

OLD COLONY METROPOLITAN PLANNING ORGANIZATION (MPO)

C/o Old Colony Planning Council, 70 School Street, Brockton, MA / Phone: 508-583-1833 / www.ocpcrpa.org

OLD COLONY MPO VOTING MEMBERS

CITY OF BROCKTON

TOWN OF PLYMOUTH

TOWN OF WEST BRIDGEWATER

TOWN OF WHITMAN

BROCKTON AREA TRANSIT AUTHORITY (BAT)

MASSACHUSETTS DEPARTMENT OF
TRANSPORTATION (MASSDOT)

MASSACHUSETTS DEPARTMENT OF
TRANSPORTATION (MASSDOT) HIGHWAY DIVISION

OLD COLONY PLANNING COUNCIL (OCPC)

OLD COLONY MPO EX-OFFICIO NON-VOTING MEMBERS

OLD COLONY JOINT TRANSPORTATION COMMITTEE
(JTC)

FEDERAL HIGHWAY ADMINISTRATION (FHWA)
MASSACHUSETTS DIVISION

FEDERAL TRANSIT ADMINISTRATION (FTA)
REGION 1

NOTICE OF VIRTUAL MEETING

Tuesday, March 15, 2022, 10:00 A.M.

Join Zoom Virtual Meeting:

<https://zoom.us/join>

Meeting ID: 828 6889 7278 | Password: 370367

Dial by your phone: +1-646-518-9805

Meeting ID: 828 6889 7278 | Password: 370367

AGENDA

1. Call to Order, Accessibility Statement, Title VI Notice of Protection, and Introductions
2. Public Comments
3. Minutes of February 15, 2022 Old Colony MPO Meeting
4. Brockton Area Transit (BAT) Report
5. FFY 2022-2026 Old Colony Transportation Improvement Program (TIP) Adjustments and/ or Amendments
6. Development of FFY 2023-2027 Old Colony Transportation Improvement Program (TIP)
 - Review of Scenarios and Potential Determination of Preferred Set of Projects
7. Development of FFY 2023 Unified Planning Work Program (UPWP)
 - Discussion of Universe of Projects
8. Federal Bipartisan Infrastructure Bill (BIL) Briefing, MassDOT Staff
9. Administrative Matters, Other Business, and Date and Time of Next Meeting(s)
10. Adjournment

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 that they or any specific class of persons to be subject to discrimination prohibited by Title VI may by themselves 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 Mary Waldron at 508-583-1833 Extension 202 for more information.

This meeting is accessible to people with disabilities and those with limited English proficiency. Accessibility accommodations and language services will be provided free of charge, upon request, as available. For more information or to request reasonable accommodation and/or language services please, contact Mary Waldron at 508-583-1833 Extension 202.

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

- Se esta informação é necessária em outro idioma, entre em contato com Mary Waldron em 508-583-1833 Ramal 202.
- Si se necesita esta información en otro idioma, por favor póngase en contacto con Mary Waldron al 508-583-1833 extensión 202.
- Si yo bezwen enfòmasyon sa a nan yon lòt lang, tanpri kontakte Mary Waldron nan 508-583-1833 Ekstansyon 202.

The public discussion of the Transportation Improvement Program (TIP) at Old Colony JTC, Old Colony MPO, and transportation meetings satisfies the Program of Projects (POP) public hearing requirements of the Federal Transit Administration (FTA).

March 15, 2022 Old Colony MPO Meeting
Agenda Item 1
Call to Order, Accessibility Statement and
Title VI Nondiscrimination Statement, and Introductions

Summary

Call to Order, Accessibility Statement and Title VI Nondiscrimination Statement, Roll Call, and Introductions

Accessibility Statement and Title VI Nondiscrimination Statement

“This meeting is accessible to people with disabilities. Microphones or telephones will be used by all speakers. If you would like these accommodations, please contact Mary Waldron at 508-583-1833 Extension 202. Thank you.”

“The Notice of Nondiscrimination Rights and Protections to Beneficiaries with regard to the Federal Title VI/Nondiscrimination Protections and the State Nondiscrimination Protections is included on this meeting’s agenda and is available on the Old Colony Planning Council Website at www.ocpcrpa.org. Please contact Mary Waldron at 508-583-1833 Extension 202 for more information. Thank you.”

March 15, 2022 Old Colony MPO Meeting
Agenda Item 2
Public Comments

Summary

Public comments.

March 15, 2022 Old Colony MPO Meeting
Agenda Item 3
Minutes of February 15, 2022 Old Colony MPO Meeting

Summary

The Old Colony MPO is respectfully asked to consider approval of the February 15, 2022 Old Colony MPO Meeting Minutes.

OLD COLONY METROPOLITAN PLANNING ORGANIZATION (MPO)

Minutes of the Old Colony MPO Virtual Meeting, February 15, 2022 - 10:00 A.M. Held Via Zoom

Signatories Present:

Brady Winsten, Representing Mayor Sullivan, City of Brockton
Lee Hartmann, Representing Chairman Richard Quintal, Plymouth Select Board
Meredith Anderson, Vice-Chair, West Bridgewater Board of Selectmen
Dan Salvucci, Vice-Chair, Whitman Board of Selectmen
Stephen Woelfel, Representing Jamey Tesler, Secretary and CEO, MassDOT
Pam Haznar, Representing Jonathan Gulliver, Administrator, MassDOT Highway Division
Michael Lambert, Administrator, Brockton Area Transit Authority (BAT)
Mary Waldron, Representing Christine Joy, President, OCPC

Others Present:

Bruce Hughes, Abington
Peter Spagone Jr., East Bridgewater
Antonio DeFrias, Hanson
Glenn Geiler, BAT
Andrew Reovan, FHWA
Maggie Burke, MA Safe Routes to School
Derek Krevat, MassDOT
Derek Shooster, MassDOT
Barbara Lachance, MassDOT District 5
Greg Lucas, Environmental Partners
Shawn Bailey, OCPC
Ray Guarino, OCPC
Charles Kilmer, OCPC
Guoqiang Li, OCPC
Bill McNulty, OCPC
Kyle Mowatt, OCPC

1. Call to Order and Introductions

Chairperson Stephen Woelfel called the meeting to order at 10:00 A.M. and then read the meeting accessibility statement, and the Title VI Notice of Protection Statement and Accessibility Statement. Charles Kilmer then conducted the roll and reported that a quorum was present.

2. Public Comments

There were no public comments offered at this time.

3. Minutes of the January 18, 2022 Meeting

Chairperson Woelfel asked the MPO Members for comments or changes regarding the minutes of the January 18, 2022 meeting.

OLD COLONY METROPOLITAN PLANNING ORGANIZATION (MPO)

Daniel Salvucci made a motion and Lee Hartmann seconded to endorse the minutes of the January 18, 2022 meeting.

There being no changes, the Old Colony MPO then voted to endorse the minutes of the January 18, 2022 Old Colony MPO Meeting. Motion carries with one abstention from Daniel Salvucci, Whitman.

4. Brockton Area Transit (BAT) Report

Michael Lambert stated that work force is healthy and on the job. Ridership peaked at 60% compared to pre-COVID levels before snowfall. Michael Lambert noted that he is hopeful that with warmer weather and the decline in COVID cases, that ridership will exceed the 60% mark. The Capital Investment Plan (CIP) is currently underway with MassDOT. Commuter rail initiative will wrap up March 15th.

5. FFY 2022-2026 Transportation Improvement Program (TIP) Amendments and/ or Adjustments

Chairman Woelfel reported that there are currently no Amendments and/ or Adjustments at this time.

6. FFY 2023-2027 Old Colony Transportation Improvement Program (TIP)

- **Review of Projects Including Evaluation Criteria and Results of TIP Readiness Day**

Charles Kilmer provided a review of the evaluation criteria as it relates to the projects and results of TIP Readiness Day. TIP Readiness Day is an opportunity for MassDOT and MPO Staffs to review projects in the current TIP for their state of readiness and to identify projects for readiness in 2023-2027.

The following are the projects evaluated on TIP Readiness Day:

- **STOUGHTON - INTERSECTION IMPROVEMENTS AND RELATED WORK AT CENTRAL STREET, CANTON STREET AND TOSCA DRIVE – PROGRAM YEAR - 2023, READINESS DAY YEAR - 2023**
- **BROCKTON - INTERSECTION IMPROVEMENTS AND RELATED WORK AT CENTRE STREET (ROUTE 123), CARY STREET AND LYMAN STREET - PROGRAM YEAR - 2023, READINESS DAY YEAR - 2023**
- **STOUGHTON - CORRIDOR IMPROVEMENTS ON ROUTE 138 AC PHASE 1 OF 2 - PROGRAM YEAR - 2023, READINESS DAY YEAR - 2023**
- **STOUGHTON - CORRIDOR IMPROVEMENTS ON ROUTE 138 AC PHASE 2 OF 2 - PROGRAM YEAR - 2024, READINESS DAY YEAR - 2024**
- **BROCKTON – ROUTE 123 (CENTRE STREET) AT PLYMOUTH STREET SIGNALIZATION AND GEOMETRIC IMPROVEMENTS - PROGRAM YEAR - 2024, READINESS DAY YEAR - 2024**
- **PLYMPTON - BRIDGE REPLACEMENT, WINNETUXET ROAD OVER WINNETUXET RIVER - PROGRAM YEAR - 2024, READINESS DAY YEAR - 2024**

OLD COLONY METROPOLITAN PLANNING ORGANIZATION (MPO)

- **BROCKTON** - IMPROVEMENTS AND RELATED WORK ON CRESCENT STREET (ROUTE 27), INCLUDING REPLACEMENT OF GROVE STREET BRIDGE, B-25-005, OVER SALISBURY PLAIN RIVER - **PROGRAM YEAR - 2025, READINESS DAY YEAR - 2025**
- **EASTON** - CORRIDOR IMPROVEMENTS ON ROUTE 138 INCLUDING INTERSECTION IMPROVEMENTS AT ROUTE 138 (WASHINGTON STREET) AND ELM STREET - **PROGRAM YEAR - 2025, READINESS DAY YEAR - 2025**
- **DUXBURY & KINGSTON** - SIGNAL INSTALLATION @ ROUTE 3 (NB & SB) RAMPS & ROUTE 3A (TREMONT STREET) - **PROGRAM YEAR - 2026, READINESS DAY YEAR - 2026**
- **ABINGTON** - INTERSECTION IMPROVEMENTS AT HANCOCK STREET AND CHESTNUT STREET - **PROGRAM YEAR - 2026, READINESS DAY YEAR - 2026**
- **HANSON** - CORRIDOR IMPROVEMENTS ON ROUTE 14 (MAQUAN STREET), FROM THE PEMBROKE T.L. TO INDIAN HEAD STREET AND RELATED WORK AC PHASE 1 OF 2 – **PROGRAM YEAR - 2026, READINESS DAY YEAR - 2026**
- **HANSON** - CORRIDOR IMPROVEMENTS ON ROUTE 14 (MAQUAN STREET), FROM THE PEMBROKE T.L. TO INDIAN HEAD STREET AND RELATED WORK AC PHASE 2 OF 2 - **PROGRAM YEAR - 2027, READINESS DAY YEAR - 2027**

Charles Kilmer thanked everyone that participated in TIP Readiness Day.

7. Road Safety Audits at Multiple Locations Project Overview

Bill McNulty provided an overview of the Road Safety Audits at Multiple Locations Project. Road Safety Audits are currently being scheduled for the following locations:

Abington (Scheduled for February 23, 2022)

- Groveland Street and Linwood Street
- Central Street Corridor

Brockton

- Warren Avenue at Market Street
- West Chestnut Street at Southworth Street

Duxbury (Scheduled for February 18, 2022)

- Summer Street (Route 53) at Franklin Street and High Street
- Congress Street (Route 14) at Franklin Street
- Tremont Street / Enterprise Street (Route 3A) at Tremont Street / Church Street (Route 139)

OCPC is collaborating with municipalities and MassDOT to schedule additional audits throughout the region. These additional locations will be based on updated Equivalent Property Damage Only (EPDO)

OLD COLONY METROPOLITAN PLANNING ORGANIZATION (MPO)

scores for crashes that occurred from January 1, 2019 through December 31, 2021.

8. Freight Planning and Action Plan Overview

Ray Guarino provided an overview of the Freight Planning and Action Plan. The elements and process of the Freight Study include:

1. Freight Self-Assessment
 - Identify the key freight facilities and modes (truck, rail, port, air), industries, freight generators
 - Understand freight transportation needs (issues such as truck routes, bottlenecks/congestion, truck exclusions, physical constraints, crash locations and safety)
 - Identify the major freight players in the region
2. Identify action freight related strategies, policies, and projects specific to the region that could be implemented into the MPOs plans and programs
3. Integrate Freight Plan with the region's Long Range Transportation Plan

Dan Salvucci noticed that on highways there are weigh stations set up to weigh commercial vehicles, and then inquired if the stations may be used for parking when not in use (i.e. rest area for truckers to sleep).

Bruce Hughes stated that he has a list of all the rest areas for truck drivers. Ray Guarino will be reaching out to Bruce to receive this information.

Charles Kilmer discussed shared parking at Park and Rides and if trucks could park at night, so they would not disrupt the parking of cars during the day. Pam Haznar stated that this could be a good possibility, but there are some Park and Rides that are at capacity. Without expansion this could be challenging.

Shawn Bailey stated that Wal-Mart allows truckers to park overnight at some of their locations.

9. Administrative Matters, Other Business, and Date and Time of Next Meetings(s)

Charles Kilmer highlighted the following items:

- Route 24 Over Canton Street Bridge Replacement Virtual Design Public Hearing - This hearing was held on February 10, 2022.
- Route 138 (Washington Street) Corridor Improvements Project Virtual Design Public Hearing - This hearing is on February 16, 2022.
- Release of the 2022 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) NOFO - The application deadline is April 14, 2022.
- Culvert Replacement Municipal Assistance Grant - Now Accepting Applications and Grants are due in Mid-March

Charles Kilmer provided the Dates and Times of Next Old Colony MPO Meetings(s):

OLD COLONY METROPOLITAN PLANNING ORGANIZATION (MPO)

2022

- March 15, 2022 at 10 AM
- April 19, 2022 at 10 AM
- May 17, 2022 at 10 AM
- June 21, 2022 at 10 AM

Dan Salvucci thanked OCPC for electing him as a MPO Signatory to represent towns greater than population of 15,000 for a two year term.

Chairperson Woelfel announced that on May 24-25 there will be a hybrid MassDOT Innovation Conference in Worcester. A call for abstracts just went out Friday.

10. Adjournment

Chairperson Woelfel adjourned the meeting at 10:49 AM.

Respectfully submitted,

Kyle Mowatt

Kyle Mowatt, Senior Transportation Planner

List of Documents for the February 15, 2022 Old Colony MPO Meeting

- Minutes of January 18, 2022, Old Colony MPO Meeting
- Staff Report for February 15, 2022 Old Colony MPO Meeting Agenda Items

March 15, 2022 Old Colony MPO Meeting
Agenda Item 4
Brockton Area Transit Authority (BAT) Report

Summary

Brockton Area Transit to provide report.

March 15, 2022 Old Colony MPO Meeting
Agenda Item 5
FFY 2022-2026 Transportation Improvement Program (TIP)
Amendments and/ or Adjustments

Summary

The Old Colony MPO is asked to review and consider Amendments and/ or Adjustments as needed.

March 15, 2022 Old Colony MPO Meeting
Agenda Item 6
Development of FFY 2023-2027 Old Colony Transportation
Improvement Program (TIP)

- Review of Scenarios and Potential Determination of Preferred Set of Projects

Summary

The development of the **FFY 2023-2027 Transportation Improvement Program (TIP)** is underway. The TIP serves as a prioritized listing of highway, bridge, and transit projects for implementation during the next five (5) federal fiscal years that reflect the needs of the regional transportation system. In addition, the TIP is fiscally constrained based on expected federal funding, and it contains projects that are consistent with the Long Range Transportation Plan (LRTP).

TABLE 1: DRAFT FFY 2023-2027 OLD COLONY TIP PROJECTS WITH YEAR OF EXPENDITURE (YOE)/

SCENARIO 1

INFLATION Scenario 1 adds Abington 612525 and Stoughton 611981 to FFY 2027

Current FFY 2022-2026 TIP Year	Proposed FFY 2023-2027 TIP Year	PROJECT ID#	PROJECT DESCRIPTION	FFY 2023 (Cost)	FFY 2024 (Cost with 4% Inflation)	FFY 2025 (Cost with 8% Inflation)	FFY 2026 (Cost with 12% Inflation)	FFY 2027 (Cost with 16% Inflation)	DESIGN STATUS	TEC SCORE
2023	2023	608279	STOUGHTON - INTERSECTION IMPROVEMENTS AND RELATED WORK AT CENTRAL STREET, CANTON STREET AND TOSCA DRIVE	\$4,419,676	\$4,596,463	\$4,773,250	\$4,950,037	\$5,126,824	100	43.22
2023	2023	607403	STOUGHTON - CORRIDOR IMPROVEMENTS ON ROUTE 138 AC Phase 1 of 2 (Total Cost is \$11,213,856 with FFY 2023 Cost of \$9,264,000 and FFY 2024 Cost of \$1,949,856	\$9,264,000	\$9,634,560	\$10,005,120	\$10,375,680	\$10,746,240	25	51.78
2024	2024	607403	STOUGHTON - CORRIDOR IMPROVEMENTS ON ROUTE 138 AC Phase 1 of 2 (Total Cost is \$11,213,856 with FFY 2023 Cost of \$9,264,000 and FFY 2024 Cost of \$1,949,856		\$1,949,856				25	51.78
2024	2024	609052	BROCKTON - ROUTE 123 (CENTRE STREET) AT PLYMOUTH STREET SIGNALIZATION AND GEOMETRIC IMPROVEMENTS	\$2,164,507	\$2,251,087	\$2,337,668	\$2,424,248	\$2,510,828	25	44.06
2025	2025	607818	BROCKTON - INTERSECTION IMPROVEMENTS AT LYMAN STREET/GROVE STREET/SUMMER STREET & REPLACEMENT OF GROVE STREET BRIDGE, B-25-005, OVER SALISBURY PLAIN RIVER	\$4,200,000	\$4,368,000	\$4,536,000	\$4,704,000	\$4,872,000	25	50.39
2025	2025	608195	EASTON - CORRIDOR IMPROVEMENTS ON ROUTE 138 INCLUDING INTERSECTION IMPROVEMENTS AT ROUTE 138 (WASHINGTON STREET) AND ELM STREET	\$6,466,020	\$6,724,661	\$6,983,302	\$7,241,942	\$7,500,583	25	42.89
2026	2026	609440	ABINGTON - INTERSECTION IMPROVEMENTS AT HANCOCK STREET AND CHESTNUT STREET	\$4,798,810	\$4,990,762	\$5,182,715	\$5,374,667	\$5,566,619	25	41.06
2026	2026	606002	DUXBURY - SIGNAL INSTALLATION @ ROUTE 3 (NB & SB) RAMPS & ROUTE 3A (TREMONT STREET)	\$2,400,000	\$2,496,000	\$2,592,000	\$2,688,000	\$2,784,000	Pre-25	38.22
2026	2026	608506	HANSON - CORRIDOR IMPROVEMENTS ON ROUTE 14 (MAQUAN STREET), FROM THE PEMBROKE T.L. TO INDIAN HEAD STREET AND RELATED WORK AC Phase 1 of 2 (Total Cost is \$11,548,342 with FFY 2026 Cost of \$5,232,158 and 2027 Cost of \$6,316,184)	\$10,311,020	\$10,723,461	\$11,135,902	\$5,232,158		25	38.22
	2027	612525	ABINGTON - INTERSECTION IMPROVEMENTS, RANDOLPH STREET AND RICHARD A FITTS DRIVE (ROUTE 139) AT CHESTNUT STREET AND OLD RANDOLPH STREET	\$3,786,625	\$3,938,090	\$4,089,555	\$4,241,020	\$4,392,485	Pre-25	47.44
2027	2027	608506	HANSON - CORRIDOR IMPROVEMENTS ON ROUTE 14 (MAQUAN STREET), FROM THE PEMBROKE T.L. TO INDIAN HEAD STREET AND RELATED WORK AC Phase 1 of 2 (Total Cost is \$11,548,342 with FFY 2026 Cost of \$5,232,158 and 2027 Cost of \$6,316,184)					\$6,316,184	25	38.22
	2027	611981	STOUGHTON - INTERSECTION IMPROVEMENTS AT CANTON STREET (ROUTE 27), SCHOOL STREET AND SUMMER STREET	\$2,300,000	\$2,392,000	\$2,484,000	\$2,576,000	2,668,000	Pre-25	44.67
TOTAL PROGRAMMED BY FFY:				\$13,683,676	\$4,200,943	\$11,519,302	\$13,294,825	\$13,376,669		
TOTAL REGIONAL FUNDING TARGET BY FFY:				\$13,683,676	\$13,863,757	\$13,628,242	\$13,294,825	\$14,012,127		
BALANCE:				\$0	\$9,662,814	\$2,108,940	(\$0)	\$635,458		

TABLE 1: DRAFT FFY 2023-2027 OLD COLONY TIP PROJECTS WITH YEAR OF EXPENDITURE (YOE)/

SCENARIO 2

INFLATION Scenario 2 adds Brockton 606143 to FFY 2027

Current FFY 2022-2026 TIP Year	Proposed FFY 2023-2027 TIP Year	PROJECT ID#	PROJECT DESCRIPTION	FFY 2023 (Cost)	FFY 2024 (Cost with 4% Inflation)	FFY 2025 (Cost with 8% Inflation)	FFY 2026 (Cost with 12% Inflation)	FFY 2027 (Cost with 16% Inflation)	DESIGN STATUS	TEC SCORE
2023	2023	608279	STOUGHTON - INTERSECTION IMPROVEMENTS AND RELATED WORK AT CENTRAL STREET, CANTON STREET AND TOSCA DRIVE	\$4,419,676	\$4,596,463	\$4,773,250	\$4,950,037	\$5,126,824	100	43.22
2023	2023	607403	STOUGHTON - CORRIDOR IMPROVEMENTS ON ROUTE 138 AC Phase 1 of 2 (Total Cost is \$11,213,856 with FFY 2023 Cost of \$9,264,000 and FFY 2024 Cost of \$1,949,856	\$9,264,000	\$9,634,560	\$10,005,120	\$10,375,680	\$10,746,240	25	51.78
2024	2024	607403	STOUGHTON - CORRIDOR IMPROVEMENTS ON ROUTE 138 AC Phase 1 of 2 (Total Cost is \$11,213,856 with FFY 2023 Cost of \$9,264,000 and FFY 2024 Cost of \$1,949,856		\$1,949,856				25	51.78
2024	2024	609052	BROCKTON - ROUTE 123 (CENTRE STREET) AT PLYMOUTH STREET SIGNALIZATION AND GEOMETRIC IMPROVEMENTS	\$2,164,507	\$2,251,087	\$2,337,668	\$2,424,248	\$2,510,828	25	44.06
2025	2025	607818	BROCKTON - INTERSECTION IMPROVEMENTS AT LYMAN STREET/GROVE STREET/SUMMER STREET & REPLACEMENT OF GROVE STREET BRIDGE, B-25-005, OVER SALISBURY PLAIN RIVER	\$4,200,000	\$4,368,000	\$4,536,000	\$4,704,000	\$4,872,000	25	50.39
2025	2025	608195	EASTON - CORRIDOR IMPROVEMENTS ON ROUTE 138 INCLUDING INTERSECTION IMPROVEMENTS AT ROUTE 138 (WASHINGTON STREET) AND ELM STREET	\$6,466,020	\$6,724,661	\$6,983,302	\$7,241,942	\$7,500,583	25	42.89
2026	2026	609440	ABINGTON - INTERSECTION IMPROVEMENTS AT HANCOCK STREET AND CHESTNUT STREET	\$4,798,810	\$4,990,762	\$5,182,715	\$5,374,667	\$5,566,619	25	41.06
2026	2026	606002	DUXBURY - SIGNAL INSTALLATION @ ROUTE 3 (NB & SB) RAMPS & ROUTE 3A (TREMONT STREET)	\$2,400,000	\$2,496,000	\$2,592,000	\$2,688,000	\$2,784,000	Pre-25	38.22
2026	2026	608506	HANSON - CORRIDOR IMPROVEMENTS ON ROUTE 14 (MAQUAN STREET), FROM THE PEMBROKE T.L. TO INDIAN HEAD STREET AND RELATED WORK AC Phase 1 of 2 (Total Cost is \$11,548,342 with FFY 2026 Cost of \$5,232,158 and 2027 Cost of \$6,316,184)	\$10,311,020	\$10,723,461	\$11,135,902	\$5,232,158		25	38.22
	2027	606143	BROCKTON - INTERSECTION IMPROVEMENTS @ CRESCENT STREET (ROUTE 27)/ QUINCY STREET/ MASSASOIT BOULEVARD	\$5,300,800	\$5,512,832	\$5,724,864	\$5,936,896	\$6,148,928	25	45.83
2027	2027	608506	HANSON - CORRIDOR IMPROVEMENTS ON ROUTE 14 (MAQUAN STREET), FROM THE PEMBROKE T.L. TO INDIAN HEAD STREET AND RELATED WORK AC Phase 1 of 2 (Total Cost is \$11,548,342 with FFY 2026 Cost of \$5,232,158 and 2027 Cost of \$6,316,184)					\$6,316,184	25	38.22
TOTAL PROGRAMMED BY FFY:				\$13,683,676	\$4,200,943	\$11,519,302	\$13,294,825	\$12,465,112		
TOTAL REGIONAL FUNDING TARGET BY FFY:				\$13,683,676	\$13,863,757	\$13,628,242	\$13,294,825	\$14,012,127		
BALANCE:				\$0	\$9,662,814	\$2,108,940	(\$0)	\$1,547,015		

TABLE 2: DRAFT FFY 2023-2027 OLD COLONY TIP PROJECTS WITH YEAR OF EXPENDITURE (YOE)/ INFLATION - STATEWIDE FUNDED PROJECTS

<u>Current FFY</u> 2022-2026 TIP Year	<u>Proposed FFY</u> 2023-2027 TIP Year	<u>PROJECT ID#</u>	<u>PROJECT DESCRIPTION</u>	<u>FFY 2023</u> (Cost)	<u>FFY 2024</u> (Cost with 4% Inflation)	<u>FFY 2025</u> (Cost with 8% Inflation)	<u>FFY 2026</u> (Cost with 12% Inflation)	<u>FFY 2027</u> (Cost with 16% Inflation)	<u>DESIGN</u> <u>STATUS</u>	<u>TEC SCORE</u>
	2026	611979	AVON - INTERSECTION IMPROVEMENTS AT ROUTE 28, SPRING STREET AND HARRISON BOULEVARD				\$4,200,000			
2023	2024	609410	BROCKTON - INTERSECTION IMPROVEMENTS AND RELATED WORK AT CENTRE STREET (ROUTE 123), CARY STREET AND LYMAN STREET		\$3,074,203				25	48.89
	2024	S12638	BROCKTON - SYSTEMIC COUNTERMEASURES/SAFE SYSTEMS IMPLEMENTATION CITY-WIDE		\$4,000,000					
2024	2024	609435	PLYMPTON - BRIDGE REPLACEMENT, WINNETUXET ROAD OVER WINNETUXET RIVER		\$1,983,024				Pre-25	
TOTAL STATEWIDE FUNDS PROGRAMMED BY FFY:				\$0	\$9,057,227	\$0	\$4,200,000	\$0		

TABLE 3: OTHER REGIONAL PRIORITIES (ORP) WITH YEAR OF EXPENDITURE (YOE)/ INFLATION FOR CONSIDERATION - PROJECTS WITH MASSDOT PROJECT REVIEW COMMITTEE (PRC) APPROVAL

<u>POTENTIAL FFY</u>	<u>TIP DAY FFY</u>	<u>PROJECT ID#</u>	<u>PROJECT DESCRIPTION</u>	<u>FFY 2023 (Cost)</u>	<u>FFY 2024 (Cost with 4% Inflation)</u>	<u>FFY 2025 (Cost with 8% Inflation)</u>	<u>FFY 2026 (Cost with 12% Inflation)</u>	<u>FFY 2027 (Cost with 16% Inflation)</u>	<u>DESIGN STATUS</u>	<u>TEC SCORE</u>
	2027	612525	ABINGTON - INTERSECTION IMPROVEMENTS, RANDOLPH STREET AND RICHARD A FITTS DRIVE (ROUTE 139) AT CHESTNUT STREET AND OLD RANDOLPH STREET	\$3,786,625	\$3,938,090	\$4,089,555	\$4,241,020	\$4,392,485	Pre-25	47.44
		610804	AVON - CORRIDOR IMPROVEMENTS ON ROUTE 28	\$4,002,001	\$4,162,081	\$4,322,161	\$4,482,241	\$4,642,321	Pre-25	49.22
	2027	611979	AVON - INTERSECTION IMPROVEMENTS AT ROUTE 28, SPRING STREET AND HARRISON BOULEVARD	\$3,750,000	\$3,900,000	\$4,050,000	\$4,200,000	\$4,350,000	Pre-25	51.06
		609520	BROCKTON - ABINGTON- PEDESTRIAN AND BICYCLE IMPROVEMENTS ON ROUTE 123	\$20,029,176	\$20,830,343	\$21,631,510	\$22,432,677	\$23,233,844	25	44.72
	2027	612526	BROCKTON - IMPROVEMENTS ON FOREST AVENUE, FROM WEST STREET TO BREER STREET	\$8,778,450	\$9,129,588	\$9,480,726	\$9,831,864	\$10,183,002	Pre-25	53.67
		606143	BROCKTON - INTERSECTION IMPROVEMENTS @ CRESCENT STREET (ROUTE 27)/ QUINCY STREET/ MASSASOIT BOULEVARD	\$5,300,800	\$5,512,832	\$5,724,864	\$5,936,896	\$6,148,928	25	45.83
	2027	612262	BROCKTON - INTERSECTION IMPROVEMENTS AT ROUTE 123 (BELMONT STREET), PEARL STREET AND STONEHILL STREET	\$7,465,375	\$7,763,990	\$8,062,605	\$8,361,220	\$8,659,835	Pre-25	60.61
		611968	EAST BRIDGEWATER - INTERSECTION IMPROVEMENTS AT BEDFORD STREET (ROUTE 18), WEST STREET (ROUTE 106) AND EAST STREET	\$3,500,000	\$3,640,000	\$3,780,000	\$3,920,000	\$4,060,000	Pre-25	47.00
		611976	EAST BRIDGEWATER - INTERSECTION IMPROVEMENTS AT HIGHLAND STREET AND NORTH BEDFORD STREET (ROUTE 18)	\$3,500,000	\$3,640,000	\$3,780,000	\$3,920,000	\$4,060,000	Pre-25	41.44
		608585	EASTON - RESURFACING AND RELATED WORK ON ROUTE 138	\$4,330,240	\$4,503,450	\$4,676,659	\$4,849,869	\$5,023,078	Pre-25	38.72
	TBD	612269	EASTON - IMPROVEMENTS ON FOUNDRY STREET (ROUTE 106/123)	\$14,315,773	\$14,888,404	\$15,461,035	\$16,033,666	\$16,606,297	Pre-25	40.50
		612006	DUXBURY - BRIDGE REPLACEMENT, D-14-003 (438), POWDER POINT AVENUE OVER DUXBURY BAY	\$70,150,000	\$72,956,000	\$75,762,000	\$78,568,000	\$81,374,000	Pre-25	N/A
		608615	KINGSTON - BRIDGE REPLACEMENT, K-01-014, SMITHS LANE OVER ROUTE 3 (PILGRIM HIGHWAY)	\$12,788,000	\$13,299,520	\$13,811,040	\$14,322,560	\$14,834,080	Pre-25	N/A
		611978	PEMBROKE - INTERSECTION IMPROVEMENTS AT WASHINGTON STREET AND SCHOOSSETT STREET	\$2,500,000	\$2,600,000	\$2,700,000	\$2,800,000	\$2,900,000	Pre-25	44.72
	2027	611981	STOUGHTON - INTERSECTION IMPROVEMENTS AT CANTON STREET (ROUTE 27), SCHOOL STREET AND SUMMER STREET	\$2,300,000	\$2,392,000	\$2,484,000	\$2,576,000	\$2,668,000	Pre-25	44.67
		607214	STOUGHTON - RECONSTRUCTION OF TURNPIKE STREET	\$29,298,361	\$30,470,296	\$31,642,230	\$32,814,165	\$33,986,099	25	38.89
TOTAL:				\$188,006,175	\$191,626,422	\$198,996,669	\$206,366,916	\$213,737,163		

Brockton Area Transit Authority (BAT) - Draft Capital Improvement Program (CIP) List

FFY 2023

UPIN	Project Title	Bond Cap State 100% State	Federal FTA Section 5307	Federal FTA Other Federal Transit	Total
BCG0011330	BAT - ACQUIRE MISC SUPPORT EQUIPMENT	\$20,000	\$80,000	\$0	\$100,000
BCG0011331	BAT - BUY ASSOC CAP MAINT ITEMS	\$10,000	\$40,000	\$0	\$50,000
BCG0011332	BAT - ACQUIRE-SHOP EQUIPMENT	\$100,000	\$400,000	\$0	\$500,000
BCG0011333	BAT - TERMINAL, INTERMODAL (TRANSIT)	\$20,000	\$80,000	\$0	\$100,000
BCG0011334	BAT - REHAB RENOVATE MAINTENANCE FACILITY	\$10,000	\$40,000	\$0	\$50,000
BCG0011361	BAT - BUY REPLACEMENT 35-FT BUS ELECTRIC (6)	\$3,250,000	\$3,250,000	\$0	\$6,500,000
BCG0011362	BAT - PURCHASE MISC ELEC/POWER EQUIP	\$400,000	\$400,000	\$0	\$800,000

FFY 2024

UPIN	Project Title	Bond Cap State 100% State	Federal FTA Section 5307	Federal FTA Other Federal Transit	Total
BCG0011335	BAT - BUY ASSOC CAP MAINT ITEMS	\$10,000	\$40,000	\$0	\$50,000
BCG0011336	BAT - REHAB RENOVATE-MAINTENANCE FACILITY	\$30,000	\$120,000	\$0	\$150,000
BCG0011337	BAT - TERMINAL, INTERMODAL (TRANSIT)	\$20,000	\$80,000	\$0	\$100,000
BCG0011338	BAT - REHAB RENOVATE-BUS PARK & RIDE LOT	\$10,000	\$40,000	\$0	\$50,000
BCG0011339	BAT - ACQUIRE MISC SUPPORT EQUIPMENT	\$20,000	\$80,000	\$0	\$100,000
BCG0011340	BAT - ACQUIRE SUPPORT VEHICLE (1)	\$16,000	\$64,000	\$0	\$80,000
BCG0011341	BAT- VEH OVERHAUL (4)	\$500,000	\$500,000	\$0	\$1,000,000
BCG0011342	BAT - PURCHASE BUS SHELTERS	\$60,000	\$240,000	\$0	\$300,000
BCG0011363	BAT - BUY REPLACEMENT 40-FT BUS ELECTRIC (4)	\$690,000	\$0	\$3,910,000	\$4,600,000
BCG0011364	BAT - BUY REPLACEMENT 35-FT BUS ELECTRIC (2)	\$345,000	\$0	\$1,955,000	\$2,300,000
BCG0011365	BAT - PURCHASE MISC ELEC/POWER EQUIP	\$52,500	\$0	\$297,500	\$350,000

Brockton Area Transit Authority (BAT) - Draft Capital Improvement Program (CIP) List

FFY 2025

UPIN	Project Title	Bond Cap State 100% State	Federal FTA Section 5307	Federal FTA Other Federal Transit	Total
BCG0011343	BAT - BUY ASSOC CAP MAINT ITEMS	\$10,000	\$40,000	\$0	\$50,000
BCG0011344	BAT - ACQUIRE MISC SUPPORT EQUIPMENT & PARKING SYSTEM	\$40,000	\$160,000	\$0	\$200,000
BCG0011345	BAT - VEH OVERHAUL (4)	\$575,000	\$575,000	\$0	\$1,150,000
BCG0011346	BAT - REHAB RENOVATE MAINTENANCE FACILITY	\$10,000	\$40,000	\$0	\$50,000
BCG0011347	BAT - ACQUIRE SUPPORT VEHICLES (2)	\$35,000	\$140,000	\$0	\$175,000
BCG0011348	BAT - TERMINAL, INTERMODAL	\$65,000	\$260,000	\$0	\$325,000

FFY 2026

UPIN	Project Title	Bond Cap State 100% State	Federal FTA Section 5307	Federal FTA Other Federal Transit	Total
BCG0011349	BAT - REHAB RENOVATE YARDS AND SHOPS	\$100,000	\$400,000	\$0	\$500,000
BCG0011350	BAT - ACQUIRE MISC SUPPORT EQUIPMENT	\$20,000	\$80,000	\$0	\$100,000
BCG0011351	BAT - ACQUIRE SUPPORT VEHICLE (1)	\$12,000	\$48,000	\$0	\$60,000
BCG0011352	BAT - BUY ASSOC CAP MAINT ITEMS	\$10,000	\$40,000	\$0	\$50,000
BCG0011353	BAT - REHAB RENOVATE MAINTENANCE FACILITY	\$10,000	\$40,000	\$0	\$50,000
BCG0011354	BAT - TERMINAL, INTERMODAL	\$10,000	\$40,000	\$0	\$50,000
BCG0011366	BAT - BUY REPLACEMENT 35-FT BUS ELECTRIC (5)	\$915,000	\$0	\$5,185,000	\$6,100,000
BCG0011367	BAT - PURCHASE MISC ELEC/POWER EQUIP	\$42,750	\$0	\$242,250	\$285,000

Brockton Area Transit Authority (BAT) - Draft Capital Improvement Program (CIP) List

FFY 2027

UPIN	Project Title	Bond Cap State 100% State	Federal FTA Section 5307	Federal FTA Other Federal Transit	Total
BCG0011355	BAT - BUY ASSOC CAP MAINT ITEMS	\$10,000	\$40,000	\$0	\$50,000
BCG0011356	BAT - REHAB RENOVATE MAINTENANCE FACILITY	\$10,000	\$40,000	\$0	\$50,000
BCG0011357	BAT - TERMINAL, INTERMODAL AND ROOF REPLACEMENT	\$60,000	\$240,000	\$0	\$300,000
BCG0011358	BAT - ACQUIRE MISC SUPPORT EQUIPMENT	\$20,000	\$80,000	\$0	\$100,000
BCG0011359	BAT - REHAB RENOVATE - BUS PARK & RIDE LOT	\$10,000	\$40,000	\$0	\$50,000
BCG0011360	BAT - PURCHASE MISC COMMUNICATIONS EQUIP SYSTEMS	\$15,000	\$60,000	\$0	\$75,000

March 15, 2022 Old Colony MPO Meeting

Agenda Item 7

Development of FFY 2023 Unified Planning Work Program (UPWP)

- Discussion of Universe of Projects

Summary

The Old Colony Unified Planning Work Program (UPWP) provides an overview and budgetary information for the transportation planning tasks and activities, which are to be conducted in the region during the upcoming federal fiscal year. The Old Colony UPWP is a federally required certification document, which is to be prepared and endorsed annually by the Old Colony Metropolitan Planning Organization (MPO).

The Old Colony Planning Council (OCPC) has the responsibility of preparing and implementing the Old Colony UPWP. As such, the OCPC staff is developing the FFY 2023 Old Colony UPWP and is asking the Old Colony Metropolitan Planning Organization (MPO) for suggestions and input on proposed activities, tasks, and projects.

Old Colony Unified Planning Work Program (UPWP) - Draft Universe of Projects for Element 3000

ID	COMMUNITY	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED PROJECT COST	MEETS LRTP IDENTIFIED NEED	CONDITION, MAINTENANCE, MODERNIZATION, AND EFFICIENCY	LIVABILITY AND ECONOMIC BENEFIT	MOBILITY	ENVIRONMENT AND CLIMATE CHANGE	TRANSPORTATION EQUITY	SAFETY AND SECURITY	CMP RECOMMENDED PROJECT
1	Brockton	Route 27 (Reynolds Memorial Highway) Corridor Study	Corridor	TBD	X	X	X	X	X	X	X	
2	Duxbury	Route 14 Corridor Study from Pembroke Town Line to Route 3A	Corridor	TBD	X	X	X	X	X		X	
3	Plymouth	Long Pond Road Corridor Study from Obery Street to Drew Road	Corridor	TBD	X	X	X	X	X		X	
4	Regional	2023 Coordinated Public Transit Human Services Transportation (HST) Plan	Mobility, Access, and Intermodal	TBD	X	X	X	X	X	X		
5	Regional	2024-2050 Long Range Transportation Plan (LRTP)	Corridor	TBD	X	X	X	X	X	X	X	
6	Regional	Corridor Studies - Location(s) TBD as a result of the High Priority Corridor Screening Assessment	Corridor	TBD	X	X	X	X	X	X	X	
7	Regional	Road Safety Audits (RSAs) at Multiple Locations	Intersections and Corridors	TBD	X	X	X	X	X	X	X	
8	Regional	Major Bottleneck Identification Study	Corridor	TBD	X	X	X	X	X	X	X	X
9	Regional	Route 3 Safety and Mobility Study	Corridor	TBD	X	X		X	X		X	
10	Regional	Route 24 Safety and Mobility Study	Corridor	TBD	X	X		X	X	X	X	

March 15, 2022 Old Colony MPO Meeting
Agenda Item 8
Federal Bipartisan Infrastructure Bill (BIL) Briefing

Summary

On November 15, 2021, President Biden signed the Infrastructure Investment and Jobs Act (IIJA) into law. The IIJA is the Bipartisan Infrastructure Law (BIL) that reauthorizes surface transportation programs through September 30, 2026 and invests about \$550 billion in new funding for infrastructure.

Invests \$350 billion in highway programs over 5 years

The Bipartisan Infrastructure Law provides the basis for FHWA programs and activities through September 30, 2026. It makes a once-in-a-generation investment of \$350 billion in highway programs. This includes the largest dedicated bridge investment since the construction of the Interstate Highway System.

Creates more than a dozen new highway programs

New programs under the Bipartisan Infrastructure Law focus on key infrastructure priorities including rehabilitating bridges in critical need of repair, reducing carbon

emissions, increasing system resilience, removing barriers to connecting communities, and improving mobility and access to economic opportunity.

Creates more opportunities for local governments and other entities

Many of the new programs include eligibility for local governments, Metropolitan Planning Organizations (MPOs), Tribes, and other public authorities, allowing them to compete directly for funding.

The legislation will advance public transportation in America's communities through four key priorities:

Safety

Enhancing state safety oversight programs by strengthening rail inspection practices to protect transit workers and riders from injuries and ensure safe access to transit.

Modernization

Reducing the state of good repair investment backlog by repairing and upgrading aging transit infrastructure and modernizing bus and rail fleets.

Climate

Replacing thousands of transit vehicles, including buses and ferries, with cleaner, greener vehicles.

Equity

Improving transit service for communities that have historically had more limited access to transit and provide for substantial upgrades to station accessibility

Bipartisan Infrastructure Bill

Transportation Funding/Programs

Old Colony MPO, March 15, 2022

AGENDA

- Highway Formula Programs
 - Reauthorized Programs
 - Additional Highway Trust Fund Programs
 - New Programs Funded with General Revenue
- Transit Formula Programs
- Discretionary Programs

Highway Formula Funding

- Massachusetts five-year apportionments (FY22-FY26) under the Bipartisan Infrastructure Law (BIL) include approximately \$5.4 billion in highway formula funds.
- BIL's highway formula funds are composed of:
 - \$3.5 billion in reauthorized amounts already programmed in the FFY22-FY26 STIP
 - \$449 million in increased funding for existing STIP programs
 - \$1.4 billion for other formula programs
- The \$1.4 billion in other formula funds includes:
 - \$1.125 billion for a new bridge program
 - \$106.5 million for a new resiliency program (PROTECT)
 - \$93.7 million for a new carbon reduction program
 - \$63.5 million for a new electric vehicle infrastructure program
 - \$9.1 million for ferry boats and terminals

Federal Transportation Funding – A Primer

- The Bipartisan Infrastructure Law (BIL) includes three distinct types of transportation funding – Contract Authority, Supplemental Appropriations, and Authorizations Subject to Appropriation.
- **Contract Authority** is used for programs funded from the Highway Trust Fund. It is established by a reauthorization act and is not subject to annual appropriation. However, Congress annually imposes an overall obligation limitation that constrains the maximum amount of contract authority. Approximately 83% of the transportation funding in BIL is contract authority.
- **Supplemental Appropriations** are appropriations made in a reauthorization act instead of the annual appropriations bill. They are self-effectuating and not subject to the annual obligation ceiling. Approximately 13% of the transportation funding in BIL is supplemental appropriations.
- **Authorizations Subject to Appropriation** are program amounts that are included in a reauthorization act but require a subsequent appropriation to effectuate. Approximately 4% of the transportation funding in BIL is subject to future appropriation.

The FY 22 Omnibus Appropriations Bill

- An omnibus federal spending bill was recently passed, unlocking the FY 2022 increases included in BIL. This will go into effect after the short-term Continuing Resolution (CR) expires on March 15th.
- The omnibus spending bill will provide sufficient obligation authority for the FY22 increases contained in BIL and allow for the implementation of any new programs under FHWA's Contract Authority (e.g., the new Carbon Reduction and PROTECT formula programs).
- Programs funded with Supplemental Appropriations (e.g., the new Formula Bridge Program and Electric Vehicle Infrastructure Formula Program) do not rely on Contract Authority, are not subject to obligation limitation, and can also be implemented.

Programming BIL in the TIPs – Target Funding

- Regional Target Funding in the TIPs is based upon formula funds annually apportioned to the state from the Highway Trust Fund.
- Consistent with a long-established process, Massachusetts distributes approximately 1/3 of these funds among the state's MPOs based upon a formula developed by the Massachusetts Association of Regional Planning Agencies.
- The BIL serves as the surface transportation reauthorization for FYs 2022 – 2026.
- For FY22, now that an appropriations bill has been passed, the Old Colony MPO's regional target will increase by \$2,074,38. MassDOT Planning will coordinate with the MassDOT Highway Division and other planning partners to identify projects for this new funding.
- For FY23-26, based upon an assumed obligation authority of 90% (five-year rolling average), the statewide increase in STIP funding is \$442.2 million; the increase in overall regional target funding is \$150.7 million; and the increase in Old Colony MPO target funding is \$8.9 million. The fifth year of the TIP, FY27, will be based on an assumed amount consistent with BIL's annual amounts.

Programming BIL in the TIPs – Statewide Funding

- Statewide Funding in the TIPs is based upon a combination of formula funds annually apportioned to the state from the Highway Trust Fund (HTF) and formula funds apportioned to Massachusetts from BIL's Supplemental Appropriations.
- Consistent with a long-established process, Massachusetts distributes approximately 2/3 of HTF funds to statewide projects and programs (includes highway, bridge and bicycle/pedestrian projects, as well as GANs repayment, MPO planning funds, extra work orders and award adjustments, etc.).
- BIL's Supplemental Appropriation formula funds include the Formula Bridge Program, the Electric Vehicle Infrastructure Program and the Ferry Boat and Terminal Program.

A Note on Supplemental Appropriations

- Programs funded with Supplemental Appropriations are not subject to obligation limitation, nor to the typical STIP “use it or lose it” requirement. Instead, each program is governed by specific statutory language.
- Massachusetts apportionment under the new Formula Bridge Program is estimated to be \$1.1 billion over five years (approximately \$225.3 million per year). Annual funding under the program is available for obligation for a period of four years (i.e., FY22 funds can be obligated between FY22 and FY25; FY23 funds can be obligated between FY23 and FY26; and so on).
- Massachusetts apportionment under the new Electric Vehicle Infrastructure Program is estimated to be \$63.5 million over five years. Funding under the program is available until expended; however, an FHWA-approved State Electric Vehicle Infrastructure Plan is a prerequisite to obligating program funds.

Highway Formula Funding - Takeaways

- Over the five-year period FY22-FY26, BIL increased Massachusetts transportation formula funding by over 34% including:
 - \$449 million in increased apportionments for existing programs
 - \$200 million for two new HTF funded programs – Carbon Reduction and PROTECT
 - \$1.2 billion for two new Supplemental Appropriation funded programs – Formula Bridge and Electric Vehicle Infrastructure
- BIL's FY22 increases, and the implementation of the Carbon Reduction and PROTECT programs, are able to begin taking effect now that a federal appropriations bill has passed. Given this development, the current TIPs will need to be amended to program BIL's increased FY22 funding.
- BIL's Supplemental Appropriation formula funds have been apportioned to the state. Bridge funds are available for programming; Electric Vehicle Infrastructure (EVI) funds cannot be programmed until completion of an FHWA-approved State EVI Plan.

Transit Formula Funding

- Massachusetts five-year transit formula funding (FY22-FY26) under the Bipartisan Infrastructure Law (BIL) is approximately \$2.8 billion, of which \$2.2 billion is for the MBTA.
 - The FY22-FY26 STIP programs for approximately \$1.6 billion in MBTA formula funds
 - The increased MBTA formula funding under BIL is approximately \$581 million
- The MBTA's transit formula funds under BIL are composed of:
 - \$968 million in Urbanized Area funds, an increase of \$193 million
 - \$1.2 billion in State of Good Repair funds, an increase of \$389 million
 - \$31 million in Bus and Bus Facility funds, a reduction of \$1 million
- BIL did not establish any new transit formula programs.

BI's Discretionary Programs

- BIL includes authorizations for over 35 discretionary (competitive) programs administered by the USDOT Office of the Secretary and the Operating Agencies, with total funding in excess of \$110 billion.
 - 18 existing programs are reauthorized for an aggregate amount of approximately \$77.3 billion
 - 19 new programs are reauthorized for an aggregate amount of approximately \$36.1 billion
- These grants are administered by the following entities with USDOT
 - Office of the Secretary – 5 programs authorized at \$19 billion
 - FHWA – 17 programs authorized at \$28.4 billion
 - FTA – 10 programs authorized at \$19.4 billion
 - FRA – 4 programs authorized at \$44.3 billion
 - Maritime – 1 program authorized at \$2.3 billion
- ❖ Note: Transit projects may be eligible for funding under FHWA or FRA programs depending upon the statutory language and the particular project

Discretionary Programs – Office of the Secretary

- There are three large programs administered by the Office of the Secretary – RAISE Grants, Mega Project Grants and Safe Streets and Roads for All.
- Local and Regional Project Assistance Grants (RAISE)
 - Existing program reauthorized at \$7.5 billion over five years
 - A Notice of Funding Opportunity (NOFO) for FY 22 was issued February 4th and applications are due April 14th. The total amount of funding available in FY22 is \$1.5 billion, a 50% increase over FY21
- National Infrastructure Project Assistance Grants (Mega Projects)
 - New program authorized at \$5 billion over five years
 - U.S. DOT released selection criteria on February 14th
- Safe Streets and Roads for All
 - New program authorized at \$5 billion over five years
 - USDOT expects to release a NOFO in the second quarter of CY22
 - Program is open to MPOs, local governments and federally recognized tribes, but not states

Discretionary Programs – FHWA (slide 1 of 3)

- There are six large programs administered by FHWA– INFRA Grants, the Bridge Investment Program, PROTECT Grants, Charging and Fueling Infrastructure Grants, Rural Surface Transportation Grants and the Reconnecting Communities Pilot Program.
- Nationally Significant Freight and Highway Projects (INFRA)
 - Existing program reauthorized at \$8 billion over five years (including \$750 million set aside for state incentives pilot program). BIL includes an additional \$6 billion authorized subject to appropriation
 - FHWA expects to release a NOFO in the first quarter of CY22
- Bridge Investment Program
 - New program authorized at \$12.5 billion over five years (including \$200 million set aside for Tribal bridges and \$100 million set aside for planning). BIL includes an additional \$4 billion authorized subject to appropriation
 - This program is funded with both Supplemental Appropriations (\$9.2 billion) and Contract Authority (\$3.3 billion). FHWA has not yet announced a next milestone for this program

Discretionary Programs – FHWA (slide 2 of 3)

- Promoting Resilient Operations for Transformative, Efficient and Cost-saving Transportation (PROTECT) Grants
 - New program authorized at \$1.4 billion over five years (supplements the \$7.3 billion formula program)
 - Includes three \$125 million set asides - At-Risk Coastal Infrastructure, Community Resilience and Evacuation Routes, and Planning
 - Funded with Contract Authority
- Charging and Fueling Infrastructure Grants
 - New program authorized at \$2.5 billion over five years (supplements the \$5 billion formula program)
 - Divided equally between a corridor program and a community program
 - Funded with Contract Authority

Discretionary Programs – FHWA (slide 3 of 3)

- Rural Surface Transportation Grants
 - New program authorized at \$2 billion over five years
 - Includes three set asides – 10% for small projects (under \$25 million), 25% for Appalachian Development Highways, and 15% for states with higher than average rural roadway lane departure fatalities
 - Funded with Contract Authority
- Reconnecting Communities Pilot Program
 - New program authorized at \$1 billion over five years
 - This program is funded with both Supplemental Appropriations (\$500 million) and Contract Authority (\$500 million). FHWA has not yet announced a next milestone for this program

Discretionary Programs – FTA (slide 1 of 2)

- There are five large programs administered by FTA – Capital Investment Grants, Low or No Emission Bus Grants, Bus and Bus Facilities Competitive Grants, the All Stations Accessibility Program and Rail Vehicle Replacement Grants.
- Capital Investment Grants
 - Existing program reauthorized at \$8 billion over five years. BIL includes an additional \$15 billion authorized subject to appropriation
 - Funds New Starts, Small Starts and Core Capacity projects, each with their own statutory requirements and each with a multi-step, multi-year development process
- Low or No Emission Bus Grants
 - Existing program reauthorized at \$5.6 billion over five years
 - The FY 22 amount is estimated to be \$1.1 billion
 - FTA issued a [NOFO](#) on March 4, 2022

Discretionary Programs – FTA (slide 2 of 2)

- **Bus and Bus Facilities Competitive Grants**
 - Existing program reauthorized at \$2 billion over five years (supplements the \$3.2 billion formula program)
 - The FY 22 amount is estimated to be \$376 million
 - FTA issued a [NOFO](#) on March 4, 2022
- **All Stations Accessibility Program**
 - New program authorized at \$1.8 billion over five years
 - Purpose is to upgrade the accessibility of legacy rail fixed guideway public transportation systems for people with disabilities
 - Program requirements are still being developed and FTA has not yet announced a next milestone for this program
- **Rail Vehicle Replacement Grants**
 - New program authorized at \$1.5 billion over five years
 - Limited to a maximum of three projects per year and projects may be multi-year
 - The FY 22 amount is estimated to be \$300 million and FTA expects to issue a NOFO in the second quarter of CY22

March 15, 2022 Old Colony MPO Meeting
Agenda Item 9
Administrative Matters, Other Business, and Date and Time of
Next Meeting(s)

Summary

MassDOT Highway Initiating a Project - MaPIT: Please Start Preparing New Projects

MassDOT initiates new projects through a formal 3-step process using the Massachusetts Project Intake Tool (MaPIT). Applicants need a GeoDOT account to log into MaPIT and initiate new projects. For more information about the project development process, refer to Chapter 2 of the Project Development and Design Guide.

In advance MassDOT Project Review Committee (PRC) Meeting in May 2022, projects must be initiated in Project INFO by Mid-May to discuss scoring at the Pre-PRC meeting, which happens 2 weeks prior to the PRC. This process may take 2 months to complete, so it is important to give it enough time for coordination. As such, please start preparing new projects for initiation now in order to be ready for the PRC meeting in June.

For more information, please visit:

<https://www.mass.gov/info-details/massdot-highway-initiating-a-project>

Release of the 2022 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) NOFO

The Notice of Funding Opportunity (NOFO) has been released for the FY2022 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Transportation Discretionary Grants program. See below and attached for more information. To provide technical assistance to stakeholders, DOT will host a series of webinars during the FY 2022 RAISE grant application period.

The Bipartisan Infrastructure Law (BIL) appropriated \$1.5 billion to be awarded by the U.S. Department of Transportation for National Infrastructure Investment grants under RAISE. This is the first year of the RAISE Transportation Discretionary Grants program under the BIL. The grant program funds will be awarded on a competitive basis for surface transportation infrastructure projects that will have a significant local or regional impact. The FY 2022 RAISE NOFO and related information, including initial FAQs, is now available on the RAISE website: <https://www.transportation.gov/RAISEgrants>.

The application deadline is April 14, 2022 at 5:00 PM Eastern Daylight Time (EDT).

For information and to register, please visit the RAISE webinar series webpage at <https://www.transportation.gov/RAISEgrants/outreach>. If you have any questions, please email RAISEgrants@dot.gov

WalkBoston Annual Meeting 2022 - March 30, 2022 at 5 PM

Each March, WalkBoston holds their Annual Celebration to honor achievements in walkability and to highlight the contributions of wonderful volunteers, board members, and the many individuals and corporations who support the organization each year. WalkBoston is pleased to announce that the 2022 Golden Shoe Awards go to Josh Ostroff, Meg Robertson, and "Just Walk Boston.

The 2022 Annual Celebration Keynote Speaker this year is Kyle Robidoux, a tireless advocate who has focused his professional and personal career on building community. He has spent 20 years working in the nonprofit sector, including as a housing advocate helping individuals staying in shelters find permanent homes and as a community organizer. Most recently he has directed three programs for a local blindness organization.

To register, please visit:

<https://cts.vresp.com/c/?WalkBoston/e0cea21c4f/3c6e7cdc1d/da973a89ad>



Don't miss the MassDOT Transportation Innovation Conference! May 24-25, 2022

REGISTER TODAY!

The annual MassDOT Transportation Innovation Conference provides a forum for innovative transportation systems, management ideas, and initiatives. The conference is an important opportunity for transportation practitioners to share knowledge, sponsor peer-to-peer learning, and collaborate on issues of mutual interest.

The event is open to all transportation practitioners from federal, state, and local transportation agencies, Metropolitan Planning Organizations, transit agencies, academia, and private industry.

For more information, please visit: www.MassDOTInnovation.com

Date and Time of Next Old Colony MPO Virtual Meeting(s)

The Old Colony MPO members are respectfully requested to schedule the dates and times of their next virtual meeting(s).

2022

- **April 19, 2022 at 10 AM**
- **May 17, 2022 at 10 AM**
- **June 21, 2022 at 10 AM**