219	\$ 12,511,095
State planning and research	\$ 20,431,055	\$ 5,107,764	\$ 25,538,819
Recreational trails	\$ 1,186,729	\$ 296,682	\$ 1,483,411
Railroad grade crossings	\$ 2,000,000	\$ 222,222	\$ 2,222,222
SRTS education	\$ 1,080,000	\$ 270,000	\$ 1,350,000
Transit grant program	\$ 1,580,000	\$ 395,000	\$ 1,975,000
<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	\$ 7,319,544
	42.9671%	Boston	\$ 88,352,510
	4.5851%	Cape Cod	\$ 9,428,262
	8.6901%	Central Mass	\$ 17,869,304
	2.5397%	Franklin	\$ 5,222,342
	0.3100%	Martha's Vineyard	\$ 637,448
	4.4296%	Merrimack Valley	\$ 9,108,510
	4.4596%	Montachusett	\$ 9,170,199
	0.2200%	Nantucket	\$ 452,382
	3.9096%	Northern Middlesex	\$ 8,039,243
	4.5595%	Old Colony	\$ 9,375,622
	10.8099%	Pioneer Valley	\$ 22,228,212
	8.9601%	Southeastern Mass	\$ 18,424,500
		<i>Total funding of regional priorities</i>	\$ 205,628,284
Highway Division programs			\$ 88,715,161
Reliability programs			\$ 62,291,428
Bridge program			\$ 211,829,562
		<i>Inspections</i>	\$ 14,320,000
		<i>Systematic maintenance</i>	\$ 8,756,680
		<i>On-system NHS</i>	\$ 94,900,000
		<i>On-System Non-NHS</i>	\$ 9,960,724
		<i>Off-system</i>	\$ 28,500,000
Interstate pavement program			\$ 25,076,422
Non-interstate DOT pavement program			\$ 57,248,203

**FFY 2020-2024 STIP
2024 BUDGET**

Roadway improvements program	\$ 1,158,995	\$ 289,749	\$ 1,448,743
Safety improvements program	\$ 18,607,945	\$ 2,537,447	\$ 21,145,392
Modernization programs	\$ 85,924,923	\$ 19,094,427	\$ 105,019,350
ADA retrofits program	\$ -	\$ -	\$ -
Intersection improvements program	\$ 17,184,985	\$ 1,909,443	\$ 19,094,427
Intelligent Transportation Systems program	\$ 8,000,000	\$ 2,000,000	\$ 10,000,000
Roadway reconstruction program	\$ 60,739,938	\$ 15,184,985	\$ 75,924,923
Expansion programs	\$ 29,317,223	\$ 7,329,306	\$ 36,646,529
Bicycles and pedestrians program	\$ 29,317,223	\$ 7,329,306	\$ 36,646,529
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"/>
						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 2019)

COMMUNITY	ID	ADVERTISED	DESCRIPTION	TOTAL COST	FEDERAL	STATE
ABINGTON/ BROCKTON	608143	*	ABINGTON/ BROCKTON - NORTH QUINCY STREET, CHESTNUT STREET, AND BOUNDARY AVENUE ROUNDABOUT AND GEOMETRIC IMPROVEMENTS	\$ 2,121,017	\$ 1,696,814	\$ 424,203
EAST BRIDGEWATER	607941	*	EAST BRIDGEWATER - RESURFACING AND SIDEWALK CONSTRUCTION ON BEDFORD STREET (ROUTE 18), FROM WHITMAN STREET (ROUTE 106) TO CENTRAL STREET	\$ 9,023,732	\$ 7,218,986	\$ 1,804,746
					\$ -	\$ -
			Total Cost of Projects:	\$ 11,144,749	\$ 8,915,799	\$ 2,228,950

* Project anticipated to be advertised by October 1, 2019

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

Old Colony Region Transportation Improvement Program

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
608143	ABINGTON/ BROCKTON - NORTH QUINCY STREET, CHESTNUT STREET, AND BOUNDARY AVENUE ROUNDABOUT AND GEOMETRIC IMPROVEMENTS	\$ 1,218,906	Quantified	505,089.454	Quantified Decrease in Emissions from Traffic Operational Improvement		2019
607941	EAST BRIDGEWATER - RESURFACING AND SIDEWALK CONSTRUCTION ON BEDFORD STREET (ROUTE 18), FROM WHITMAN STREET (ROUTE 106) TO CENTRAL STREET	\$ 7,763,091	Quantified	1,525.300	Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure		2019

Old Colony Region Transportation Improvement Program

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
111203	BAT	BUY REPLACEMENT 30-FT BUS (2) BSU	\$ 500,000	Quantified	188,480.027	Quantified Decrease in Emissions from Bus Replacement		2019

APPENDIX K - FFY 2020-2024 GREENHOUSE GAS (GHG) EMISSIONS ANALYSIS

2020-2024 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 2020-2024 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, DEP issued new regulations that require MPOs to quantify impacts from project investments, track progress towards reductions, and consider impacts in the prioritization of project investments. The targets for overall statewide GHG emissions are:



The role of MPOs

The Commonwealth’s MPOs are integrally involved in supporting the GHG reductions mandated under the GWSA. The MPOs are most directly involved in helping to achieve the GHG emissions reductions through the promotion of healthy transportation modes through prioritizing and programming an appropriate balance of roadway, transit, bicycle and pedestrian investments – and assisting smart growth development patterns through the creation of a balanced multi-modal transportation system. This is realized through the transportation goals and policies espoused in the 2016 Long Range Transportation Plans (LRTPs); the major projects planned in those LRTPs; and the mix of new transportation projects that are programmed and implemented through the TIPs. GHG tracking and evaluation

processes enable the MPOs to identify anticipated GHG impacts of planned and programmed projects, and also to use GHG impacts as a criterion in prioritizing transportation projects.

Project-level GHG tracking and evaluation in TIPs

It is also important to monitor and evaluate the GHG impacts of the transportation projects that are programmed in the MPOs' TIPs. The TIPs include both the larger, regionally-significant projects from the LRTPs, which are reported in the Statewide GHG report, as well as smaller projects that are not included in the LRTP but that may nevertheless have impacts on GHG emissions. The primary 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.

Calculation of GHG Impacts for TIP Projects

MassDOT has adopted spreadsheets used by MPOs to determine CMAQ eligibility and that also include CO₂ impacts. The data and analysis required for these calculations is available from functional design reports that are submitted for projects that would produce a measurable GHG impact.

Projects with quantified impacts

LRTP Projects

Major capacity expansion projects are expected to have a significant impact on GHG emissions. These projects are included in each MPO's LRTPs and analyzed using either the statewide model or the Boston MPO's regional model, which reflect GHG impacts. As a result, no independent TIP calculations are required.

Quantified Decrease in Emissions

For those projects that are expected to produce a measurable decrease in emissions, the approach for calculating these impacts is described below. These projects are 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 enables increased walking and biking and decreases vehicle-miles traveled (VMT).
- **Quantified Decrease in Emissions from New/Additional Transit Service** - A bus or shuttle service that enables increased transit ridership and decreased VMT
- **Quantified Decrease in Emissions from a Park and Ride Lot** - A park and ride lot that enables increased transit ridership/ increased ridesharing and decreased VMT
- **Quantified Decrease in Emissions from Bus Replacement** - a bus replacement that directly reduces GHG emissions generated by 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 Alternative Fuel Vehicle Procurements** – A vehicle procurement where alternative fuel/advanced technology vehicles replace traditional gas or diesel vehicles.
- **Quantified Decrease in Emissions from Anti-idling Strategies** – Implementation of policies such as limiting idling allowed, incorporating anti-idling technology into fleets and using LED lights on trucks for the purpose of illuminating worksites.
- **Quantified Decrease in Emissions from Bike Share Projects** – A new bike share project or capacity added to an existing project.
- **Quantified Decrease in Emissions from Induced Travel Projects** – A project that changes roadway capacity
- **Quantified Decrease in Emissions from Speed Reduction Programs** – Programs that reduce speed to no less than 55 miles per hour.
- **Quantified Decrease in Emissions from Transit Signal Priority Projects** – A project that applies this technology to a signal intersection or along a corridor that impacts bus service.
- **Quantified Decrease in Emissions from Truck Stop Electrification Projects** – A new truck stop electrification project or capacity added to an existing project.
- **Quantified Decrease in Emissions from Other Improvement**

Quantified Increase in Emissions

- Projects expected to produce a measurable increase in emissions.

Projects with no assumed impacts

No Assumed Impact/Negligible Impact on Emissions

Projects that do not change the capacity or use of a facility (e.g. roadway median barrier or retaining wall replacement, or a bridge rehabilitation/replacement that restores the bridge to its previous condition) are assumed to have no/negligible GHG impact.

Qualitative Decrease in Emissions

Projects expected to produce a minor decrease in emissions that cannot be calculated with any precision. Examples of such projects include roadway repaving, signage improvement, ITS improvement, or transit marketing/customer experience improvement.

Qualitative Increase in Emissions

Projects expected to produce a minor increase in emissions that cannot be calculated with any precision.

Greenhouse gas impact tables for FFY 2020 - 2024 TIP

The tables summarizing the calculated quantitative and assumed qualitative impacts of the projects included in each regional FFY 2020–2024 TIP are found beginning on the next page.

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				
608266	PEMBROKE- RESURFACING AND RELATED WORK ON ROUTE 53	\$ 2,725,075	Qualitative		Qualitative Decrease in Emissions	
0		\$ -				
0		\$ -				
Quantified Impact ▶				205,185		

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

▶ Bridge Program / Systematic Maintenance						
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	\$ -				
0	Interstate Pavement	\$ -				
0	Interstate Pavement	\$ -				
0	Interstate Pavement	\$ -				
Quantified Impact ▶				0		

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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▶ Non-Interstate Pavement						
608820	BRIDGEWATER-BROCKTON - PAVEMENT PRESERVATION AND RELATED WORK ON ROUTE 24	\$ 17,851,040	Qualitative		Qualitative Decrease in Emissions	
0	Non-Interstate Pavement	\$ -				
0	Non-Interstate Pavement	\$ -				
0	Non-Interstate Pavement	\$ -				
0	Non-Interstate Pavement	\$ -				
0	Non-Interstate Pavement	\$ -				
0	Non-Interstate Pavement	\$ -				
0	Non-Interstate Pavement	\$ -				
0	Non-Interstate Pavement	\$ -				
Quantified Impact ▶				0		

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

▶ Safety Improvements						
0	Safety Improvements	\$ -				
0	Safety Improvements	\$ -				
0	Safety Improvements	\$ -				
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	\$ -				
0	Intersection Improvements	\$ -				
0	Intersection Improvements	\$ -				
0	Intersection Improvements	\$ -				
0	Intersection Improvements	\$ -				
Quantified Impact ▶				0		

▶ Intelligent Transportation Systems						
0	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	\$ 2,081,928				
0	Roadway Reconstruction	\$ -				
0	Roadway Reconstruction	\$ -				
0	Roadway Reconstruction	\$ -				
Quantified Impact ▶				0		

▶ Section 2C / State Prioritized Expansion Projects

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 ▼
► Bicycles and Pedestrians						
0	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	Award adjustments, change orders, etc.	\$ -				
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				Total Quantified Impact ▼		
Quantified Impact ►				205,185		

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	\$ 6,568,222	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				
607217	EASTON - ROUTE 123 (DEPOT STREET) RECONSTRUCTION FROM NEWELL CIRCLE TO ROUTE 138	\$ 344,808				
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						
0	Bridge Program / Off-System	\$ -				
0	Bridge Program / Off-System	\$ -				
0	Bridge Program / Off-System	\$ -				
0	Bridge Program / Off-System	\$ -				
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)	\$ -				
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)	\$ -				
0	Bridge Program / On-System (Non-NHS)	\$ -				
Quantified Impact ▶				0		

▶ Bridge Program / Systematic Maintenance						
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	\$ -				
0	Interstate Pavement	\$ -				
0	Interstate Pavement	\$ -				
0	Interstate Pavement	\$ -				

2021 GHG Tracking Old Colony Region Transportation Improvement

MassDOT Project ID ▼	MassDOT Project Description ▼	Total Programmed Funds ▼	GHG Analysis Type ▼	GHG CO ₂ Impact (kg/yr) ▼	GHG Impact Description ▼	Additional Description ▼
Quantified Impact ►				0		
► Non-Interstate Pavement						
608496	AVON- STOUGHTON- RESURFACING AND RELATED WORK ON ROUTE 24	\$ 6,312,800	Qualitative		Qualitative Decrease in Emissions	
0	Non-Interstate Pavement	\$ -				
0	Non-Interstate Pavement	\$ -				
0	Non-Interstate Pavement	\$ -				
0	Non-Interstate Pavement	\$ -				
0	Non-Interstate Pavement	\$ -				
0	Non-Interstate Pavement	\$ -				
0	Non-Interstate Pavement	\$ -				
0	Non-Interstate Pavement	\$ -				
Quantified Impact ►				0		
► Roadway Improvements						
0	Roadway Improvements	\$ -				
0	Roadway Improvements	\$ -				
0	Roadway Improvements	\$ -				
Quantified Impact ►				0		
► Safety Improvements						
0	Safety Improvements	\$ -				
0	Safety Improvements	\$ -				
0	Safety Improvements	\$ -				
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						
608086	AVON- INTERSECTION IMPROVEMENTS AT HARRISON BOULEVARD AND POND STREET	\$ 3,521,954	Quantified	989,860	Quantified Decrease in Emissions from Traffic Operational Improvement	
0	Intersection Improvements	\$ -				
0	Intersection Improvements	\$ -				
0	Intersection Improvements	\$ -				
0	Intersection Improvements	\$ -				
0	Intersection Improvements	\$ -				
Quantified Impact ►				989,860		
► Intelligent Transportation Systems						
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)	\$ 2,982,944	Qualitative		Qualitative Decrease in Emissions	
0	Roadway Reconstruction	\$ -				
0	Roadway Reconstruction	\$ -				
0	Roadway Reconstruction	\$ -				
Quantified Impact ►				0		
► Section 2C / State Prioritized Expansion Projects						
► Bicycles and Pedestrians						

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	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	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 ▶			1,122,723

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						
606143	BROCKTON - INTERSECTION IMPROVEMENTS @ CRESCENT STREET (ROUTE 27)/ QUINCY STREET/ MASSASOIT BOULEVARD	\$ 4,380,858	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				
608279	STOUGHTON - INTERSECTION IMPROVEMENTS AND RELATED WORK AT CENTRAL STREET, CANTON STREET AND TOSCA DRIVE	\$ 3,347,449	Quantified	83,068	Quantified Decrease in Emissions from Traffic Operational Improvement	
0		\$ -				
0		\$ -				
Quantified Impact ▶				177,892		

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

▶ Bridge Program / Systematic Maintenance						
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	\$ -				
0	Interstate Pavement	\$ -				
0	Interstate Pavement	\$ -				
0	Interstate Pavement	\$ -				

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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Quantified Impact ► 0

► Non-Interstate Pavement

0	Non-Interstate Pavement	\$ -				
0	Non-Interstate Pavement	\$ -				
0	Non-Interstate Pavement	\$ -				
0	Non-Interstate Pavement	\$ -				
0	Non-Interstate Pavement	\$ -				
0	Non-Interstate Pavement	\$ -				
0	Non-Interstate Pavement	\$ -				
0	Non-Interstate Pavement	\$ -				
0	Non-Interstate Pavement	\$ -				

Quantified Impact ► 0

► Roadway Improvements

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

Quantified Impact ► 0

► Safety Improvements

0	Safety Improvements	\$ -				
0	Safety Improvements	\$ -				
0	Safety Improvements	\$ -				
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	\$ -				
0	Intersection Improvements	\$ -				
0	Intersection Improvements	\$ -				
0	Intersection Improvements	\$ -				
0	Intersection Improvements	\$ -				

Quantified Impact ► 0

► Intelligent Transportation Systems

0	Intelligent Transportation Systems	\$ -				
0	Intelligent Transportation Systems	\$ -				
0	Intelligent Transportation Systems	\$ -				

Quantified Impact ► 0

► Roadway Reconstruction

0	Roadway Reconstruction	\$ -				
0	Roadway Reconstruction	\$ -				
0	Roadway Reconstruction	\$ -				
0	Roadway Reconstruction	\$ -				

Quantified Impact ► 0

► Section 2C / State Prioritized Expansion Projects

► Bicycles and Pedestrians

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	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	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			Total Quantified Impact ▼
Quantified Impact ▶			177,892

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	\$ 1,680,000	Quantified	79,683	Quantified Decrease in Emissions from Traffic Operational Improvement	
600380	PEMBROKE - REHABILITATION OF ROUTE 36 (CENTER STREET) FROM ROUTE 27 TO ROUTE 14	\$ 7,417,807	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	\$ -				
0	Bridge Program / Off-System	\$ -				
0	Bridge Program / Off-System	\$ -				
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)	\$ -				
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)	\$ -				
0	Bridge Program / On-System (Non-NHS)	\$ -				
Quantified Impact ▶				0		
▶ Bridge Program / Systematic Maintenance						
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	\$ -				
0	Interstate Pavement	\$ -				

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	Interstate Pavement	\$ -				
0	Interstate Pavement	\$ -				
Quantified Impact ►				0		
► Non-Interstate Pavement						
0	Non-Interstate Pavement	\$ -				
0	Non-Interstate Pavement	\$ -				
0	Non-Interstate Pavement	\$ -				
0	Non-Interstate Pavement	\$ -				
0	Non-Interstate Pavement	\$ -				
0	Non-Interstate Pavement	\$ -				
0	Non-Interstate Pavement	\$ -				
0	Non-Interstate Pavement	\$ -				
Quantified Impact ►				0		
► Roadway Improvements						
0	Roadway Improvements	\$ -				
0	Roadway Improvements	\$ -				
0	Roadway Improvements	\$ -				
Quantified Impact ►				0		
► Safety Improvements						
0	Safety Improvements	\$ -				
0	Safety Improvements	\$ -				
0	Safety Improvements	\$ -				
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	\$ -				
0	Intersection Improvements	\$ -				
0	Intersection Improvements	\$ -				
0	Intersection Improvements	\$ -				
0	Intersection Improvements	\$ -				
Quantified Impact ►				0		
► Intelligent Transportation Systems						
0	Intelligent Transportation Systems	\$ -				
0	Intelligent Transportation Systems	\$ -				
0	Intelligent Transportation Systems	\$ -				
Quantified Impact ►				0		
► Roadway Reconstruction						
0	Roadway Reconstruction	\$ -				
0	Roadway Reconstruction	\$ -				
0	Roadway Reconstruction	\$ -				
0	Roadway Reconstruction	\$ -				
Quantified Impact ►				0		

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 2C / State Prioritized Expansion Projects

► Bicycles and Pedestrians						
0	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	Award adjustments, change orders, etc.	\$ -				
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		

2024 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	\$ 8,354,782	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				
0		0 \$ -				
0		0 \$ -				
Quantified Impact ▶				11,779		

▶ 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						
TBD	PLYMPTON-BRIDGE REPLACEMENT, WINNETUXET ROAD OVER WINNETUXET RIVER	\$ 2,223,024	Qualitative		Qualitative Decrease in Emissions	
0	Bridge Program / Off-System	\$ -				
0	Bridge Program / Off-System	\$ -				
0	Bridge Program / Off-System	\$ -				
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)	\$ -				
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)	\$ -				
0	Bridge Program / On-System (Non-NHS)	\$ -				
Quantified Impact ▶				0		

▶ Bridge Program / Systematic Maintenance						
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	\$ -				

2024 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	Interstate Pavement	\$ -				
0	Interstate Pavement	\$ -				
0	Interstate Pavement	\$ -				
Quantified Impact ►				0		
► Non-Interstate Pavement						
0	Non-Interstate Pavement	\$ -				
0	Non-Interstate Pavement	\$ -				
0	Non-Interstate Pavement	\$ -				
0	Non-Interstate Pavement	\$ -				
0	Non-Interstate Pavement	\$ -				
0	Non-Interstate Pavement	\$ -				
0	Non-Interstate Pavement	\$ -				
0	Non-Interstate Pavement	\$ -				
Quantified Impact ►				0		
► Roadway Improvements						
0	Roadway Improvements	\$ -				
0	Roadway Improvements	\$ -				
0	Roadway Improvements	\$ -				
Quantified Impact ►				0		
► Safety Improvements						
0	Safety Improvements	\$ -				
0	Safety Improvements	\$ -				
0	Safety Improvements	\$ -				
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	\$ -				
0	Intersection Improvements	\$ -				
0	Intersection Improvements	\$ -				
0	Intersection Improvements	\$ -				
0	Intersection Improvements	\$ -				
Quantified Impact ►				0		
► Intelligent Transportation Systems						
0	Intelligent Transportation Systems	\$ -				
0	Intelligent Transportation Systems	\$ -				
0	Intelligent Transportation Systems	\$ -				
Quantified Impact ►				0		
► Roadway Reconstruction						
0	Roadway Reconstruction	\$ -				
0	Roadway Reconstruction	\$ -				
0	Roadway Reconstruction	\$ -				
0	Roadway Reconstruction	\$ -				

2024 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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Quantified Impact ► 0

► Section 2C / State Prioritized Expansion Projects

► Bicycles and Pedestrians						
0	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	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

2024 Old Colony Region MPO GHG Tracking Summary				Total Quantified Impact ▼
				Quantified Impact ► 11,779

2020 Old Colony Region Transportation Improvement

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) ▼
BCG0007900	BUY REPLACEMENT 30-FT BUS (3) BSU	\$ 450,000	Quantified	280178.7563	Quantified Decrease in Emissions from Bus Replacement	\$ 450,000		2020

2021 Old Colony Region Transportation Improvement

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) ▼
BCG0007905	BUY REPLACEMENT 40-FT BUS (4)	\$ 2,150,000	Quantified	246174.7124	Quantified Decrease in Emissions from Bus Replacement	\$ 2,150,000		2021

2022 Old Colony Region Transportation Improvement

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) ▼
BCG0007911	BUY REPLACEMENT 40-FT BUS (3)	\$ 1,590,000	Quantified	216458.9009	Quantified Decrease in Emissions from Bus Replacement	\$ 1,590,000		2022

2023 Old Colony Region Transportation Improvement

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) ▼
BCG0007915	BUY REPLACEMENT 35-FT BUS (6)	\$ 3,400,000	Quantified	560229.2679	Quantified Decrease in Emissions from Bus Replacement	\$ 3,400,000		2023

2024 Old Colony Region Transportation Improvement

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) ▼
BCG0008051	BUY REPLACEMENT 40-FT BUS (4)	\$ 2,250,000	Quantified	373486.1786	Quantified Decrease in Emissions from Bus Replacement	\$ 2,250,000		2024
BCG0008052	BUY REPLACEMENT 35-FT BUS (2)	\$ 1,200,000	Quantified	187611.5581	Quantified Decrease in Emissions from Bus Replacement	\$ 1,200,000		2024

APPENDIX L - FFY 2020-2024 GATRA TRANSIT ELEMENT

**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	RTD0007577	Greater Attleboro-Taunton Regional Transit Authority	442400	SHORT RANGE TRANSIT PLANNING		\$80,000	\$20,000	\$0	\$0	\$100,000
5307	RTD0007578	Greater Attleboro-Taunton Regional Transit Authority	300901	OPERATING ASSISTANCE		\$600,000	\$600,000	\$0	\$0	\$1,200,000
5307	RTD0007580	Greater Attleboro-Taunton Regional Transit Authority	114200	ACQUIRE - MISC SUPPORT EQUIPMENT		\$60,000	\$15,000	\$0	\$0	\$75,000
5307	RTD0007581	Greater Attleboro-Taunton Regional Transit Authority	117A00	PREVENTIVE MAINTENANCE		\$2,800,000	\$700,000	\$0	\$0	\$3,500,000
5307	RTD0007582	Greater Attleboro-Taunton Regional Transit Authority	111203	BUY REPLACEMENT 30-FT BUS - 2		\$800,000	\$200,000	\$0	\$0	\$1,000,000
5307	RTD0007583	Greater Attleboro-Taunton Regional Transit Authority	111215	BUY REPLACEMENT VAN - 5		\$208,000	\$0	\$0	\$52,000	\$260,000
5307	RTD0007584	Greater Attleboro-Taunton Regional Transit Authority	117C00	NON FIXED ROUTE ADA PARA SERV		\$1,200,000	\$300,000	\$0	\$0	\$1,500,000
5307	RTD0007585	Greater Attleboro-Taunton Regional Transit Authority	111204	BUY REPLACEMENT <30 FT BUS - 4		\$300,000	\$0	\$0	\$75,000	\$375,000
					Subtotal	\$6,048,000	\$1,835,000	\$0	\$127,000	\$8,010,000
5309										
					Subtotal	\$0	\$0	\$0	\$0	\$0
5310										
					Subtotal	\$0	\$0	\$0	\$0	\$0
5311										
					Subtotal	\$0	\$0	\$0	\$0	\$0
5337										
5337	RTD0007595	Greater Attleboro-Taunton Regional Transit Authority	123402	REHAB/RENOV - RAIL STATION		\$943,837	\$0	\$0	\$235,959	\$1,179,796
					Subtotal	\$943,837	\$0	\$0	\$235,959	\$1,179,796
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	RTD0008108	Greater Attleboro-Taunton Regional Transit Authority	114402	REHAB/RENOVATE - East MAINTENANCE FACILITY		\$0	\$360,000	\$0	\$1,440,000	\$1,800,000
					Subtotal	\$0	\$360,000	\$0	\$1,440,000	\$1,800,000
					Total	\$6,991,837	\$2,195,000	\$0	\$1,802,959	\$10,989,796

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	RTD0007586	Greater Attleboro-Taunton Regional Transit Authority	442400	SHORT RANGE TRANSIT PLANNING		\$80,000	\$20,000	\$0	\$0	\$100,000
5307	RTD0007589	Greater Attleboro-Taunton Regional Transit Authority	117A00	PREVENTIVE MAINTENANCE		\$2,800,000	\$700,000	\$0	\$0	\$3,500,000
5307	RTD0007590	Greater Attleboro-Taunton Regional Transit Authority	300901	OPERATING ASSISTANCE		\$600,000	\$600,000	\$0	\$0	\$1,200,000
5307	RTD0007591	Greater Attleboro-Taunton Regional Transit Authority	114220	ACQUIRE - MISC SUPPORT EQUIPMENT		\$60,000	\$15,000	\$0	\$0	\$75,000
5307	RTD0007592	Greater Attleboro-Taunton Regional Transit Authority	111203	BUY REPLACEMENT 30-FT BUS - 2		\$800,000	\$200,000	\$0	\$0	\$1,000,000
5307	RTD0007593	Greater Attleboro-Taunton Regional Transit Authority	117C00	NON FIXED ROUTE ADA PARA SERV	2020 - \$400,000	\$1,200,000	\$300,000	\$0	\$0	\$1,500,000
5307	RTD0007594	Greater Attleboro-Taunton Regional Transit Authority	111204	BUY REPLACEMENT <30 FT BUS - 3		\$300,000	\$0	\$0	\$75,000	\$375,000
Subtotal						\$5,840,000	\$1,835,000	\$0	\$75,000	\$7,750,000
5309										
Subtotal						\$0	\$0	\$0	\$0	\$0
5310										
Subtotal						\$0	\$0	\$0	\$0	\$0
5311										
Subtotal						\$0	\$0	\$0	\$0	\$0
5337										
5337	RTD0007596	Greater Attleboro-Taunton Regional Transit Authority	123402	REHAB/RENOV - RAIL STATION	2018 - \$1,102,941	\$1,102,941	\$0	\$0	\$275,735	\$1,378,676
Subtotal						\$1,102,941	\$0	\$0	\$275,735	\$1,378,676
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	RTD0007588	Greater Attleboro-Taunton Regional Transit Authority	111215	BUY REPLACEMENT VAN - 5		\$0	\$0	\$0	\$390,000	\$390,000
Other Non-Federal	RTD0008109	Greater Attleboro-Taunton Regional Transit Authority	114402	REHAB/RENOVATE - East MAINTENANCE FACILITY		\$0	\$300,000	\$0	\$1,200,000	\$1,500,000
Subtotal						\$0	\$300,000	\$0	\$1,590,000	\$1,890,000
Total						\$6,942,941	\$2,135,000	\$0	\$1,940,735	\$11,018,676

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	RTD0007598	Greater Attleboro-Taunton Regional Transit Authority	442400	SHORT RANGE TRANSIT PLANNING		\$80,000	\$20,000	\$0	\$0	\$100,000
5307	RTD0007600	Greater Attleboro-Taunton Regional Transit Authority	117A00	PREVENTIVE MAINTENANCE		\$2,800,000	\$700,000	\$0	\$0	\$3,500,000
5307	RTD0007601	Greater Attleboro-Taunton Regional Transit Authority	300901	OPERATING ASSISTANCE		\$600,000	\$600,000	\$0	\$0	\$1,200,000
5307	RTD0007602	Greater Attleboro-Taunton Regional Transit Authority	114220	ACQUIRE - MISC SUPPORT EQUIPMENT		\$60,000	\$15,000	\$0	\$0	\$75,000
5307	RTD0007603	Greater Attleboro-Taunton Regional Transit Authority	117C00	NON FIXED ROUTE ADA PARA SERV		\$1,200,000	\$300,000	\$0	\$0	\$1,500,000
5307	RTD0007604	Greater Attleboro-Taunton Regional Transit Authority	111204	BUY REPLACEMENT <30 FT BUS - 3		\$300,000	\$0	\$0	\$75,000	\$375,000
5307	RTD0007605	Greater Attleboro-Taunton Regional Transit Authority	111215	BUY REPLACEMENT VAN - 5		\$260,000	\$0	\$0	\$65,000	\$325,000
Subtotal						\$5,300,000	\$1,635,000	\$0	\$140,000	\$7,075,000
5309										
Subtotal						\$0	\$0	\$0	\$0	\$0
5310										
Subtotal						\$0	\$0	\$0	\$0	\$0
5311										
Subtotal						\$0	\$0	\$0	\$0	\$0
5337										
5337	RTD0007597	Greater Attleboro-Taunton Regional Transit Authority	123402	REHAB/RENOV - RAIL STATION	2019 - \$996,235	\$996,235	\$0	\$0	\$249,059	\$1,245,294
Subtotal						\$996,235	\$0	\$0	\$249,059	\$1,245,294
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						\$6,296,235	\$1,635,000	\$0	\$389,059	\$8,320,294

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	RTD0007606	Greater Attleboro-Taunton Regional Transit Authority	442400	SHORT RANGE TRANSIT PLANNING		\$80,000	\$20,000	\$0	\$0	\$100,000
5307	RTD0007608	Greater Attleboro-Taunton Regional Transit Authority	117A00	PREVENTIVE MAINTENANCE		\$2,800,000	\$700,000	\$0	\$0	\$3,500,000
5307	RTD0007609	Greater Attleboro-Taunton Regional Transit Authority	300901	OPERATING ASSISTANCE		\$600,000	\$600,000	\$0	\$0	\$1,200,000
5307	RTD0007610	Greater Attleboro-Taunton Regional Transit Authority	114220	ACQUIRE - MISC SUPPORT EQUIPMENT		\$60,000	\$15,000	\$0	\$0	\$75,000
5307	RTD0007611	Greater Attleboro-Taunton Regional Transit Authority	117C00	NON FIXED ROUTE ADA PARA SERV		\$1,200,000	\$300,000	\$0	\$0	\$1,500,000
5307	RTD0007612	Greater Attleboro-Taunton Regional Transit Authority	111204	BUY REPLACEMENT <30 FT BUS (3)		\$300,000	\$0	\$0	\$75,000	\$375,000
5307	RTD0007613	Greater Attleboro-Taunton Regional Transit Authority	111215	BUY REPLACEMENT VAN (5)		\$260,000	\$0	\$0	\$65,000	\$325,000
Subtotal						\$5,300,000	\$1,635,000	\$0	\$140,000	\$7,075,000
5309										
Subtotal						\$0	\$0	\$0	\$0	\$0
5310										
Subtotal						\$0	\$0	\$0	\$0	\$0
5311										
Subtotal						\$0	\$0	\$0	\$0	\$0
5337										
5337	RTD0007614	Greater Attleboro-Taunton Regional Transit Authority	123402	REHAB/RENOV - RAIL STATION	2020 - \$1,013,370	\$1,013,370	\$0	\$0	\$253,343	\$1,266,713
Subtotal						\$1,013,370	\$0	\$0	\$253,343	\$1,266,713
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						\$6,313,370	\$1,635,000	\$0	\$393,343	\$8,341,713

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

Transportation Improvement Program (TIP)

Project List (FY2024)

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	RTD0008131	Greater Attleboro-Taunton Regional Transit Authority	114220	ACQUIRE - MISC SUPPORT EQUIPMENT		\$60,000	\$15,000	\$0	\$0	\$75,000
5307	RTD0008132	Greater Attleboro-Taunton Regional Transit Authority	442400	SHORT RANGE TRANSIT PLANNING		\$80,000	\$20,000	\$0	\$0	\$100,000
5307	RTD0008133	Greater Attleboro-Taunton Regional Transit Authority	111202	BUY REPLACEMENT 35-FT BUS (2)		\$800,000	\$200,000	\$0	\$0	\$1,000,000
5307	RTD0008135	Greater Attleboro-Taunton Regional Transit Authority	111204	BUY REPLACEMENT <30 FT BUS (3)		\$200,000	\$0	\$0	\$50,000	\$250,000
5307	RTD0008136	Greater Attleboro-Taunton Regional Transit Authority	117C00	NON FIXED ROUTE ADA PARA SERV		\$1,200,000	\$300,000	\$0	\$0	\$1,500,000
5307	RTD0008137	Greater Attleboro-Taunton Regional Transit Authority	300901	OPERATING ASSISTANCE		\$600,000	\$600,000	\$0	\$0	\$1,200,000
5307	RTD0008138	Greater Attleboro-Taunton Regional Transit Authority	117A00	PREVENTIVE MAINTENANCE		\$2,800,000	\$700,000	\$0	\$0	\$3,500,000
					Subtotal	\$5,740,000	\$1,835,000	\$0	\$50,000	\$7,625,000
5309										
					Subtotal	\$0	\$0	\$0	\$0	\$0
5310										
					Subtotal	\$0	\$0	\$0	\$0	\$0
5311										
					Subtotal	\$0	\$0	\$0	\$0	\$0
5337										
5337	RTD0008130	Greater Attleboro-Taunton Regional Transit Authority	123402	REHAB/RENOV - RAIL STATION	2021 - \$1,030,800	\$1,030,800	\$0	\$0	\$257,700	\$1,288,500
					Subtotal	\$1,030,800	\$0	\$0	\$257,700	\$1,288,500
5339										
5339	RTD0008134	Greater Attleboro-Taunton Regional Transit Authority	111215	BUY REPLACEMENT VAN (5)		\$312,000	\$0	\$0	\$78,000	\$390,000
					Subtotal	\$312,000	\$0	\$0	\$78,000	\$390,000
5320										
					Subtotal	\$0	\$0	\$0	\$0	\$0
Other Federal										
					Subtotal	\$0	\$0	\$0	\$0	\$0
Other Non-Federal										
					Subtotal	\$0	\$0	\$0	\$0	\$0
					Total	\$7,082,800	\$1,835,000	\$0	\$385,700	\$9,303,500

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

APPENDIX M - TWENTY-ONE (21) 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 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.

LEGAL ADVERTISEMENTS

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

- **The Brockton Enterprise - April 16, 2019**
- **The Ojournal - April 19, 2019**
- **The Patriot Ledger - April 16, 2019**

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JOB **SERVICES** **STUFF** **HOMES** **WHEELS**



shawn gousie

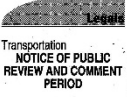
Commonwealth of Massachusetts
The Trial Court
Probate and Family Court
Docket No. PL19P067GD
In the matter of: Shawn Gousie, Of Brockton, MA RESPONDENT
Alleged incapacitated Person
CITATION GIVING NOTICE OF PETITION FOR APPOINTMENT OF GUARDIAN FOR INCAPACITATED PERSON PURSUANT TO M.G.L.C. 190B, §§-304

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 Gousie 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 AM 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 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 hearing. Anyone may make



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 (OCCPC) 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 OCCPC 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 notices 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. This 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 OCCPC 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 Kimmer at 508-585-1833 Extension 208 or for further information.

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, 56.8 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. Trifon, 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 Mortgagee's Title see deed dated June 26, 1998, and recorded June 26, 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 Christiana Trust, not individually but as Trustee for Preium Mortgage Acquisition Trust
Present Holder of the Mortgage (860) 677-2868

13783675 4/16,23,30, 2019



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 Christiana Trust, not individually but as Trustee for Preium Mortgage Acquisition Trust by virtue of an assignment from Ditech Financial, LLC, successor by merger to Green Tree Servicing, LLC to Wilmington Savings Fund Society, FSB, d/b/a Christiana Trust, not individually but as Trustee for Preium 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 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, 56.8 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. Trifon, 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 Mortgagee's Title see deed dated June 26, 1998, and recorded June 26, 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 Christiana Trust, not individually but as Trustee for Preium Mortgage Acquisition Trust
Present Holder of the Mortgage (860) 677-2868

13783675 4/16,23,30, 2019



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 Christiana Trust, not individually but as Trustee for Preium Mortgage Acquisition Trust by virtue of an assignment from Ditech Financial, LLC, successor by merger to Green Tree Servicing, LLC to Wilmington Savings Fund Society, FSB, d/b/a Christiana Trust, not individually but as Trustee for Preium 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 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, 56.8 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. Trifon, 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 Mortgagee's Title see deed dated June 26, 1998, and recorded June 26, 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 Christiana Trust, not individually but as Trustee for Preium Mortgage Acquisition Trust
Present Holder of the Mortgage (860) 677-2868

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



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. Seaman, C.E., dated August 1906" 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 Mortgagee's 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

13786634 4/6,16,23, 2019

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 Born 15 weeks premature, my son is every body in the palm of my hand. His legs were shorter than my ring finger. 1 to 4 inches of bone structure. Many risk factors health problems. And growth, but all these little miracles for University Medical. Please support March of Dimes research.

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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.ocpcprpa.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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NOTICES

29 Kingston road

TOWN OF SHARON BOARD OF APPEALS

A public hearing will be held at the Sharon Community Center, 1 Community Center Drive, Sharon, MA 02786 on Wednesday, April 24, 2013 at 7:00 PM, to consider the petition of Glenn D. Pomeroy and Pamela M. Pomeroy. Applicant seeks two findings and a special permit relative to a proposed reconstruction and structural expansion on a non-conforming lot with respect to the property located at 21 Livingston Road, Sharon, Massachusetts.

1. Finding that proposed lot is substantially more detrimental to the neighborhood than the existing non-conforming structure per M.G.L., Chapter 40A, Sec. 8 and Sharon Zoning Bylaw Sec. 84(2)(c).

2. Finding that proposed does not increase the degree of non-conformity of said structure per Sharon Zoning Bylaw Sec. 84(2)(c).

3. Special Permit to allow a reconstruction and structural expansion of a non-conforming residential structure per Sharon Zoning Bylaw, Sec. 84(2)(c).

4. Applicant also requests the granting of such other Special Permits, variances, findings or any other relief which the Zoning Board deems appropriate to the proposed reconstruction and structural expansion.

Property is located at 21 Livingston Road situated in the R-2 Zoning District and is within the Surface Water Protection District. All persons desiring to be heard on this matter must appear at the time and place designated.

LEADS

NOTICE OF PUBLIC HEARING ON PROPOSED PROGRAM FOR AMERICAN 2

In accordance with the Public Participation Process developed by the Old Colony Metropolitan Planning Organization (MPO), the Old Colony Metropolitan Planning Organization (MPO) is holding the FY 2013-2015 TPO Amendment 2, and the FY 2013-2015 TPO Amendment 3, public hearing on public review and comment. Copies of these documents are available for review at the MPO Office, 211 Main St., 2nd floor, in 4:30 p.m. at the new regional office and upon request. This notice will inform a 24-hour public review and comment period. The process will allow the public to provide input on the proposed amendments to the TPO. The public hearing will be held at the Old Colony MPO for development of the TPO. The public hearing will be held at the Old Colony MPO for development of the TPO. The public hearing will be held at the Old Colony MPO for development of the TPO.

LEADS

THE COMMONWEALTH OF MASSACHUSETTS Division of Banks

PILGRIM BANK, Colchester, Massachusetts has petitioned the Commissioner of Banks for permission to merge with ABINGTON BANK, Abington, Massachusetts. Under the terms of the Agreement and Plan of Merger, ABINGTON BANK will merge with and into PILGRIM BANK and the combined entity will be known as ABINGTON BANK. The merger will be effective on the date of the closing of the merger. The merger will be effective on the date of the closing of the merger. The merger will be effective on the date of the closing of the merger.

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PUBLIC COMMENTS

Draft FFY 2020-2024 Old Colony Transportation Improvement Program (TIP) Public Comment Matrix

Date	Name	Representation	Comment Summary	Response
4/24/2019	Old Colony Planning Council 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 2020-2024 Old Colony Transportation Improvement Program (TIP).	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 2020-2024 Old Colony Transportation Improvement Program (TIP).	Noted.
5/7/2019	David Mohler	MassDOT Office of Transportation Planning	<p><u>General</u></p> <ul style="list-style-type: none"> ▪ Please provide alternative text (alt text) for all graphics and charts within the document for improved accessibility. ▪ Please provide bookmarks for navigation. ▪ Please map a logical tab/ reading order within the document for digital screen readers. ▪ Please ensure all hyperlinks to external sources (emails, web addresses, etc.) are styled as hyperlinks and are active links. ▪ Please insert all appropriate signature pages and ensure they have the correct signatories. ▪ Please review the use of acronyms to ensure full spellings are not redundant and are in the proper sequence, as feasible. <p><u>Narrative</u></p> <ul style="list-style-type: none"> ▪ Page 1: 701 CMR 7.00 Road Flaggers section appears to be a duplicate from the disclaimers. The hyperlink 	<p>Revisions underway and will be provided in final version.</p> <p>Revisions completed.</p> <p>Revisions underway and will be provided in final version.</p> <p>Revisions completed.</p> <p>Revisions completed.</p> <p>Review and revisions completed.</p> <p>Section removed as it is also included in the</p>

Draft FFY 2020-2024 Old Colony Transportation Improvement Program (TIP) Public Comment Matrix

			<p>in this section is broken.</p> <ul style="list-style-type: none"> ▪ Pages 2-8: Please review Section #2 on Performance Based Planning for ease of reading and for sentence fragments. ▪ Page 3: Please include progress towards the adopted target I performance measures where available. ▪ Page 9: Please edit Safety Measure #3 to say Incapacitating Injuries. ▪ Page 15: Please ensure the header at the bottom of the page accompanies section text. ▪ Page 17: Please amend Nationally Significant Freight & Highway Projects (NSFHP) to National Highway Freight Program (NFP), and (STBGP) to (STBG) for consistency with the State Transportation Improvement Program (STIP). ▪ Page 18: Please ensure tab leading is consistent on bullet points. ▪ Page 20: Please include specific media outlets and "places of public convenience" utilized for the TIP public process. ▪ Page 22: Please define "EJ communities" explicitly. ▪ Pages 25-26: Please discuss why certain projects, especially programmed projects, have no Transportation Evaluation Criteria (TEC) score. 	<p>Disclaimer Section.</p> <p>Revisions completed.</p> <p>Revisions completed.</p> <p>Revision completed.</p> <p>Revision completed.</p> <p>Revision completed.</p> <p>Revision completed.</p> <p>Revision completed.</p> <p>Revisions completed.</p> <p>Revision completed.</p> <p>Revision completed.</p>
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Draft FFY 2020-2024 Old Colony Transportation Improvement Program (TIP) Public Comment Matrix

			<ul style="list-style-type: none"> ▪ Page 27: Please update reference to Table 8 in the narrative. ▪ Page 28: Please define "major change in project cost." Note that MassDOT's guidance is to amend the TIP when a project cost has changed by \$500,000 for projects programmed under \$5,000,000 and by 10% or more for projects programmed over \$5,000,000. ▪ Page 29: Please update the first bullet point under TIP Adjustment/ Administrative Modification to FFY 2020. Please rephrase the fourth bullet point. ▪ Page 64: Please include appropriate spacing between words in the third sentence under "Public consultation." ▪ Appendix D: Please update the Glossary of Terms and Acronyms with a full and accurate list of acronyms utilized in the narrative. ▪ Appendix K: Please replace the text under the State Policy Context section with the text found in the 2019-2023 STIP document. ▪ Appendix K: Please remove the GreenDOT Policy section. ▪ Appendix K: Please remove the GreenDOT Policy and MPOs section. 	<p>Revision completed.</p> <p>Revisions completed. The Old Colony Cost Change Threshold for a TIP Amendment is 20%.</p> <p>Revision completed.</p> <p>Revision completed.</p> <p>Revisions completed.</p> <p>Revision completed.</p> <p>Revision completed.</p> <p>Revision completed.</p>
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Draft FFY 2020-2024 Old Colony Transportation Improvement Program (TIP) Public Comment Matrix

			<p><u>Highway Project Listing</u></p> <p><u>FFY2021</u></p> <ul style="list-style-type: none"> ▪ 607217: Please update Municipality Name column to Easton on all three iterations. <p><u>Greenhouse Gas (GHG) Assessment</u></p> <ul style="list-style-type: none"> ▪ Please remove any impacts information for blank project lines. <p><u>FFY 2024</u></p> <ul style="list-style-type: none"> ▪ Please update the GHG Tracking Summary to 2024. 	<p>Revisions completed.</p> <p>Revision completed.</p> <p>Revision completed.</p>
5/14/2019	Bill Fitzgerald	Avon Department of Public Works	Concerned that the Avon - Intersection Improvements at Harrison Boulevard and Pond Street Project is moving to 2021 from 2020.	MassDOT recommended moving the project to FFY 2021 due to project readiness. If the design, environmental permits, and right of way are complete in FFY 2020, there is the possibility the project could be amended into FFY 2020. If not, it could potentially be advertised early in FFY 2021, which will not affect the construction start date.

Comments as of Close of Business (COB) on May 14, 2019

APPENDIX N - ADMINISTRATIVE MODIFICATIONS AND AMENDMENTS