



2023 Measures of Effectiveness Report

Old Colony Metropolitan Planning Organization (MPO)

Prepared Under MassDOT Contract #123116

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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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Introduction

Public Participation is fundamental to the Old Colony Metropolitan Planning Organization (MPO) transportation planning efforts. Public Participation leads to better projects, studies, outcomes, and helps to determine the allocation of limited funding in line with community and regional goals. In addition to helping develop better projects, public outreach fosters greater trust between citizens and Local, State, and Federal Governments and their representative entities like the Old Colony MPO. Lastly, the MPO is required by State and Federal partners to ensure it is including members of the public in the transportation planning process.

To ensure the Old Colony MPO is meeting its public participation requirements, measures are necessary to determine whether its [Public Participation Plan \(PPP\)](#) is accomplishing its goals. Through a series of data collection efforts during outreach efforts, the MPO can see where the PPP is succeeding and where there are opportunities for greater participation. This report explores outreach efforts and measures their effectiveness in expanding public participation to members of the public and outside organizations in MPO planning activities.

Measuring Public Participation

To better understand how the MPO is meeting its commitment to fostering public engagement in all MPO planning activities, it is vital to develop a series of measurements to understand the effectiveness of the public outreach efforts. By tracking public engagements, whether in person, via email, through social media, or utilizing virtual public engagement, the MPO can determine if its public outreach efforts are delivering the desired and required results.

Evaluation of Outreach Efforts

The Old Colony MPO tracks all the outreach efforts it conducts. Public meeting attendance is recorded. The MPO tracks the methods it employs in getting information to the public on upcoming meetings, releasing public documents, and viewing and engaging the public through its social media presence. Through collecting this information, the MPO gains greater clarity on where it is doing well and where there is a need to increase public engagement. The items tracked are known as Measures of Effectiveness (MOE). The MOEs are listed below:

Measures of Effectiveness (MOE)

- Meeting attendance
- Number of LEP/Title VI protect class encounters
- Number of documents translated into the four LEP safe harbor clause languages
- Number of direct engagements with outside organizations
- Number of correspondence (social media, direct mailings, email, etc.)

Engagement Overall

The Old Colony MPO engages in a number of public outreaches each year. Last year, in 2023, OCPC either participated in or hosted a total of 67 transportation outreach engagements, three fewer than 2022 and two more than the five-year average of 65. Some of these engagements were public meetings for projects or initiatives, such as the Long Range Transportation Plan (LRTP) or Road Safety Audits (RSAs). Other encounters were direct engagement activities with outside organizations or participation in other organization's meetings or events to bring greater

attention to the role of the MPO. The MPO also hosts a series of scheduled public meetings throughout the year. Two of those scheduled meetings are the Metropolitan Planning Organization meeting and the Joint Transportation Committee meeting, which take place most of the year.

Figure 1: Overall Engagement by Year

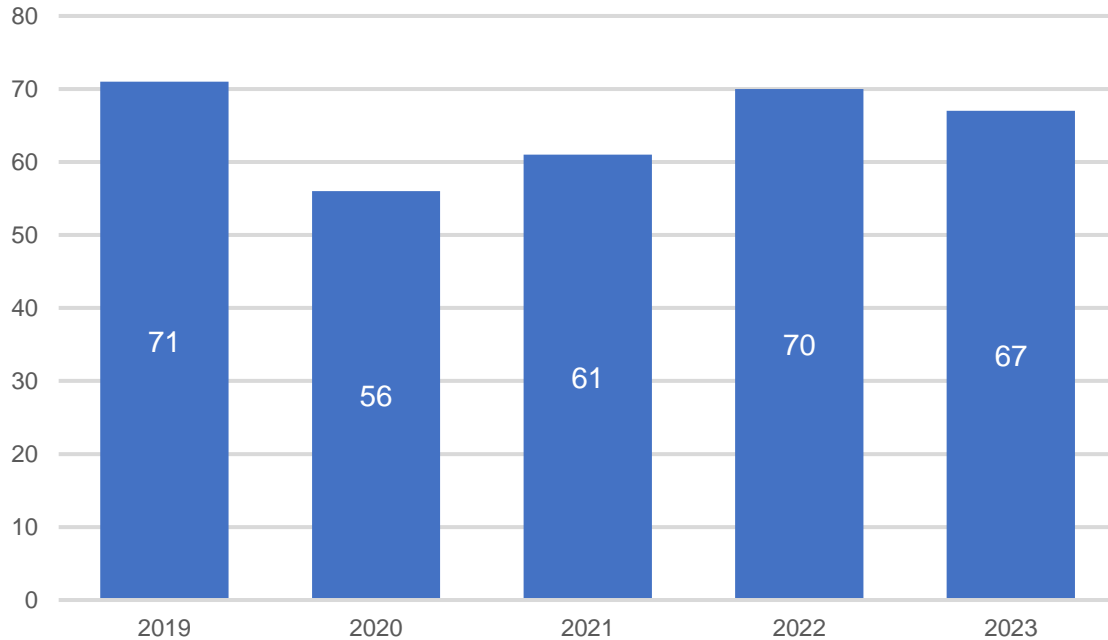


Table 1: 2023 Public Outreach – Meetings and Events

Date	Organization/Municipality	Location	Purpose
1/5/2023	Old Colony Planning Council (OCPC)	Virtual	Joint Transportation Committee (JTC) Meeting
1/10/2023	Massachusetts Freight Advisory Committee (MFAC)	Virtual	Massachusetts Freight Plan – Meeting #1
1/12/2023	Brockton Area Transit Authority (BAT)	Virtual	BAT Advisory Board Meeting
1/17/2023	OCPC	Virtual	Metropolitan Planning Organization (MPO) Meeting
1/25/2023	Massachusetts Bicycle & Pedestrian Advisory Board (MABPAB)	Virtual	Board Meeting
1/25/2023	OCPC	Virtual	Board of Directors Meeting
2/2/2023	OCPC	Virtual	JTC Meeting
2/21/2023	OCPC	Virtual	MPO Meeting
2/22/2023	OCPC	Virtual	Board of Directors Meeting
2/23/2023	MFAC	Virtual	Massachusetts Freight Plan – Meeting #2
3/2/2023	OCPC	Virtual	JTC Meeting
3/21/2023	OCPC	Virtual	MPO Meeting
3/23/2023	MFAC	Virtual	Massachusetts Freight Plan – Meeting #3

Table 1 Continued: 2023 Public Outreach – Meetings and Events

Date	Organization/Municipality	Location	Purpose
3/24/2023	Old Colony Bicycle and Pedestrian Advisory Committee (OCBPAC)	Virtual	Committee Meeting
3/27/2023	OCPC	Duxbury	Route 3A at Two Intersections – Road Safety Audit
3/29/2023	OCPC	Virtual	Board of Directors Meeting
3/30/2023	OCPC	Avon	South Street Road Safety Audit
4/6/2023	OCPC	Virtual	JTC Meeting
4/18/2023	OCPC	Virtual	MPO Meeting
4/21/2023	Bridgewater State University	BSU	Earth Day Event (2050 LRTP and Route 18 Corridor Study)
4/22/2023	Town of Bridgewater	Bridgewater	2050 LRTP and Route 18 Corridor Study Public Outreach at Town Election
4/25/2023	BAT	BAT Centre	2050 LRTP Public Outreach
4/25/2023	BAT	BAT Centre	2050 LRTP Public Outreach
4/26/2023	OCPC	Virtual	Board of Directors Meeting
5/4/2023	OCPC	Virtual	JTC Meeting
5/16/2023	OCPC	Halifax	Route 106 at Pine Street – Road Safety Audit
5/17/2023	OCPC	BAT Centre	Bike with BAT Day
5/17/2023	BAT	BAT Centre	BAT Title VI Public Outreach
5/18/2023	OCPC	Virtual	MPO Meeting
5/22/2023	BAT	BAT Centre	BAT Title VI Public Outreach
5/25/2023	BAT	Virtual	BAT Advisory Board Meeting
5/31/2023	Massachusetts Bay Transportation Authority (MBTA)	Virtual	FY 2024-2028 Capital Investment Plan (CIP) Public Meeting
5/31/2023	OCPC	Virtual	Board of Directors Meeting
6/1/2023	OCPC	Virtual	JTC Meeting
6/8/2023	OCPC	Kingston	Landing Road Corridor Road Safety Audit
6/20/2023	OCPC	Virtual	MPO Meeting
6/21/2023	OCBPAC	Virtual	Committee Meeting
6/27/2023	Town of Halifax Select Board	Halifax	Route 106 at Pine Street Road Safety Audit Presentation
6/28/2023	OCPC	Virtual	Board of Directors Meeting
7/11/2023	OCPC	OCPC	Old Colony MPO Federal Certification Review

Table 1 Continued: 2023 Public Outreach – Meetings and Events

Date	Organization/Municipality	Location	Purpose
7/18/2023	OCPC	Virtual	MPO Meeting
8/3/2023	OCPC	Virtual	JTC Meeting
8/15/2023	OCPC	Virtual	MPO Meeting
8/23/2023	MassDOT District 5	Virtual	ADA Retrofits at Various Locations (TIP Project #609472)
8/29/2023	MassDOT	Virtual	TIP Project #609435 Design Public Hearing
9/7/2023	OCPC	Virtual	JTC Meeting
9/19/2023	OCPC	Virtual	MPO Meeting
9/20/2023	OCBPAC	Virtual	Committee Meeting
9/20/2023	MABPAB	Virtual	Board Meeting
9/25/2023	OCPC	Hanover	Route 139 Road Safety Audit at Multiple Intersections
9/27/2023	OCPC	Virtual	Board of Directors Meeting
10/5/2023	BAT	Virtual	BAT Advisory Board Meeting
10/5/2023	OCPC	Virtual	JTC Meeting
10/5/2023	OCPC	Virtual	Route 18 Corridor Study Public Informational Meeting
10/16/2023	OCPC	Duxbury	Hall's Corner – Road Safety Audit
10/17/2023	OCPC	Virtual	MPO Meeting
10/25/2023	OCPC	Virtual	Board of Directors Meeting
11/2/2023	OCPC	Virtual	JTC Meeting
11/2/2023	Town of Duxbury	Duxbury	Highway Safety Advisory Committee Meeting
11/17/2023	Cape Cod Commission (CCC)	Virtual	JTC Meeting
11/21/2023	OCPC	Virtual	MPO Meeting
11/28/2023	OCPC	Stoughton	Plain Street Corridor Road Safety Audit
11/29/2023	MABPAB	Virtual	Board Meeting
12/5/2023	Town of Kingston Select Board	Virtual	Landing Road Corridor Road Safety Audit Presentation
12/7/2023	OCPC	Virtual	JTC Meeting
12/19/2023	OCPC	Stoughton	Pine Street Corridor Road Safety Audit
12/20/2023	OCBPAC	Virtual	Committee Meeting

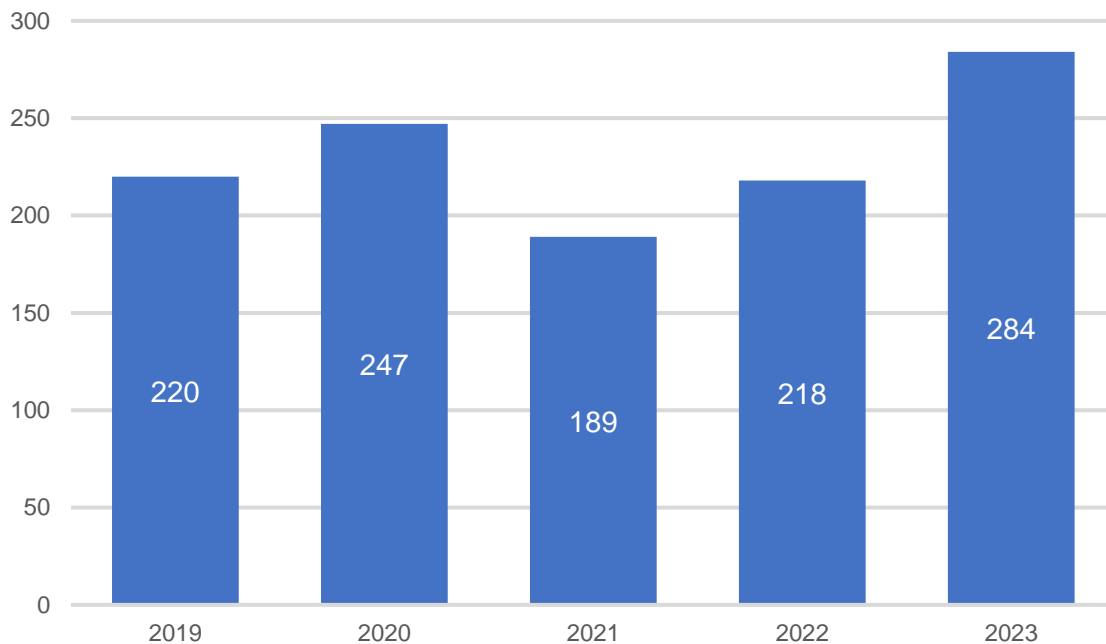
Metropolitan Planning Organization (MPO) Meetings

The Metropolitan Planning Organization meeting discusses transportation policy decisions and reviews the Transportation Improvement Program's (TIP) list of projects. The Old Colony MPO hosted eleven (11) MPO meetings in 2023 with an average attendance of 26 persons per meeting, two more meetings and an average of two more people compared to MPO meetings hosted in 2022. Total attendance at MPO meetings increased from 2019 to 2020, decreased in 2021, and has increased in each of the last two years. In the year 2021, attendance yielded the lowest total

of the five-year analysis. However, it should be noted that there were only eight (8) MPO in meetings in 2021 compared to eleven (11) meetings in 2023, ten (10) meetings in 2020, and nine (9) meetings in 2019 and 2022. If there were two additional meetings in 2021 that had the average monthly attendance, then the total attendance would have been 236 people.

Since the start of the COVID-19 pandemic, correspondence from the MPO has been only digital via email. Meeting information and agenda are emailed to 344 individuals or various organizations on the Old Colony MPO's contact list. These emailings decreased by 20 in 2023 due to changes in individuals and organizations that may need to be added to the emailing list. Meeting information, including the agenda, staff reports, minutes, and YouTube links to meeting recordings, are posted to the OCPC website.

Figure 2: MPO Attendance by Year



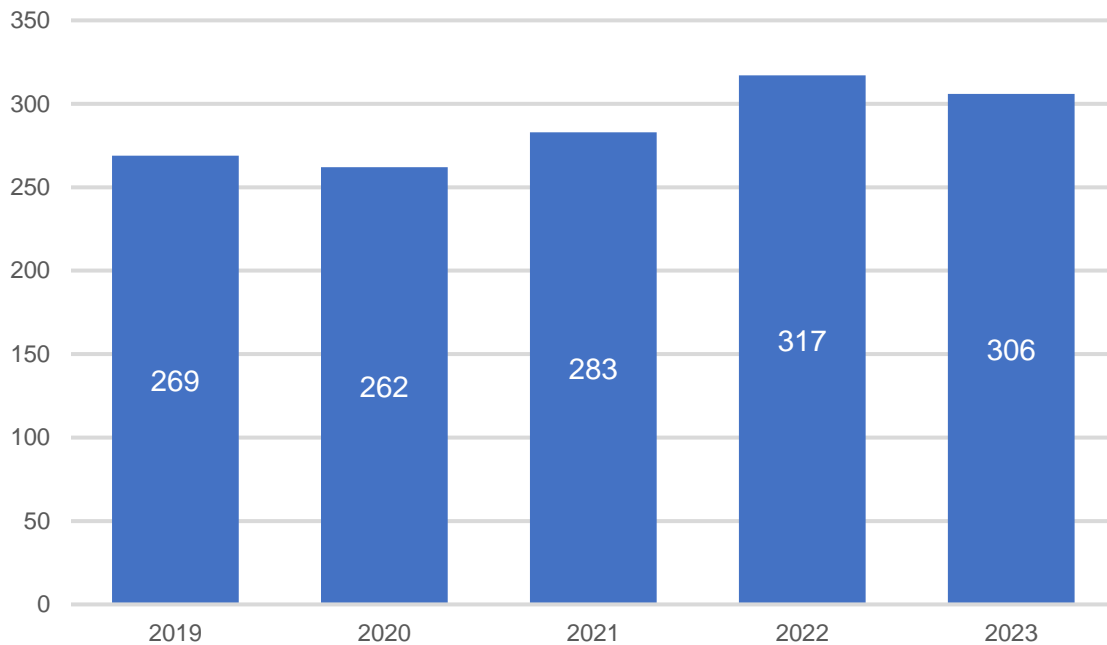
Joint Transportation Committee (JTC) Meetings

The Old Colony Joint Transportation Committee (JTC) is an advisory committee to the Old Colony MPO and Old Colony Planning Council. The JTC is a venue where the public can be involved in the determination of transportation projects to better utilize limited funding. These meetings tend to happen monthly with an average of 10 meetings per year. The average JTC meeting attendance was 28 participants for 2023 (an average of one less participant under 2022), with an average of 28 participants over the last five years. Total yearly JTC attendance decreased from 2019 to 2020 by seven attendees, increased in 2021 and 2022, and decreased again in 2023. Some of the decline can be contributed to work/meeting schedule conflicts or other personal time constraints that keep members of the public from attending. It should be noted that there were two fewer meetings in 2019 and 2020 than in the three most recent years. If there was one additional meeting in 2019 and 2020, that experienced that year's average attendance (30 and 29 attendees respectively), the total attendance would have been 299 attendees in 2019 and 291 attendees in 2020. There were also meetings in every month from 2021 to 2023 except for July, a typical month missed at the beginning of the Fiscal Year. It should be noted that attendance has

increased since the initiation of virtual meetings, allowing attendees to participate from home or in their offices.

As with the MPO, correspondence sent out to the public covering JTC meetings and the topics to be discussed is emailed as well. Meeting information and agenda are emailed to 306 individuals or various organizations on the Old Colony MPO's contact list. These emailings have decreased below 2022 like the MPO because the JTC includes some parties from the same email contact list. Meeting information, including the agenda, staff reports, minutes, and YouTube links to meeting recordings, are posted to the OCPC website.

Figure 3: JTC Attendance by Year



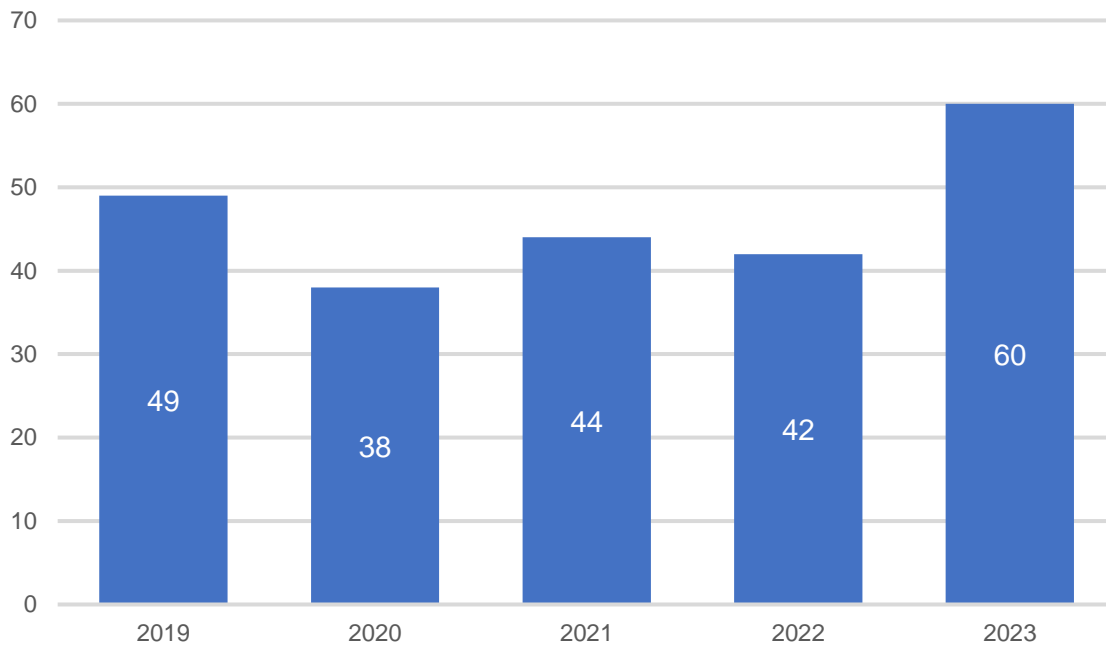
External Engagement

Each year, the Old Colony MPO engages members of the region in several different planning initiatives. Three of these initiatives in 2023 were the 2050 Long Range Transportation Plan, the Coordinated Human Services Transportation Plan, and the Route 18 Corridor Study. With such planning studies, public engagement is necessary to understand how the public feels about a project or initiative. In 2023, OCPC conducted and directly engaged in 60 external public engagement activities, eighteen more than during 2022. These external engagements ranged from hosting Road Safety Audits and other public outreach events to presenting on traffic safety studies at Select Board meetings and hosting Bridgewater State University students for planning related discussions.

In previous years (before the COVID-19 pandemic), all external engagements were held or conducted in person such as meeting directly with business associations such as Brockton's Downtown Business Association. A portion of the engagements in 2019, 2022, and 2023 were related to the Long Range Transportation Plans (LRTP), completed every four years. The fluctuation in engagements over the previous five years is the result of the number of projects and initiatives in which the Old Colony MPO conducted or was involved. Between March 2020 and December 2022, all of the MPO's engagements have been held virtually with the exception of the

June 2021 MPO Meeting, at which the signatories attended the meeting in-person while all other attendees attended virtually. During 2023, the Old Colony MPO returned to in-person events for some of their engagements (public outreach for the LRTP, Coordinated Human Services Transportation Plan, and BAT's Title VI Report, as well as Road Safety Audits) for the first time since before the pandemic. The MPO will continue to do so going forward.

Figure 4: External Public Engagement by Year



Engagement of Protected Classes

The MPO makes every effort to ensure that individuals from traditionally underserved communities are a major part of the public participation processes. Before COVID-19 when all engagements were held in person, all public outreach event notices on the OCPC website were able to be translated into the four Limited English Proficiency (LEP) languages for the MPO's region using the Title VI Safe Harbor Clause. These four languages identified using the Safe Harbor Clause are French-Creole, Haitian-Creole, Portuguese, and Spanish.

As previously mentioned, from the beginning of the COVID-19 pandemic to the end of 2022, all external engagements had been held virtually, thus eliminating the need to mail out meeting documents beforehand and provide printed materials at the engagements. The Old Colony JTC and MPO meetings are held virtually, Council meetings are hybrid, and outreach efforts for transportation projects have returned to in-person. The Old Colony MPO has continued to be prepared to provide any materials for any engagements in any language requested. While the MPO did not receive any requests for translations of documents in 2023, the MPO did translate the survey for the Route 18 Corridor Study into the four LEP languages. The survey with hyperlinks to the four languages can be found in Appendix A. No surveys were filled out in any of the four LEP languages. Should any requests for document translation be received or surveys be filled out in any of the LEP languages, they will be documented in future reports. In 2023, the MPO contracted with BAT to complete their triennial Title VI Report. When the draft Report was completed and ready for its 21-day public review and comment period, the notice was issued in the Enterprise Newspaper (based in Brockton, Massachusetts) as well as El Mundo Boston, the

oldest Latino media outlet in Massachusetts, serving the community for 50 years.¹ The El Mundo Boston notice for BAT's Title VI Report can be found in Appendix B. In addition to the two notices, public outreach was held at the BAT Centre on two separate dates, with one BAT staff who is multilingual being present for any needed translations. To ensure awareness of all activities and public outreach efforts, the MPO has added all contacts and stakeholders on the ROA (Reflections, Opportunities, and Actions) Taskforce to the MPO's emailing list and newsletter.

Figure 5: Shawn Bailey and Cidalia Rodrigues at the BAT Centre



The MPO provides other services and resources: the Old Colony Planning Council website, which can be translated into nine (9) different languages, and the newsletter, which can be translated into 49 different languages. Per federal regulations, the Title VI Notice of Protections is included on all agendas which the Council hosts and is also on the website. For anyone who seeks to file a Title VI complaint, the process is explained on the Title VI webpage on the OCPC website and has the phrase “If this information is needed in another language, please contact the MPO Title VI Coordinator at 508-583-1833,” which is provided in 12 languages and downloadable complaint procedures and forms in the same languages as well. The Title VI webpage also has OCPC’s recently completed Annual and Triennial Title VI Reports. The Title VI webpage can be found at <https://oldcolonyplanning.org/title-vi-ada/> for more information.

Correspondence

The Old Colony MPO utilizes several different media to communicate with members of the public about current planning invites, upcoming outreach events, and the release of public documents for a period of review and comment. The methods of correspondence span a wide range, from standard sources like the OCPC website and newsletter to social media such as Facebook, X (formerly Twitter), and Instagram. As times have changed, the MPO relies more on social media platforms to engage members of the public and is always looking for new tools to keep the public engaged. For example, all public meetings such as the MPO and JTC meeting notices are published on the OCPC Facebook page and X & Instagram accounts. Since the beginning of COVID-19, OCPC has ceased mailing printed copies of agendas and notices for meetings and events and now sends the notices via email (including town and city clerks), the OCPC newsletter

¹ <https://elmundoboston.com/>

(which are faster and more convenient), and posts to the OCPC website. In 2019 (the last full year of utilizing mailings for notices), there were 3,600 direct mailings sent out for just the JTC and MPO meetings, not including other meetings, conferences, and events that OCPC hosted.

Digital

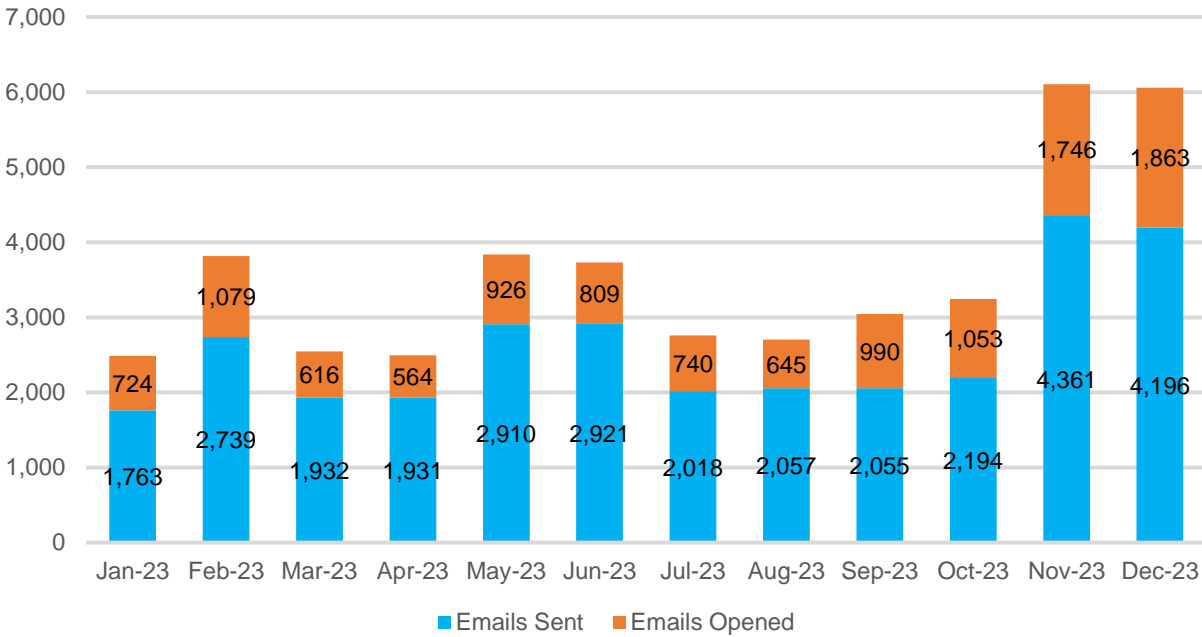
Digital correspondence, such as email, social media, and the OCPC website, are readily used by the Old Colony MPO in its outreach activities. Email is the primary method of communication used by MPO. It is employed to send out meeting notifications and to respond to members of the public about MPO activities when utilized for public outreach purposes. Along with email, the MPO has established a strong social media presence. Currently the Old Colony MPO uses five different types of digital platforms in its outreach efforts. These five digital platforms are Facebook, X, Instagram, YouTube, and the OCPC website. It is through these digital platforms that the MPO seeks to raise awareness about its initiatives at a time when so many things are competing for people's attention. Also, the MPO seeks to get younger people involved in MPO activities and sees social media as the way to do it since this cohort tends to get most of their information through these platforms.

Email

The Old Colony MPO sends many emails every year as part of its public outreach efforts. In 2023, the MPO sent over 7,000 emails (calculated by emails sent times the number of recipients) to inform members of the public and their officials of planning initiatives being conducted by the MPO. Such emails contain meeting flyers, agendas, and additional information about who they should contact if they have any questions. Additionally, the MPO solicits feedback from members of the public on publicly released documents such as the TIP, UPWP, and LRTP, which they can email in their comments and recommendations.

In 2020, OCPC started producing an organizational newsletter sent out to our 17 communities, partner organizations, and stakeholders. The newsletter aims to inform the reader about what is currently happening at the Council. The newsletter touches upon recently released documents, grant opportunities, and other relevant information about which the Council believes our partners should know. The following total amounts for newsletters (for both sent and opened) were calculated by multiplying the number of recipients by the number of newsletters. During 2023, OCPC sent out a total 31,077 newsletters and the receiver opened and read 11,755 (37.8%). Despite fewer newsletters being sent compared to 2022 (35,624), more newsletters were opened and read (11,138/31.3%). During 2023, there were an additional 186 recipients that were added to the newsletter list, which brought the total to 1,134 people by the end of 2023. November 2023 was the month with the most newsletters sent (4,361) and December yielded the most opened/read newsletters (1,863). September 2023 yielded the highest open rate with 48.2%. Half of the months in 2023 yielded higher percentages of opened newsletters than the highest month in 2022 (October at 38.8%).

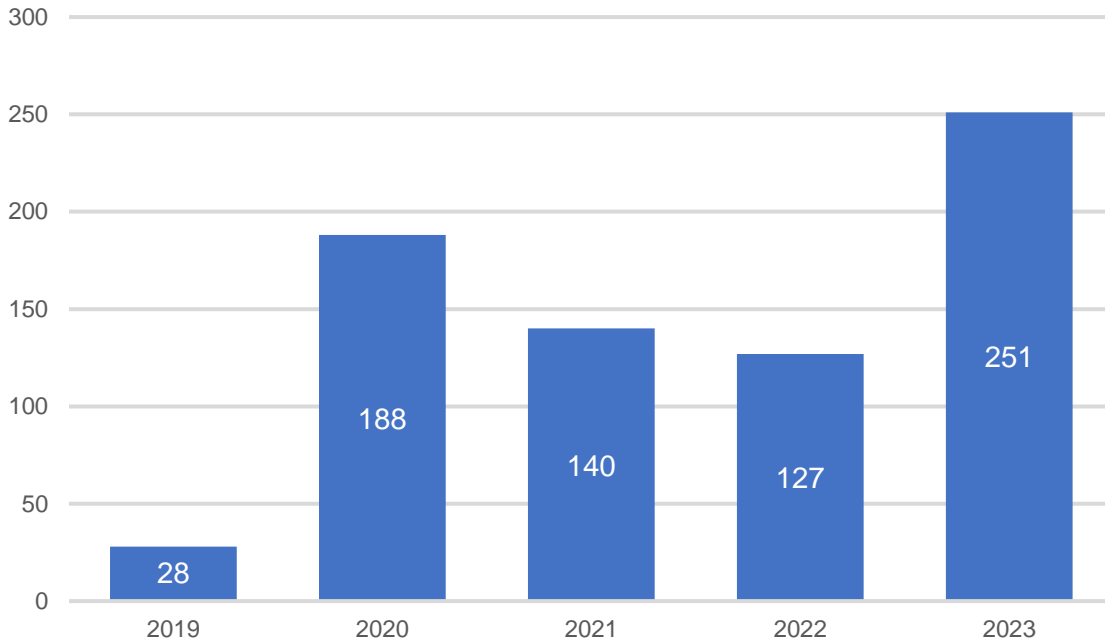
Figure 6: OCPC Newsletter by Month



Social Media

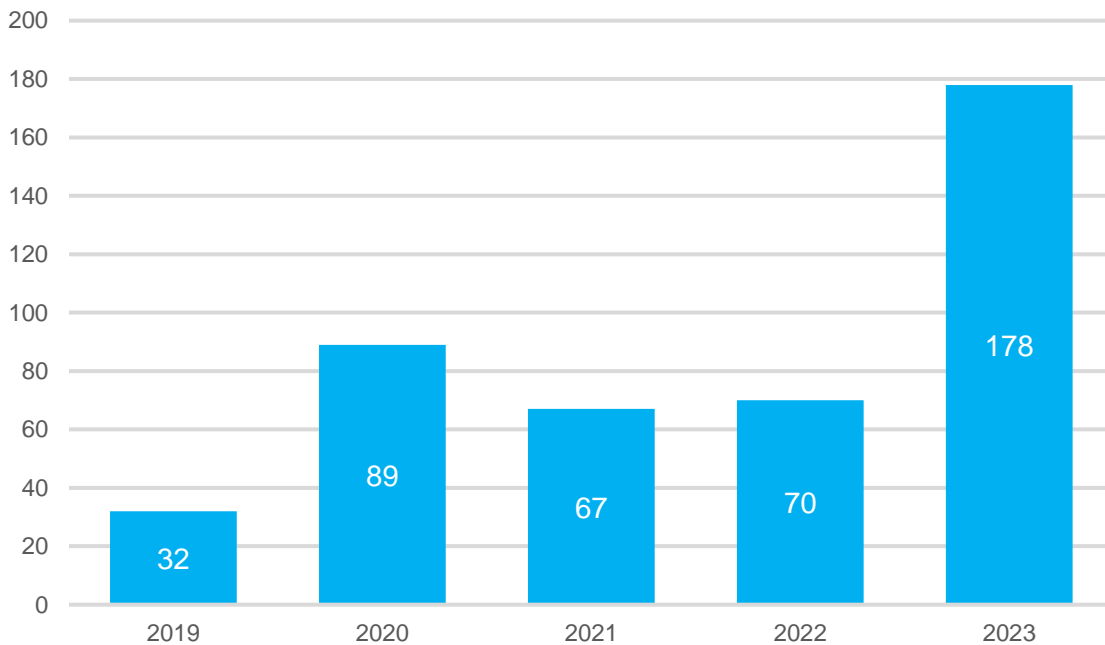
Social media platforms like Facebook, X, Instagram, and YouTube have become a larger part of the Old Colony MPO’s go to for dissemination of public outreach notifications, especially since the beginning of the COVID-19 pandemic. In 2023, the MPO made 251 Facebook posts about public engagement events along with other regional and Commonwealth initiatives, around double the amount in 2022, and those posts yielded 32,296 impressions (likes, reactions, comments, and shares). The use of Facebook by the MPO has dramatically increased over the last three years. This increase in Facebook utilization has to do with the number of projects needing a public participation component and some projects requiring a higher degree of public engagement such as the Long Range Transportation Plan, but also to have an additional platform to conduct outreach for the Council. Going forward, the MPO will continue to increase its usage of Facebook as a platform for public engagement.

Figure 7: Facebook Postings by Year



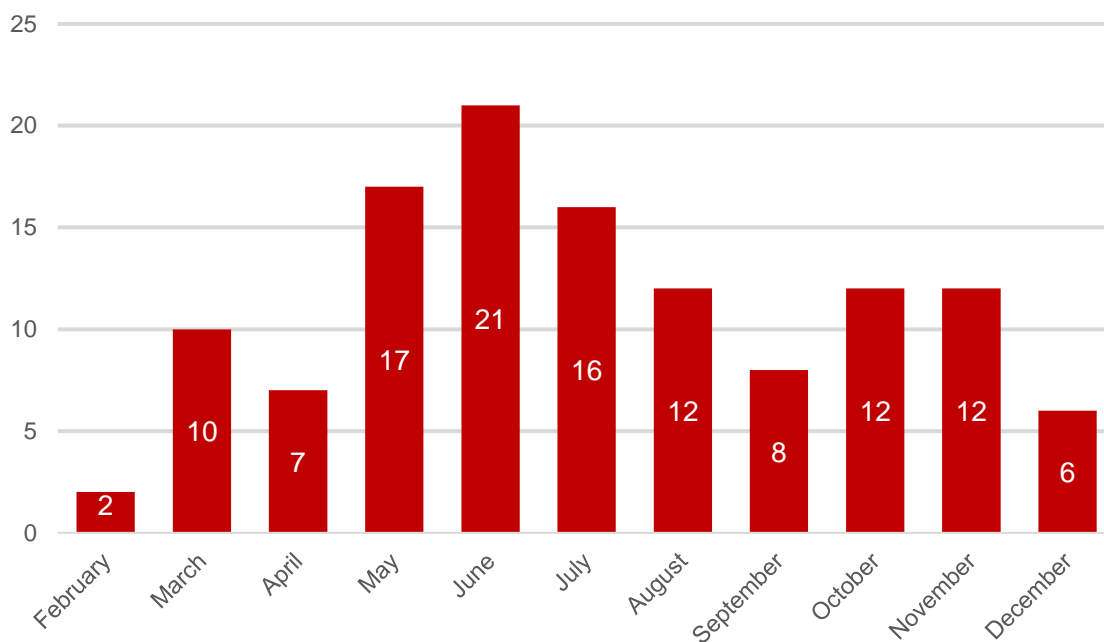
The MPO uses X to send out information on upcoming outreach events, release of public documents for review, and disseminate other regional information to members of the public. Last year, in 2023, the MPO sent out 178 X notifications (108 more than 2022) which yielded 21,733 impressions. X impressions convey how many times a tweet has been viewed, retweeted, or liked. The use of X by the MPO increased astronomically over 2022 and was the highest during the last five years, similar to Facebook.

Figure 8: X Utilization by Year



In February 2023, the Old Colony MPO resurrected its Instagram account for the first time since before the pandemic to increase and expand its social media presence. Like Facebook and X, the MPO Instagram account informs their followers of current projects, documents out for public review, and outreach events. The MPO made 123 Instagram posts in 2023 which yielded 2,456 impressions (the number of times a post or story is viewed). With this being the first year that the Instagram account has been active, Figure 9 shows posts by month; in the future, the table will show total yearly posts like Facebook, X, and YouTube.

Figure 9: Instagram Posts by Month



YouTube has been one of the social media platforms that historically has not been fully utilized by MPOs. Before the COVID-19 pandemic, the MPO had only uploaded two informational videos, which yielded 107 combined views. During COVID-19, many businesses and organizations turned to Zoom for internal and external meetings. The benefit of using YouTube is that it gives members of the public a chance to see a presentation on a project or other planning initiative if they cannot attend a public meeting when it occurs. The Old Colony Planning Council has expanded the utilization of its YouTube channel and uploads videos for public meetings and engagements that it hosts. In keeping with this desire to use YouTube more, the Old Colony MPO uploads videos regularly, including public meetings (e.g., monthly JTC, MPO, and Council Meetings), public engagements regarding UPWP Projects (e.g., Route 18 Corridor Study), as well as specialized videos (e.g., the EDA Regional Water Study Grant Press Conference and How Arts, Culture, and Tourism Drive Economic Development webinar).

Since early 2020, the time affected by COVID-19, YouTube usage had significantly increased as the MPO has been conducting public meetings online with the use of tools such as Zoom. It has remained a highly utilized tool ever since. There were 14 videos posted in 2020 with a total of 420 views and 64 posted in 2021 with 1,021 views. Seventy-seven videos were posted in 2022 with 717 views, and in 2023, 58 videos were posted which yielded 341 views. 2023 had a 24.7% decrease in number of videos posted yet yielded a 52.4% decrease in views. One contributor to the decline in both videos and views is that in 2021 and 2022 the MPO was conducting its Road Safety Audits virtually and has since returned to conducting them in person. The two videos that

yielded the highest number of views in 2023 were the “How Arts, Culture, and Tourism Drive Economic Development” video with 26 views and the “EDA Regional Water Study Grant Press Conference” video with 25 views. The latter was a presentation of a \$470,000 matched grant (\$940,000 total) for a Regional Water Plan.

Figure 10: YouTube Posts by Year

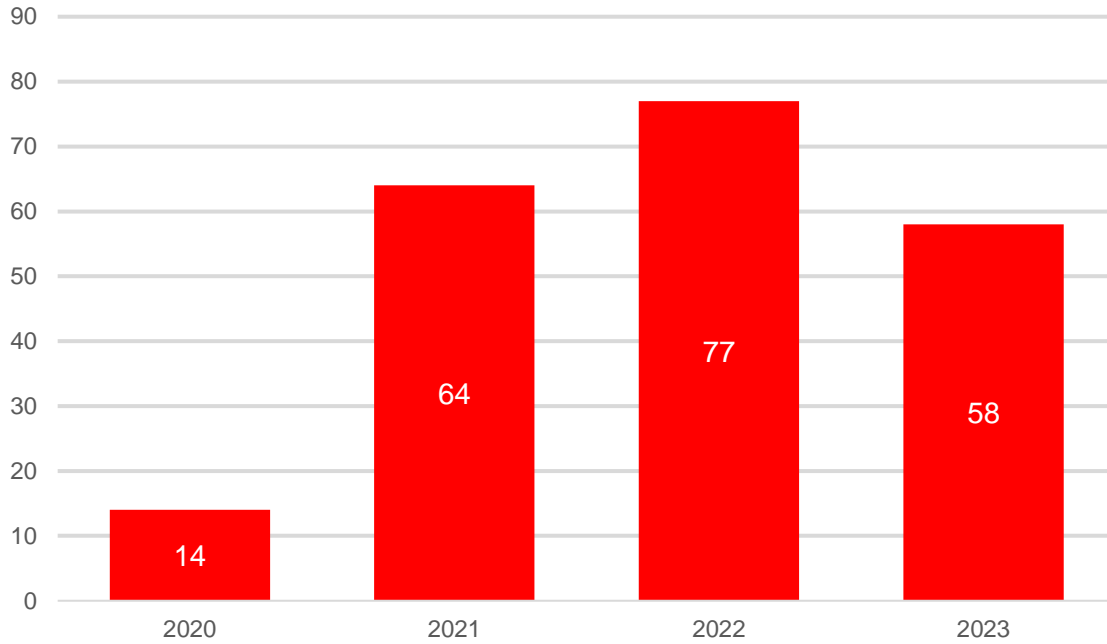
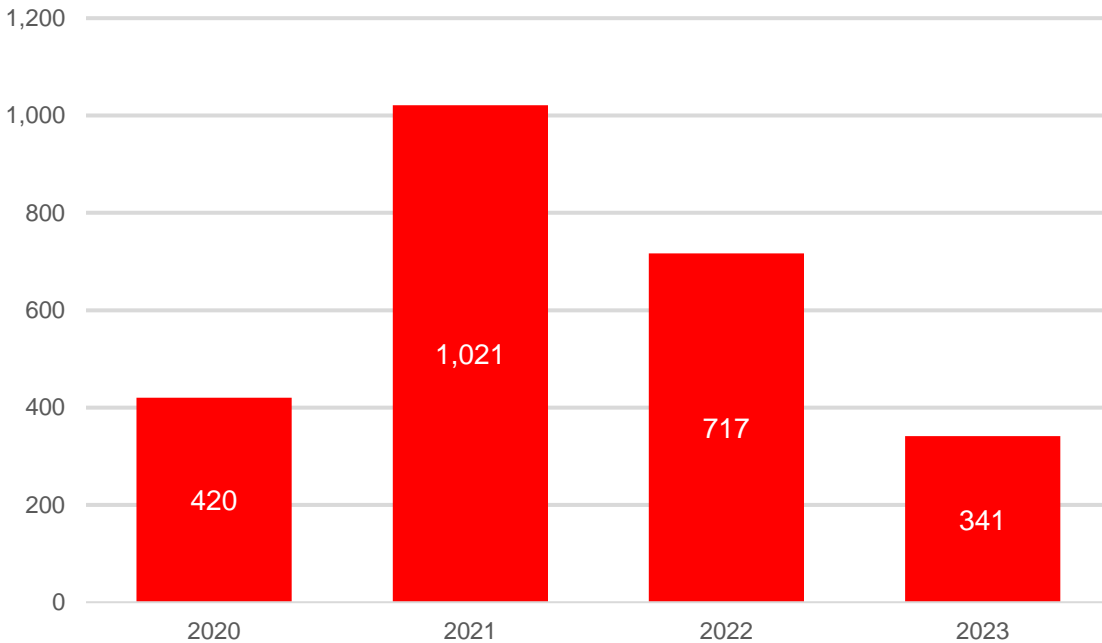


Figure 11: YouTube Views by Year

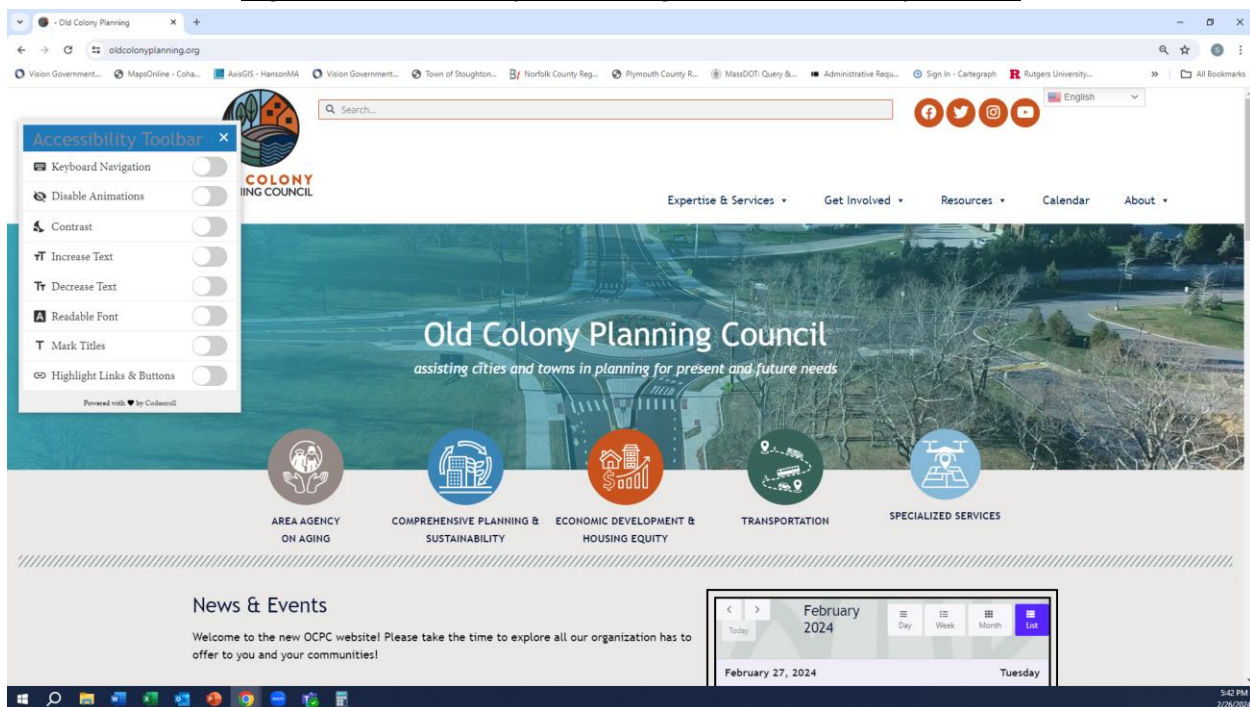


The press conference for the EDA Grant Award was also live streamed on Facebook and yielded 126 total views. Live streaming MPO events was an identified next step from the Hillsborough TPO (Transportation Planning Organization) 2020 Measures of Effectiveness Report, and it has demonstrated to be an effective tool as the sole Facebook Live video yielded 37% of the total YouTube video views in 2023. The Old Colony MPO will look to increase its use of going live on Facebook as well as YouTube going forward.

Website

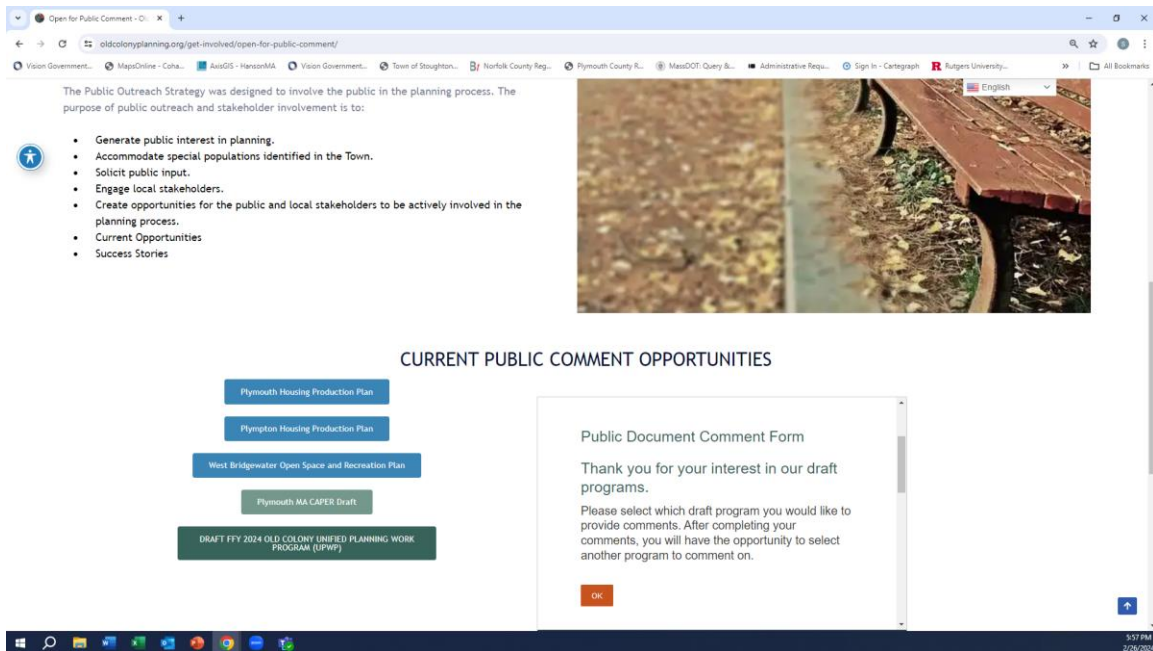
Old Colony Planning Council launched its new website in November 2022, found at <https://oldcolonyplanning.org/>. It features an updated look with drone footage of the OCPC Region on the home page. It has an accessibility toolbar pictured below, accommodating anyone with a visual impairment with tools such as changing text size, visual contrast, and keyboard navigation. Providing accessibility features was identified as a next step from the Pinellas County MPO's 2020 MOE Report. While we do not have any data that the tool has been used, it is a useful tool for anyone who is visually impaired.

Figure 12: Old Colony Home Page with Accessibility Toolbar



An addition that was made to the OCPC website in 2022 was an online option for submitting a public comment on any item that is released for public review and comment period (i.e., the Public Participation Plan, Transportation Improvement Program, and Unified Planning Work Program). When reports are released for public review and comment periods, they can submit a comment after reviewing the report at <https://oldcolonyplanning.org/get-involved/open-for-public-comment/>. One comment was received via the online comment submission portal for the Draft FFY 2023-2027 TIP (Transportation Improvement Program). OCPC will continue to have this option available for public comments for all documents requiring a public review and comment period.

Figure 13: Old Colony Online Public Comment Submission Portal



Outputs vs. Outcomes

Now that all of the outputs have been analyzed, the outcomes must also be examined. One item that has seen an increase in receipt is public comments. During the pandemic, one OCPC staff member attended a virtual webinar by the EDC Virtual Public Involvement Committee and learned that two state DOTs (Departments of Transportation) offered public comments to be submitted on their website. As previously stated, there was one online public comment received when the Draft FFY 2023-2027 TIP was released for a 21-day public review and comment period (which can be found in Appendix C). No other public comments have been received on OCPC's website, but this venue will continue to be a public comment source. Since the return of in-person events in the last year, receiving public comments in person has become an option. In May 2023, OCPC Staff hosted two public outreach events for the BAT 2023 Title VI Report at the BAT Centre. There were two public comments received on public comment cards that can be found in Appendix D.

Another item that has seen a noticeable change in recent years is the Environmental Justice Communities TIP Project Investment and Percentage of Projects by Total Investment from the FFY 2019-2023 Transportation Improvement Program (TIP) (Table 2) to the FFY 2023-2027 TIP (Table 3). The Population in EJ Communities increased 36.2%, resulting in a 7.1% increase in the percent of the represented population. More dramatically, the TIP Project investment in EJ Communities increased by 81.5% from \$90,095,544 in the 2019-2023 TIP to \$163,553,494 in the 2023-2027 TIP, resulting in a 14.8% increase in percent of projects by total investment.

Table 2: Investment Value of TIP Projects 2003-2018 (Projects Implemented)

Type	Population Represented in EJ Communities (2010)	Percent Population Represented	TIP Project Investment	Percentage of Projects by Total Investment (\$)
Within EJ Communities	101,053	27.9%	\$90,095,544	47.3%
Outside EJ Communities	261,353	72.1%	\$100,422,767	52.7%
Totals	362,406	100.0%	\$190,518,311	100.0%

Source: FFY 2019-2023 Transportation Improvement Program

Table 3: Investment Value of TIP Projects 2003-2022 (Projects Implemented)

Type	Population Represented in EJ Communities (2020)	Percent Population Represented	TIP Project Investment*	Percentage of Projects by Total Investment (\$)
Within EJ Communities	137,634	35.0%	\$163,553,494	62.1%
Outside EJ Communities	255,615	65.0%	\$99,987,231	37.9%
Totals	393,249	100.0%	\$263,540,725	100.0%

Source: FFY 2023-2027 Transportation Improvement Program

*Includes Projects funded with Regional Target Funds, Statewide Funds, Bridge Funds, or Non-Federal Aid Funds.

In Brockton Area Transit Authority's (BAT) most recent Comprehensive Regional Transit Plan (CRTP) Update, two of the listed identified/requested needs were Service and Performance. Tables 4 and 5 address specific items within each need and the results.

Table 4: Service Needs and Requests

Need/Request	Result
Add Sunday service to Stoughton.	BAT has implemented Sunday service.
Sunday morning service citywide in Brockton.	BAT has implemented morning service across Sunday routes.
Increase bus frequency citywide.	BAT has increased frequency across all routes. *
Fill in service gaps with demand response service or microtransit.	Rockland service has transitioned to a microtransit service and is a good example of where flexible public transportation is more appropriate than traditional fixed route.

*Was requested during the first year of the pandemic when service was more limited.

Table 5: Coordination Needs and Requests

Need/Request	Result
Maintain focus on continuous improvement of customer service.	BAT conducts a quarterly “Mystery Rider” program for quality control.
Use newly acquired APC and AVL technology to expand data analysis capabilities.	BAT’s APC/AVL equipment was operational and begun collecting data in summer 2021.
Expand performance data availability through publishing information in interactive platforms and/or as raw data on BAT’s website for use by public.	BAT riders can track the buses through the Passio GO! smartphone app. Each route has its own page and riders can click on designated stops to see when the next bus will arrive.

Conclusion and Next Steps

Calendar years 2020 through 2023 have been incredible years for attendance at public engagements and increased utilization of OCPC’s social media accounts.

The Old Colony MPO is diligent in its efforts to engage members of the public, especially those from underserved communities and populations. The MPO has sought to bring more individuals and organizations into the planning process using a multiprong approach to public engagement. However, despite the efforts to move the needle and increase public participation, participation rates have fluctuated over the last five years, with a recent spike in the previous four years due to virtual meetings. This fluctuation in public participation stems from the number of projects happening each year and the public appetite to participate, which seems to wane due to competing priorities and interests.

Since the movement towards public participation took place virtually on platforms such as Zoom due to COVID-19, the MPO has seen increased public participation. The addition of virtual meeting platforms is something the Old Colony MPO plans to continue using to provide greater access to members of the public and organizations to participate in public meetings even now that the MPO has returned to in-person outreach and some meetings. Allowing people to attend public meetings from the comfort of their homes or offices seems to be a valuable tool for the MPO to increase participation in the planning process.

After reviewing MOE Reports from the [Hillsborough MPO](#) and the [MPO and Planning Council for Pinellas County](#), OCPC will look into the following recommendations to increase attendance at OCPC-held events in the future as well as continue its desire to build more connections with underserved communities and populations:

- Utilize short videos to inform with less attention commitment.
- Research potential stakeholders not currently on the MPO’s emailing list to yield annual increases, including those representing EJ/Title VI/underserved communities.
- Use local radio to inform the public of upcoming events.
- Ensure any in-person meetings/public outreach events are at an ADA accessible location and at times when people can attend.
- Work with human and social service agencies to identify issues and needs of underserved populations.

These recommendations could yield better attendance and participation results and create & strengthen bonds with communities, populations, and organizations. OCPC looks forward to the future of this Report and hopes to have more on which to report in the coming years.

Appendix

Appendix A: Route 18 Corridor Study Survey

ROUTE BRIDGWATER & EAST BRIDGEWATER CORRIDOR STUDY



Survey

SCAN THE QR CODE OR GO TO

WWW.SURVEYMONKEY.COM/R/RT18CORRIDOR



ALSO AVAILABLE IN:

FRENCH CREOLE

HAITIAN CREOLE

PORTUGUESE

SPANISH

**WE NEED THE
PUBLIC'S INPUT!**

**WHAT TYPES OF
PROBLEMS EXIST?**

**WHERE DO TRAFFIC
PROBLEMS EXIST WITHIN
THE TOWNS SECTIONS
OF RT 18?**

**WHAT ARE POTENTIAL
IMPROVEMENTS AND
FIXES FOR THESE
PROBLEMS?**

**LEARN MORE AT
WWW.OLDCOLONYPLANNING.ORG/RT18CORRIDOR**



Appendix B: BAT 2023 Title VI Report Public Outreach

AVISO LEGAL

Autoridad de tránsito de Brockton
Informe del Título VI

La Autoridad de Tránsito de la zona de Brockton (BAT) solicita revisión pública y comentarios sobre su informe **Título VI y un plan limitado de Proficiencia Inglesa**. El título VI es una ley de la Ley de derechos civiles de 1964 que prohíbe la discriminación en los programas asistidos federalmente. El título VI informa y demuestra que las BAT cumplen sus requisitos a la población LEP en su área de servicio en lo que respecta a las traducciones de importantes notificaciones de agencias y materiales impresos. El proyecto de informe del Título VI y el proyecto de Plan de LEP estarán disponibles para un período de revisión pública y comentarios de **21 días (4-24 de mayo de 2023)**. El proyecto de informe del Título VI de BAT y el proyecto de caña de Plan LEP de BAT se visualizan en el siguiente sitio web donde también se pueden hacer comentarios: <https://oldcolonyplanning.org/get-involved/open-for-public-comment/>.

Si tiene alguna pregunta o desea hacer un comentario de otra manera, póngase en contacto con el director del proyecto Shawn Bailey al sbailey@ocpcrpa.org o (774) 539-5124.

Michael J. Lambert
BAT Administrator
May 11, 2023

LEGAL NOTICE

Brockton Area Transit Authority
Title VI Report

The Brockton Area Transit Authority (BAT) seeks public review and comments on its **Title VI Report and Limited English Proficiency (LEP) Plan**. Title VI is part of the 1964 Civil Rights Act that bars discrimination in federally assisted programs. The Title VI Report documents and demonstrates BAT's compliance with meeting the requirement of that law. The LEP Plan is a document that demonstrates how BAT meets its requirements to the LEP population in its service area in regards to the translations of important agency notifications and printed materials. The Draft Title VI Report and Draft LEP Plan will be available for a **21-day** public review and comment period (**May 4-24, 2023**). The Draft BAT Title VI Report and Draft BAT LEP Plan can be viewed at the following website where you can also provide comments: <https://oldcolonyplanning.org/get-involved/open-for-public-comment/>.

If you have any questions or would like to provide a comment in another manner, please contact the project manager Shawn Bailey at sbailey@ocpcrpa.org or (774) 539-5124.

Michael J. Lambert
BAT Administrator
May 11, 2023



The Massachusetts Water Resources Authority

Autoridad de Recursos del Agua de Massachusetts está buscando ofertas para lo siguiente:

# DE OFERTA	DESCRIPCIÓN	FECHA	HORA
WRA-5308	Purchase of One (1) One new Electric Pickup Truck and Transit Van	05/23/23	1:00 p.m.
WRA-5309	Purchase of Various GMC Vehiclest	05/23/23	1:00 p.m.
WRA-5305	Supply and Delivery of Sodium Hypochlorite to Various MWRA Wastewater Facilities and Clinton Wastewater Treatment Plant	05/23/23	2:00 p.m.
WRA-5306	Supply and Delivery of Sodium Hypochlorite to the John J. Carroll Water Treatment Plant William A. Brutsch Water Treatment Facility	05/23/23	2:00 p.m.
WRA-5307	Supply and Delivery of Sodium Bisulfite to the John J. Carroll Water Treatment Plant and Clinton Wastewater Treatment Plant	05/23/23	2:00 p.m.
S614	Groundskeeping Services, DITP	06/07/23	2:00 p.m.
OP-460	Fire Protection Sprinkler System Service	06/08/23	2:00 p.m.

Los Documentos de Oferta pueden obtenerse descargandolos del Portal <https://supplier.mwra.com>

ESCUELAS PÚBLICAS
DE ANDOVER

invita a presentar aplicaciones para los siguientes puestos:

Trabajadores del servicio de alimentos

Responsabilidades: Prepara y ayuda a servir alimentos a los estudiantes de acuerdo con las normas relacionadas con las condiciones sanitarias.

Calificaciones: Es deseable un conocimiento de la cantidad de cocina, así como un conocimiento de cómo se mantienen los registros de la cafetería para la cocina en el día a día.

Profesores suplentes

Responsabilidades: Responsable de instruir a los estudiantes y llevar a cabo los planes de lecciones proporcionados por el maestro para garantizar la continuidad de la instrucción.

Calificaciones: Mínimo dos años de universidad o experiencia equivalente trabajando con niños. Evidencia de fuertes habilidades interpersonales.

Asistentes de Instrucción

Responsabilidades: Bajo la supervisión directa de un maestro, apoya la programación de instrucción al ayudar a los estudiantes a comprender las lecciones que enseña el maestro. Ayuda a los maestros con varias tareas administrativas y supervisa a los estudiantes durante las actividades fuera del salón de clases.

Calificaciones: Mínimo dos años de universidad o experiencia equivalente trabajando con niños. Capacidad para comprender el plan de estudios de los estudiantes y para implementar múltiples actividades dirigidas por el maestro.

Custodios

Responsabilidades: Limpiar y mantener las escuelas, oficinas, cafeterías y baños asignados. Realizar funciones básicas de reparación y mantenimiento, así como palear nieve.

Calificaciones: Conocimiento de materiales, métodos y técnicas del oficio. Capacidad para seguir instrucciones escritas y orales.

Monitores de Edificios y Almuerzos

Responsabilidades: Garantizar la seguridad y el bienestar de la población estudiantil y ayudar a la administración y al profesorado a mantener un entorno escolar positivo.

Requisitos: Capacidad para seguir instrucciones y completar tareas de manera eficiente. Capacidad para trabajar con adolescentes y comprenderlos, así como para reducir posibles enfrentamientos.

Para obtener una lista más completa de oportunidades de empleo y descripciones de puestos, y para solicitar cualquiera de los puestos anteriores, los solicitantes deben visitar: www.governmentjobs.com/careers/andoverma

Las Escuelas Públicas de Andover buscan candidatos que representen nuestro principio ético, que incluye la valoración de las identidades de todos los estudiantes, las altas expectativas para todos los estudiantes, la excelencia en la enseñanza, la colaboración, la innovación, el respeto y la responsabilidad.

APS se compromete a contratar y apoyar a un profesorado y personal racial y étnicamente diverso. Los profesores racial y étnicamente diversos producen una infinidad de resultados positivos para todos los estudiantes, especialmente para los estudiantes más marginados históricamente. EOE.



DORIS

Doris@ElMundoBoston.com
617-522-5060 x 229

Appendix C: Draft FFY 2023-2027 Old Colony Transportation Improvement Program (TIP) Public Comment Received Via Online Public Comment Form

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

Public Comment Matrix

Marc Tisdelle, P.E., Town of Stoughton

April 21, 2022 via Online Public Comment Form - Regarding the Intersection of Canton, Summer, and School Streets Intersection (Stoughton)

The Town of Stoughton has encumbered for the 100% design of this critical intersection. Our consultant has started the 25% Design Phase. This intersection has been one of our top priority intersections for many years now due to the significant safety concerns and operational issues. We strongly urge the MPO to incorporate this intersection into the 2023-2027 TIP. The intersection has been prioritized in our Master Plan and is consistent with the 2020 Old Colony Planning Council Regional Policy Plan (LRTP) and the 2018 Old Colony Planning Council Regional Policy Plan (RPP). Additionally, the Town is committed to this project and has spent a considerable amount of Town funds completing studies, surveys, and preliminary design plans. This intersection has the highest crash rate of all our intersections in Town and also operates at a Level of Service F during the peak hours of the day. Other deficiencies include poor sight distance, geometry, vague traffic control, queuing to an active train track, high volumes of truck traffic, poor access management, vehicle speeding, and a lack of pedestrian/ bike accommodations. The improvements will make this intersection a much safer intersection for all modes of traffic including vehicles, bicyclists and pedestrians. Specifically, the proposed improvements will consist of a fully actuated traffic signal with split phasing operations and MUTCD compliant pedestrian phasing with crosswalks. The proposed signal will most likely have a pre-signal due to the proximity of the railroad intersection located on School Street. Other improvements to the intersection will include the geometry alignment improvements, operational improvements by making Sumner Street one-way, sidewalk construction with ADA-compliant curb ramps and bicycle accommodations. The improvements will not only make this a much safer intersection but will greatly enhance the capacity and operations of the intersection and the surrounding area.

Appendix D: BAT 2023 Title VI Report Public Comments

Public Comment Matrix

Date	Name	Representation	Comment or Summary	Response
5/22/2023	Anne L. Winsor	BAT Rider	Drivers are for the most part well behaved, but should be careful that elderly and handicapped people are seated before taking off into the traffic.	Noted.
5/25/2023	BAT Advisory Board	Brockton Area Transit Authority	The BAT Advisory Board, at their public meeting on May 25, 2023, reviewed and approved the BAT Title VI Report and LEP Plan.	Noted.

Comment Card

Drivers are for the most part well behaved, but should be careful that elderly and handicapped people are seated before taking off into the traffic.

Anne L Winsor



bat

OLD COLONY
PLANNING COUNCIL

Comment Card

Very
experienced
& industrious

3-
Thank you
nd - Allyn!



bat

OLD COLONY
PLANNING COUNCIL

**Appendix E: Previous Old Colony TIP Transportation
Evaluation Criteria Forms**

STATE PROJECT EVALUATION CRITERIA

Highway-funded Preservation Projects

PROJECT TYPE				OTHER IMPACT CRITERIA		
	Condition	Usage	Cost Effectiveness	Community Effects and Support	Land Use and Economic Development	Environmental and Air Quality/ Climate Effects
Roadway Maintenance	Extent of light and moderate cracking (Main) <input type="checkbox"/>	Annual Average Daily Traffic (AADT) <input type="checkbox"/>	Cost per Unit Change in Condition	Residential effects: right-of-way, noise, aesthetics, other <input type="checkbox"/>	Business effects: right-of-way, access, noise, traffic, parking, freight access other <input type="checkbox"/>	Air Quality/Climate effects <input type="checkbox"/>
Roadway Resurfacing						
Roadway Reconstruction	Measure of skid resistance (Main/Resurf) <input type="checkbox"/>	Percentage of Trucks <input type="checkbox"/>	Cost per Linear Mile	Public, local government, legislative, and regional support <input type="checkbox"/>	Sustainable development effects <input type="checkbox"/>	Water quality/supply effects; wetlands effects <input type="checkbox"/>
	Measure of rideability (Resurf/Recon) <input type="checkbox"/>	NHS Status <input type="checkbox"/>		Effect on service to minority or low income neighborhoods <input type="checkbox"/>		
	Measure of surface condition (Resurf/Recon) <input type="checkbox"/>		Cost per AADT	Other Impact/benefit to minority or low income neighborhoods <input type="checkbox"/>	Consistent with regional land-use and economic development plans <input type="checkbox"/>	Historic and cultural resource effects <input type="checkbox"/>
	Pavement structural adequacy (Recon) <input type="checkbox"/>			Effect on development and redevelopment of housing stock <input type="checkbox"/>	Effect on job creation. <input type="checkbox"/>	
Avg. Score (-3 to +3) <input type="checkbox"/>		Avg. Score (-3 to +3) <input type="checkbox"/>		Avg. Score (-3 to +3) <input type="checkbox"/>	Avg. Score (-3 to +3) <input type="checkbox"/>	Avg. Score (-3 to +3) <input type="checkbox"/>
						Total Score (-18 to +18) <input type="checkbox"/>

STATE PROJECT EVALUATION CRITERIA

Highway-funded Improvement/Expansion Projects

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

STATE PROJECT EVALUATION CRITERIA

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

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

STATE PROJECT EVALUATION CRITERIA

Highway-funded Bicycle Pedestrian Enhancement Projects

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

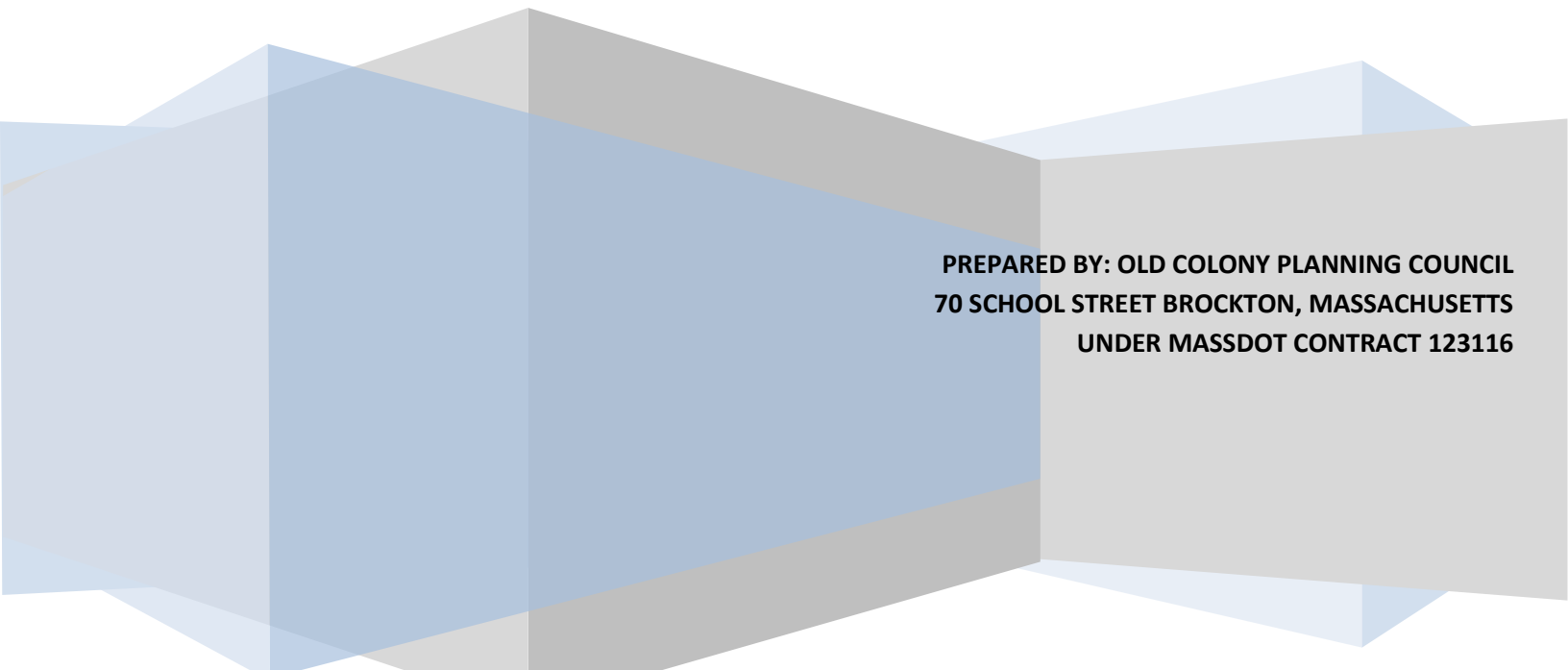
**Appendix F: Current Old Colony TIP Transportation
Evaluation Criteria Forms**

OLD COLONY METROPOLITAN PLANNING ORGANIZATION (MPO)

**OLD COLONY TRANSPORTATION IMPROVEMENT
PROGRAM (TIP)**

**DRAFT TRANSPORTATION EVALUATION
CRITERIA (TEC)**

DECEMBER 2023



**PREPARED BY: OLD COLONY PLANNING COUNCIL
70 SCHOOL STREET BROCKTON, MASSACHUSETTS
UNDER MASSDOT CONTRACT 123116**

Introduction

Effective with the development of the Old Colony FFY 2025 – 2029 Transportation Improvement Program (TIP), Old Colony Planning Council has developed an updated set of Transportation Evaluation Criteria (TEC), and scoring system to be used in the process of developing the Old Colony Metropolitan Planning Organization's Transportation Improvement Program (TIP).

During TIP development, all projects that have been approved by the MassDOT Project Review Committee (PRC) are evaluated using these Transportation Evaluation Criteria. The MPO staff uses the Transportation Evaluation Criteria results, along with project readiness information, available funding, and other pertinent information to develop a Draft TIP. 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 if there are no significant changes.

The proposed updated Transportation Evaluation Criteria replaces an 18-point system used by Old Colony Planning Council in recent years with a 100-point system that scores projects by specific defined criteria in the following categories:

- System Preservation – 30 Points
- Safety – 30 Points
- Mobility – 10 Points
- Economic Impact – 10 Points
- Environmental and Health Impact – 10 Points
- Community Support and Consistency with Policy – 10 Points

The updated Transportation Evaluation Criteria is designed to be clearly designed and fully transparent, considering all modes of transportation and users in transportation projects. They also take into consideration recent initiatives and policies, such as Complete Streets and MPO adopted Performance Targets.

Old Colony TIP Transportation Evaluation Criteria (TC)

Table 1 outlines how PRC approved projects are scored in six categories.

Table 1: Outline of Old Colony TIP Transportation Evaluation Criteria Scoring Categories and Potential Points

Category	Evaluation Criterion	Total Potential Points
System Preservation / State of Good Repair	Primary Asset Condition Enhancements to Secondary Assets Use of Modern Technology to Improve Efficiency Incorporates Transit Elements into Design	30
Safety	Motorist crash history and anticipated improvement Non-Motorist crash history and anticipated improvement Proven Safety Measures	30
Mobility	Existing Motorist Congestion Effect on Mobility and Accommodation for Non-Motorists Effect on System Connectivity and Access	10
Economic Impact	Access to or within a regionally designated economic development area Access to or within a business district Connectivity between housing, employment, and commerce Effect on freight network	10
Environmental Effect	Effect on Wetlands, Wildlife or Other Natural Resources Protects or Enhances Water Quality by Improving Stormwater Management Effect on air quality and GHG emissions Improves Coastal Resiliency Enhances local open space Incorporates Healthy Transportation Options	10
Community Support and Consistency with Policy	Project has Community Support, Identified in Local Plans, and an Active Design Project Identified in Regional Plan and/or Consistent with Regional Policy Consistent with PM1, PM2, PM3, and/or TAM Project Supports Federal and State Policy Equity	10
Total Possible Score		100

System preservation and Modernization Scoring

Table 2 outlines how projects are scored based on system preservation and modernization criteria.

Table 2: System Preservation and Modernization Criteria and Potential Scoring

System Preservation Criterion	Factor	Points
Primary asset condition / effect on condition	Poor or failing / substantial improvement	12
	Fair / moderate improvement	8
	Good / minor improvement	4
	Excellent / no improvement	0
Potential Primary Asset Points		12
Enhancements to Secondary Assets (Sidewalks, etc.)	Poor or failing / substantial improvement	8
	Fair / moderate improvement	5
	Good / minor improvement	2
	Excellent / no improvement	0
Potential Secondary Asset Points		8
Use of modern technology to improve efficiency	Use of innovative technology and/or incorporation of traffic counting technology	5
	Improvement in technology to current best practices	2
	Maintain/repair existing technology	1
	Not applicable	0
Potential Modern Technology Points		5
Incorporates transit elements into design	Incorporates significant improvements to transit infrastructure, accessibility and/or operational	5
	Incorporates minor transit improvements	3
	Improves operations on a transit route	1
	No related improvements to transit access/operations are expected	0
Potential Transit Elements Points		5
Total Potential System Preservation and Modernization Scoring		30

Safety Scoring

Table 3 outlines how projects are scored based on safety criteria.

Table 3: Safety Criteria and Potential Scoring

Safety Criterion	Factor	Points
Motorist crash history and anticipated safety impact	HSIP Eligible Location	10
	Location is Regional Top 100 High Crash Location or engaged in a safety plan and project will improve motorist safety	7
	Demonstrated safety problem and safety improvement is anticipated with project	4
	No demonstrated safety problem, but safety improvement is anticipated with project	3
	No Safety Improvement Anticipated	0
	Project may adversely effect safety	-1
Potential Motorist Safety Points		10
Non-Motorist crash history and anticipated safety impact	HSIP Bicycle or Pedestrian Cluster	10
	Location is Regional Top 100 High Crash Location or engaged in a safety plan and project will improve non-motorist safety	7
	Demonstrated safety problem and non-motorist safety improvement is anticipated with	4
	No demonstrated crash problem, but project is anticipated to improve non-motorist safety	3
	No safety improvement anticipated	0
	The project many adversely affect non-motorist safety	-1
Potential Non-Motorist Safety Points		10
Systematic Safety Improvements/Proven Safety Countermeasures	Characteristics of the location make it a primary risk location and the project will implement a proven safety countermeasure	10
	Characteristics of the location make it a secondary risk location and the project will implement a proven safety countermeasure	
	While not a primary or secondary risk location, the location provides access to vulnerable roadway users, such as schools, transit stops and senior destinations and the project will implement a proven safety countermeasure	7
	No safety improvement anticipated	4
	While not a primary or secondary risk location, the location provides access to vulnerable roadway users, such as schools, transit stops and senior destinations and the project will implement a proven safety countermeasure	
No safety improvement anticipated	0	
Potential Systematic Safety Improvement Points		10
Total Potential Safety Scoring		30

Mobility Scoring

Table 4 outlines how projects are scored based on mobility criteria.

Table 4: Mobility Criteria and Potential Scoring

Mobility Criterion	Factor	Points
Existing motorist congestion / effect on motorist congestion	Location identified in the CMP network/ substantial improvement	4
	Significant existing / substantial improvement	3
	Significant existing / moderate or minor improvement	2
	Minimal existing / minor improvement	1
	No Change	0
	Negative effect	-1
Potential Motorist Congestion Points		4
Effect on mobility / accommodation of non-motorists	Substantial improvement	3
	Moderate improvement	2
	Minimal improvement	1
	No effect for non-motorists	0
	Negative effect on mobility / accommodation	-1
Potential Non-Motorist Mobility Points		3
Effect on connectivity / access (emphasis placed on key emergency and evacuation reoutes)	Substantial improvement to connectivity through the corridor	3
	Moderate improvement to connectivity	2
	W Minimal effect on connectivity	1
	No effect on connectivity	0
	Negative effect on connectivity	-1
Potential Connectivity and Access Points		3
Total Potential Mobility Scoring		10

Economic Development Scoring

Table 5 outlines how projects are scored based on economic impact criteria.

Table 5: Economic Impact Criteria and Potential Scoring

Economic Criterion	Factor	Points
Effect on access to or within a regionally-designated economic development area	Substantial improvement	3
	Moderate improvement	2
	Minor improvement	1
	No effect	0
	Negative effect	-1
Potential Points		3
Effect on access to or within a locally-designated business district	Substantial or moderate improvement	2
	Minor improvement	1
	No effect	0
	Negative effect	-1
Potential Points		2
Effect on connections between housing, job, cultural centers, and essential services within and beyond the region	Substantial improvement	3
	Moderate improvement	2
	Minor improvement	1
	No effect	0
	Negative effect	-1
Potential Points		3
Effect on the ability of the region's freight network to handle current and future freight needs	Substantial or moderate improvement	2
	Minor improvement	1
	No effect	0
	Negative effect	-1
Potential Points		2
Total Potential Economic Impact Scoring		10

Environmental and Health Scoring

Table 6 outlines how projects are scored based on environmental and community health impact criteria.

Table 6: Environmental and Community Health Impact Criteria and Potential Scoring

Environmental and Health Criterion	Factor	Points
Effect on wetlands, wildlife, or other resource protection	Anticipated improvement	2
	Minor contribution to preservation	1
	No anticipated impact or negative impacts adequately mitigated	0
	Negative impact	-1
Potential Effect on Natural Resources Points		2
Effect on water quality through stormwater management and treatment with an emphasis on for nitrogen	Anticipated improvement in stormwater management and treatment	2
	Anticipated improvement in stormwater management	1
	No anticipated impact or negative impacts adequately mitigated	0
	Negative impact	-1
Potential Effect on Water Quality Points		2
Effect on air quality / GHG emission	Significant, quantifiable decrease in GHG anticipated	2
	Minor, quantifiable or qualitative decrease in GHG anticipated	1
	No effect on GHG anticipated	0
	Anticipated increase in GHG	-1
Potential Effect on Air Quality Points		2
Coastal Resiliency / Sea Level Rise Vulnerability / Low Lying Roads	Project vulnerable area with resilient design	2
	Project is not in a vulnerable area but includes with resilient design elements	1
	Project not in vulnerable area and not special consideration given to resilient design	0
	Project in a vulnerable area and is not a resilient design	-1
Potential Effect on Coastal Resiliency Points		2
Effect on cultural resources or open space	Anticipated improvement	1
	No anticipated impact or negative impacts adequately mitigated	0
	Negative impact	-1
Potential Effect on Open Space Points		1
Healthy Transportation Options	Increase in healthy transportation options	1
	No anticipated impact or negative impacts adequately mitigated	0
	Negative impact	-1
Potential Effect on Healthy Transportation Options Points		1
Total Potential Environmental and Health Scoring		10

Policy and Support Scoring

Table 7 outlines how projects are scored based on policy and support criteria.

Table 7: Policy and Support Criteria and Potential Scoring

Policy and Support Criterion	Factor	Points
Local Plans / Community Support	Stated Support for Project by Officials and Project Has Active Design	3
	Stated Support but No Active Design	2
	Project identified in existing local plan	1
	Neutral	0
	Project has community opposition	-1
Potential Local and Community Support Points		3
Project identified in Regional Plan and/or Consistent with Regional Policy	Project specifically identified in Regional Plan	2
	Project Supports Regional Plan Policies, including PM1, PM2, PM3, and	1
	Neutral	0
	Inconsistent with Regional Plan and Policies	-1
Potential Regional Support and Consistency Points		2
Project supports Federal or State (including MassDOT) policies and goals not accounted for in other criteria	Project specifically identified in a existing Federal or State Plan	2
	Consistent with Federal or State Policies or Principles	1
	Neutral	0
	Inconsistent with Federal or State Policies or Principles	-1
Potential State and Federal Consistency Points		2
Equity	Project is located within an Environmental Justice area and will have a positive impact on population	3
	Project is of a regional significance that will serve individuals and improve access for Environmental Justice populations	1
	Project is isolated and not located within or adjacent to an Environmental Justice area	0
	Project in a vulnerable area and is not a resilient design	-1
Potential Equity and Environmental Justice Points		3
Total Potential Policy and Support Scoring		10

Project Evaluation Schedule

Table 8 outlines the schedule for evaluating and scoring projects. All projects are initially scored in the project initiation process following approval by MassDOT’s Project Review Committee (PRC). However, as project design and other factors affecting project evaluation may change from the time a project is initiated, projects are subject to re-evaluation and updated scoring and circumstance necessitates.

Table 8: Project Evaluation Schedule

Initial Evaluation	Following PRC Approval
When Projects May Be Re-Evaluated	<ul style="list-style-type: none"> • New Project Details Known (Functional Design Report / Pre-25% Design)
	<ul style="list-style-type: none"> • Significant Change in Scope / Design has Occurred
	<ul style="list-style-type: none"> • Significant Change in Community Support / Active Design has Occurred
	<ul style="list-style-type: none"> • Significant Change in Existing conditions has Occurred
	<ul style="list-style-type: none"> • Project Has Been Inactive for 3 TIP Development Cycles