FFY 2027
OLD COLONY MPO
UNIFIED PLANNING WORK PROGRAM (UPWP)

ENDORSED BY THE OLD COLONY MPO ON JUNE 16, 2026

PREPARED UNDER MASSDOT CONTRACT #131260
OLD COLONY PLANNING COUNCIL (OCPC)
70 SCHOOL STREET, BROCKTON, MA 02301

FFY 2027 OLD COLONY UNIFIED PLANNING WORK PROGRAM (UPWP)

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FFY 2027 OLD COLONY UNIFIED PLANNING WORK PROGRAM (UPWP)

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DISCLAIMER

The preparation of this report has been financed in part through grant[s] from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 505 [or Metropolitan Planning Program, Section 104(f)] of Title 23, U.S. Code.

The views and opinions of the Old Colony Planning Council expressed herein do not necessarily state or reflect those of the U. S. Department of Transportation.

NOTICE OF NONDISCRIMINATION RIGHTS AND PROTECTIONS TO BENEFICIARIES

FEDERAL "TITLE VI/NONDISCRIMINATION" PROTECTIONS

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

activities to individuals with limited English proficiency, in compliance with U.S. Department of Transportation policy and guidance on federal Executive Order 13166.

STATE NONDISCRIMINATION PROTECTIONS

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

ADDITIONAL INFORMATION

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

Old Colony Planning Council
Title VI/ Nondiscrimination Coordinator
Mary Waldron
70 School Street
Brockton, MA 02301
508-583-1833
mwaldron@ocpcrpa.org

Title VI Coordinator
MassDOT, Office of Diversity and Civil Rights
Suite 3800
10 Park Plaza
Boston, MA 02116
857-368-8580
massdot.civilrights@dot.state.ma.us

COMPLAINT FILING

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

To file a complaint alleging a violation of the state's Public Accommodation Law, contact the Massachusetts Commission Against Discrimination within 180 days of the alleged discriminatory conduct at:

Massachusetts Commission Against Discrimination (MCAD)
1 Ashburton Place, Suite 601
Boston, MA 02108
Phone: 617-994-6000
TTY: 617-994-6196
mcad@mass.gov

https://www.mass.gov/file-a-complaint-of-discrimination

FFY 2027 OLD COLONY UNIFIED PLANNING WORK PROGRAM (UPWP)

TRANSLATION

English

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

Spanish

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

Portuguese

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

Chinese Simple

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

Chinese Traditional

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

Vietnamese

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

Haitian Creole

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

FFY 2027 OLD COLONY UNIFIED PLANNING WORK PROGRAM (UPWP)

French Creole

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

Russian

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

French

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

Italian

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

Mon-Khmer, Cambodian

ប្រសិនបើលោក-អ្នកត្រូវការបកប្រែព័ត៌មាននេះ សូមទាក់ទងអ្នកសម្របសម្រួលជំពូកទី6 របស់ MPO តាមរយៈលេខទូរស័ព្ទ 508-583-1833 រួចភ្ជាប់ទៅលេខ

Arabic

إذا كنت بحاجة إلى هذه المعلومات بلغة أخرى ، فيرجى الاتصال بمنسق الفقرة 6 بمنظمة التخطيط العمراني على الهاتف: 508-583-1833

Updated 2025
Old Colony Planning Council

FFY 2027 OLD COLONY UNIFIED PLANNING WORK PROGRAM (UPWP)

1. INTRODUCTION

The Old Colony Metropolitan Planning Organization (MPO) conducts and implements a federally certified, continuing, cooperative, and comprehensive transportation planning process (3C) that results in plans, programs, and projects that encompass all transportation modes and that support the region's vision and goals that are articulated in the Old Colony Long Range Transportation Plan (LRTP). The Old Colony MPO plans for the movement of both people and goods within the region by all modes of travel, including highways, rail, public transportation, bicycles, and foot, and plans for the connections linking these modes.

The transportation planning area covered by the Old Colony MPO includes the seventeen (17) communities of the Old Colony Region: Abington, Avon, Bridgewater, Brockton, Duxbury, East Bridgewater, Easton, Halifax, Hanover, Hanson, Kingston, Pembroke, Plymouth, Plympton, Stoughton, West Bridgewater, and Whitman, and the Brockton Area Transit Authority (BAT).

The Old Colony MPO consists of eleven (11) members. The following eight (8) members are voting members:

- The Secretary and CEO of the Massachusetts Department of Transportation
- The Administrator of the Massachusetts Department of Transportation Highway Division
- The President of Old Colony Planning Council
- The Administrator of Brockton Area Transit Authority
- The Mayor of the City of Brockton
- The Chief Elected Official of Plymouth
- The Chief Elected Official from two (2) communities, other than Brockton or Plymouth to serve two-year terms. This is defined as: One representative from towns with populations of less than 15,000 (Avon, East Bridgewater, Halifax, Hanover, Hanson, Kingston, Plympton, and West Bridgewater), and One representative from towns with populations greater than 15,000 (Abington, Bridgewater, Duxbury, Easton, Pembroke, Stoughton, and Whitman)
    - Annually, Old Colony Planning Council sends notices of the upcoming Signatory vacancy to the Select Boards / Town Councils and OCPC Delegates/ Alternates of each of its member communities. Interested Select Boards/ Town Council members then nominate themselves as a Signatory candidate for election to the Old Colony MPO. Then, the Old Colony Planning Council, at a full Council meeting, elects via a majority vote, the above-cited locally elected community officials to the Old Colony MPO. Prior to the vote, Signatory candidates can address the Board. The term of office shall be two years and are offset from each other so that elections for both Signatories do not occur in the same year.

The following three (3) members: Old Colony Joint Transportation Committee (JTC) Chairperson, Federal Highway Administration (FHWA), and Federal Transit Administration (FTA) are ex-officio, non-voting members of the Old Colony MPO.

The FFY 2027 Old Colony Unified Planning Work Program (UPWP) describes and provides budgetary information for the transportation planning tasks and activities which are to be conducted in the region during the federal fiscal year. The UPWP is prepared and endorsed annually by the Old Colony MPO, prior to the start of the planning program. The Old Colony Planning Council has the responsibility of preparing the UPWP and implementing the tasks contained here within.

FFY 2027 OLD COLONY UNIFIED PLANNING WORK PROGRAM (UPWP)

The FFY 2027 Old Colony UPWP describes the planning to be undertaken by the Old Colony MPO. Transportation planning activities are described as procedures under specific tasks. For each task, the anticipated accomplishment or product is provided. For each task, budget and sources of funding are also provided. For management convenience, similar tasks are grouped into the following tasks:

- Task 1000 - Management and Support of Planning Process and Certification Activities
- Task 2000 - Data Reconnaissance, Acquisition, and Analysis Activities
- Task 3000 - Short Range and Long-Range Transportation Planning Activities
- Task 4000 - Other Transportation Technical Activities

The Old Colony UPWP is a planning and budgeting tool that is used by Brockton Area Transit, Federal Highway Administration, Federal Transit Administration, Massachusetts Department of Transportation (MassDOT), and Old Colony Planning Council, as the Scope of Services for the contracting for planning services, and may be amended, and/ or administratively modified during the program year with approval of the Old Colony MPO. All relevant tasks will be performed with input from MassDOT District 5.

Continued growth in population, employment, and housing, and the associated increases in travel demand continue to place pressure on the transportation system in the Old Colony Region and beyond. The Vision 2050 Old Colony Long Range Regional Transportation Plan represents the Old Colony MPO's effort to create a document and a process that will meet the challenges of preserving and expanding a truly intermodal transportation system. The LRTP includes goals and objectives, performance measures, analyses, and recommendations necessary to build and maintain an efficient, effective, and affordable regional transportation system. It is the intention of the Old Colony MPO to build on the current system, striving to make it comprehensive and multi-modal. The goal is to provide a balanced range of well-connected transportation options that will optimize each travel mode: automobile, transit, rail, bicycle, pedestrian, boat, air, and freight. The LRTP identifies the region's transportation project needs for the next twenty years. The principal way in which LRTP recommendations will be translated into action is through the Transportation Improvement Program (TIP). The TIP is a multimodal list of investments for which federal surface transportation funds will be used. The TIP covers a five-year period, is updated annually, and is based on reasonable estimates of funds available to the region.

The FFY 2027 Old Colony UPWP continues to expand on several major tasks that are specifically targeted to implement provisions of several pieces of federal legislation, such as the Infrastructure Investment and Jobs Act (IIJA), the Clean Air Act Amendments of 1990, and the Americans with Disabilities Act. The Old Colony MPO develops its programs with regional needs in mind, and in alignment with the IIJA Planning Factors. The federal transportation act, the IIJA identifies ten (10) Planning Factors 23 CFR § 450.306(b) that Metropolitan Planning Organizations, such as the Old Colony MPO, must consider in their Unified Planning Work Programs. Each planning factor may apply to a varying degree to each specific UPWP task

1.1 NATIONAL PLANNING FACTORS

The IIJA requires MPOs to implement a continuing, cooperative, and comprehensive performance-based multimodal transportation planning process. To meet this requirement, the Old Colony MPO develops the LRTP, TIP, and UPWP to facilitate safe and efficient management, operation, and development of surface transportation systems that serve the mobility needs of people and freight (including accessible pedestrian walkways, bicycle transportation facilities, and intermodal facilities that support intercity transportation, including intercity bus facilities and commuter van pool providers) and that fosters economic growth and development within and between States and urbanized areas, and take into

consideration resiliency needs while minimizing transportation-related fuel consumption and air pollution in all areas of the region.

The metropolitan transportation planning process shall be continuous, cooperative, and comprehensive, and provide for consideration and implementation of projects, strategies, and services that will address the following factors:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase the security of the transportation system for motorized and non-motorized users.
4. Increase accessibility and mobility of people and freight.
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
7. Promote efficient system management and operation.
8. Emphasize the preservation of the existing transportation system.
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
10. Enhance travel and tourism.

The IIJA continues to emphasize performance-based planning as part of the metropolitan planning process: states are to develop performance goals, guided by the national goals, and then MPOs will work with state departments of transportation to develop MPO performance measures and targets, or adopt statewide performance measures and targets. The TIP and UPWP integrate MassDOT's and the MPOs' performance measures and link transportation-investment decisions to progress toward achieving performance targets. The MPOs, MassDOT, and providers of public transportation jointly agree and have developed specific written provisions for cooperatively developing and sharing information related to transportation performance data, the selection of performance targets, the reporting of performance targets, the reporting of performance to be used in tracking progress towards attainment of critical outcomes for the MPO regions and the collection of data for the MassDOT Asset Management Plan.

The Old Colony MPO develops the UPWP with consideration of planning activities within the metropolitan area and utilizes a process that provides for the design and delivery of transportation services within the metropolitan planning area. The following is an overview of the Old Colony MPO specific goals, performance measures, and targets that reflect the national planning factors and performance-based planning. Some of these planning factors essentially have entire tasks devoted to them, while others have their intent woven throughout the composition of various undertakings. Accomplishment of these planning objectives occurs in multiple tasks simultaneously, in several tasks independently, and in general techniques and approaches used in more than one task.

The work tasks selected for inclusion in the FFY 2027 UPWP seek to address each of the region's identified planning priorities, in the spirit of the IIJA. The following describes the four main Elements of the UPWP and identifies the previously listed Federal Planning Factors that are heavily supported by number in parentheses (note that each Element supports all factors, but some support other factors more heavily).

UPWP Task 1000 - Management and Support of Planning Process and Certification Activities provides for the management of the transportation planning process and the development of the annual work program. The Transportation Improvement Program (TIP) effort allows for the development of a prioritized listing (driven by performance measurement) of improvement projects, programmed for federal-aid funding, which are brought forth through the Management Systems (National Planning Factors 1,2,4,5,6,7) as well as the proactive public outreach process. The TIP development process considers both the maintenance of existing multi-modal transportation infrastructure as well as a limited number of expansion projects (particularly in the healthy transportation modes), and is prepared in consultation with various stakeholder groups, including modal and Title VI communities (National Planning Factors 1,5,7).

UPWP Task 2000 - Data Reconnaissance, Acquisition, and Analysis Activities include the collection & analysis of quality transportation data is integral to the MPO's ongoing planning efforts. Element 2 focuses, in part, on obtaining and analyzing traffic count data, vehicle crash research, and the assessment of sidewalk conditions. Although most of these efforts involve federal-aid roadways, study locations identified by the communities are also included, as well as data collection on transit, bike, and pedestrian modes (National Planning Factors 6, 7, 8). Additionally, this element also supports ongoing work on incorporating the various mode data and performance analysis using the regional transportation network simulation model, and other data integration techniques.

UPWP Task 3000 - Short Range and Long-Range Transportation Planning Activities work tasks include performance analysis of integrated Management Systems (safety, congestion, and pavement) for use in corridor studies and bottleneck reduction efforts as well as assisting in the development, selection and prioritization of potential TIP projects (National Planning Factors 2, 3, 4, 7, 8). Transportation system security, including identification of vulnerable transportation infrastructure and evacuation planning, is addressed under Safety and Security. Also, drawing on the Management Systems, this UPWP includes short & medium range management & operations implementation efforts, as recommended from previous studies. Further, this element supports continued efforts to introduce ITS technologies to the region as well as expand local awareness of freight issues - both truck and rail - and their respective impacts on highway congestion and efforts to increase Commuter Rail service (Factors 6,7). The implementation of the Vision 2050 LRTP has identified new projects and initiatives, most notably tracking performance management data, assisting communities in developing projects for implementation in one of the four program areas identified in the plan, working with potential project proponents on multi-mode projects, and assisting freight partners in securing grant funds. Where appropriate, TIP projects will include assessments of vulnerabilities that extreme weather events pose to the region's transportation infrastructure. These vulnerabilities and risks will be seriously considered when planning future improvements. Where appropriate, TIP projects include adaptation strategies that will enable the region to implement improvements appropriately. Planning for livability, sustainability and promotion of alternative mode, including strategies for greenhouse gas reduction and health linkages, as well as, identifying gaps and solutions to fill the gaps in Access to Essential Services and making linkages to enhance travel and tourism are also included in Element 3 (National Planning Factors 1,4,5,6,9,10).

UPWP Task 4000 - Other Transportation Technical Activities also considers intermodal planning (Factor 6), general public transportation planning, the transportation needs of transportation-disadvantaged populations, as well as the coordination of public transit with various human service agencies (Factor 4). The work outlined in this FFY 2027 UPWP will be fully undertaken by Old Colony MPO staff.

In addition to the above planning factors, the UPWP embraces several state policy emphasis areas.

Statewide Planning Areas

MassDOT has prepared Beyond Mobility, the Massachusetts 2050 Transportation Plan. Beyond Mobility will help guide transportation decision-making and investments in Massachusetts in a way that advances MassDOT's goals and maximizes the resilience of the transportation system. The plan is structured by six Priority Areas: Safety, Reliability, Supporting Clean Transportation, Destination Connectivity, Resiliency, and Travel Experience. These Priority Areas, informed directly by over 5,000 pieces of unique public feedback received as part of the development of the plan, serve as the backbone of Beyond Mobility. Over 100 action items across these priorities have been identified within the plan for MassDOT and the Massachusetts Bay Transportation Authority (MBTA) to achieve a safer and more equitable, reliable, and resilient network.

Also on the statewide level, MassDOT has completed several multi-modal plans, such as the Bicycle Transportation Plan, Pedestrian Plan, Freight Plan, and Rail Plan.

The Bicycle Transportation Plan was updated in 2021. The vision of this plan is to provide a safe, comfortable, and well-connected bicycle network that will increase access for both transportation and recreational purposes. The plan will also advance bicycling statewide for everyday travel to the broadest base of users. The Statewide Pedestrian Plan was also completed in 2019. This plan defines a vision in which all people have a safe and comfortable walking option for short trips. The plan also establishes a comprehensive approach for MassDOT to lead by example to better operate and maintain the walking infrastructure under its authority and to make investments in new facilities.

The Freight Plan was completed in 2023 and development of the 2027 Freight Plan is underway. The Freight Plan is a planning document that defines the short and long-term vision for the freight system in the Commonwealth. The Plan builds a cohesive picture of how these elements function today and offers a roadmap as to how policymakers and users of the freight system could make improvements to benefit our customers.

MassDOT created the "Municipal Complete Streets Funding Program" in February 2016 to advance its commitment to increase mode shift and provide safe and accessible options for all travel modes for people of all ages and abilities. MassDOT is committed to the Complete Streets principles in policy and in practice and provides training, design guidance and funding. This UPWP emphasizes efforts that move communities to create Complete Streets policies, prioritize locations, and finalize design and implementation of priorities. Currently, 71% of the OCPC member communities have achieved Tier 3 Status as they have applied for and received funding for implementation of Projects. Information on the MassDOT Complete Streets Program and may be found at: Complete Streets Funding Program.

This year's UPWP efforts focus on the development of the Bicycle and Pedestrian Plan, the 2028 Long Range Transportation Plan Phase 2, Road Safety Audits at Multiple Locations, and Performance Based Planning and Performance Measures and Target development, continued development of the Regional Travel Demand Model (operation of the Congestion Management Process, operation of the Safety Management System, operation of the Pavement Management System, and the development of the Transportation Improvement Program. Attention is also focused on the regional multi-modal data surveillance program (including counting of bicycles and pedestrians, developing an inventory of gaps in the bicycle network, and developing an index of regional bikeability), maintaining regional databases, adjusting, and amending certification documents as needed, and implementing the management systems. Tasks within the UPWP are consistent with the goals of the LRTP. As an example, the LRTP supports efforts

to reduce congestion, improve safety, and develop capital projects that represent an efficient expenditure of public dollars. Such efforts are addressed in this UPWP under multiple tasks that include the Management Systems of Congestion, Pavement, and Safety, along with the TIP.

Old Colony Planning Council maintains a Universe of Potential Projects List that is comprised of potential, larger, focused planning studies. This Universe of Projects informs the Old Colony MPO as they annually develop the UPWP. Communities may request these larger, focused planning studies, such as the Route 53/139 Corridor Study in Pembroke, by contacting Charles Kilmer at: ckilmer@ocpcrpa.org. All requests will be considered and requested studies added to the Universe of Projects.

Public participation continues to be a vital element of the transportation planning process. The encouragement of participation and provision of meaningful access to all local citizens in metropolitan transportation planning is one of the most important goals of the "3C" (continuing, cooperative, and comprehensive) process. Community and transit representatives of the Old Colony Joint Transportation Committee typically meet monthly on the first Thursday to discuss transportation investments and issues of regional importance. The Old Colony MPO meets several times per year to discuss and coordinate transportation planning issues, and to review and endorse certification documents. A Public Participation Program (PPP) was developed to solicit input to the various tasks and programs undertaken. This process will continually be reviewed and refined, as necessary.

1.2 TITLE VI AND THE AMERICANS WITH DISABILITIES ACT (ADA)

Title VI of the 1964 Civil Rights Act

Federal “Title VI/ Nondiscrimination” Protections

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

State Nondiscrimination Protections

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

expression, **religion**, **creed**, **ancestry**, **national origin**, **disability**, **veteran's status** (including Vietnam-era veterans), or **background**.

FTA Title VI Circular to 4702.1B (2012) provides guidance to grantees on how to comply with Title VI regulations, as well as to ensure grantees provide meaningful language access to persons who are limited English proficient.

U.S. DOT Order 1000.12C - Title VI Program overriding objective is to ensure all DOT assisted programs are implemented in compliance with Title VI so that all members of the public enjoy equality of opportunity, regardless of race, color, or national origin (including limited English proficiency).

The Americans with Disabilities Act (ADA)

Title III of the Americans with Disabilities Act requires all transportation projects, plans, and programs to be accessible to people with disabilities. At the MPO level, this means that public meetings must be held in accessible places and MPO materials must be made available in accessible formats.

1.3 FUNDING SOURCES

The period covered by each contract described in this UPWP by funding source is as follows:

- FHWA PL/ MassDOT; FTA 5303/ MassDOT: October 2026 through September 2027
- FHWA De-Obligated Funds: October 2026 through September 2027
- FHWA Prioritization Process Pilot Program: October 2026 through September 2027 (Year 2 of 3)
- BAT: July 2025 through June 2027

Formula FHWA PL Funds and FTA 5303 Funds

For the contract beginning October 1, 2026, the FHWA PL with State Match ($1,069,605) and FTA 5303 funds with State Match ($257,853) will be combined into one appropriation to MassDOT to fund Old Colony MPO activities. FHWA and FTA will provide 80% of the funds ($1,061,967), while MassDOT will provide the 20% match ($265,491). MassDOT will annually work with the Old Colony MPO through a single contract that combines these two federal funding sources.

De-Obligated Funds

Task 4400 - Regional Policy Plan (Consultant Services): This task is funded with $100,000 in De-Obligated FHWA PL Funds, and a $25,000 match provided by other project funding sources. The consultant services and equipment are essential for supporting the development of a Regional Policy Plan (RPP) and the overall implementation of a comprehensive planning framework.

FHWA Prioritization Process Pilot Program (PPPP)

The Old Colony Planning Council (OCPC) has received a $1,990,620 grant from the Federal Highway Administration (FHWA) to lead the development and implementation of the Old Colony MPO Prioritization Process Pilot Program. Task 4300 of the FFY 2027 UPWP provides an overview of the PPPP, and it is noted $650,000 in FHWA Discretionary Grant Funds are provided in Year 2 of Year 3 of this program.

Direct Costs

Direct Costs are calculated based on the current calendar year Internal Revenue Service mileage reimbursement rate. Costs have been assigned to UPWP Tasks based on past spending.

1.4 ADMINISTRATIVE MODIFICATION AND AMENDMENT PROCEDURES

Unified Planning Work Programs, no matter how well planned, may need to be modified from their original MPO endorsed form. There are different actions that may be taken to modify the endorsed UPWP. These actions vary, depending on the extent of the modification, and have different impacts on the UPWP. All proposed administrative adjustments and amendments are presented to the MPO for consultation prior to endorsement. The procedures for modifying the UPWP are:

UPWP Amendment

A UPWP Amendment is the most extensive change procedure that a UPWP may undergo. A UPWP Amendment requires the proposed change to undergo a twenty-one (21) day public review period and requires MPO endorsement. However, the Old Colony MPO, at their discretion, may vote to abbreviate the public comment period under what they consider extraordinary circumstances beyond the MPO's control. Examples of actions that require an Amendment include:

- Addition or deletion of a UPWP task or sub-task.
- Major changes to UPWP task descriptions, activities, and other information.
- Funding increase above the originally approved UPWP overall budget.
- Funding transfers between tasks equal to or greater than 25% of the UPWP task budget; and
- Funding increase or decrease equal to or greater than 25% of the UPWP task budget.

UPWP Administrative Modification (Adjustment)

A UPWP Administrative Modification (Adjustment) is a minor Amendment. The Adjustment procedure requires an administrative action, consultation with the MPO, and MassDOT-OTP approval through the utilization of a Budget Reallocation Request Form. Examples of actions that require an Adjustment include:

- Minor changes to UPWP task descriptions, activities, and other information.
- Funding transfers between UPWP tasks is less than 25% of the UPWP task budget; and
- Funding increase or decrease less than 25% of the UPWP task budget.

1.5 GEOGRAPHIC DISTRIBUTION OF MAJOR UPWP FUNDED STUDIES

The OCPC staff monitors the geographic distribution of UPWP funded studies over time. Table 1 provides the distribution of Major UPWP Studies over the period of 2004 through 2027. Included in the table is 2020 Population and 2014 Median Household Income. A Major UPWP Study is defined as a study programmed in the UPWP under Element 3000 - Short Range and Long-Range Transportation Planning Activities. Major studies under this element typically involve the in-depth study and analysis of roadway corridors within a community or may include a roadway corridor that spans multiple communities. Major UPWP studies also may include studies such as regionwide bicycle and pedestrian connectivity studies and priority development areas studies.

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

- There are higher concentrations of studies within the more populated urban areas (i.e., Brockton and Stoughton). Such concentrations tend to follow areas with elevated levels of congestion and crash clusters.
- The towns of Bridgewater, Plymouth, and Stoughton have higher concentration of studies. A potential explanation for such a trend is that these populous communities feature proximity to limited access highways, commuter rail, and academic institutions of higher learning. Such

features, while beneficial in many respects, also feature higher pedestrian, bicyclist and vehicle trips, and the need for additional multimodal and infrastructure.

Table 1: Geographic Distribution of Major UPWP Funded Studies (Task 3000) FFYs 2004-2027

Community	2020 Population	2020 Title VI Minority Population	Median Household Income, 2024*	Number of Major Studies, 2004 - 2027	Percentage of Total Studies, 2004 - 2027	UPWP Expenditures, 2004 through 2027 ($)
Abington	17,062	2,910	$125,400	4	4.3%	$91,600
Avon	4,777	1,685	$130,625	5	5.3%	$225,844
Bridgewater	28,633	4,997	$112,651	9	9.6%	$229,790
Brockton	105,643	74,569	$80,115	7	7.4%	$247,018
Duxbury	16,090	1,081	$176,583	2	2.1%	$76,111
East Bridgewater	14,440	1,560	$133,853	5	5.3%	$116,583
Easton	25,058	4,025	$124,271	1	1.1%	$30,000
Halifax	7,749	519	$118,556	3	3.2%	$72,600
Hanover	14,833	1,140	$189,803	2	2.1%	$108,889
Hanson	10,639	844	$132,200	1	1.1%	$14,600
Kingston	13,708	1,069	$119,876	6	6.4%	$219,068
Pembroke	18,361	1,285	$146,285	3	3.2%	$136,444
Plymouth	61,217	6,673	$116,941	6	6.4%	$305,623
Plympton	2,930	162	$126,736	2	2.1%	$32,600
Stoughton	29,281	11,088	$104,794	6	6.4%	$186,207
West Bridgewater	7,707	968	$123,406	3	3.2%	$48,333
Whitman	15,121	1,969	$108,933	3	3.2%	$50,850
Region wide	393,249	116,544	$124,271	26	27.7%	$ 1,646,409
				94	100.0%	$ 3,838,569

Table 2: Geographic Distribution of Local Technical Assistance Funded Studies (Elements 2200 and 3200) FFYs 2015-2025

					UPWP Task 2200		UPWP Task 2200		UPWP Task 3200	
					Automatic Traffic Counter Recorder (ATR) Locations		Turning Movement Count (TMC) Locations		Local Technical Assistance (LTA) Studies	
Community	2020 Population	2020 Title VI Minority Population	Percent Title VI Minority	Median Household Income, 2024*	Number of ATR Counts FFYs 2015-2025	% of ATR Counts FFYs 2015-2025	Number of TMCs FFYs 2015-2025	% of TMCs FFYs 2015-2025	Number of LTA Studies FFYs 2015-2025	% of LTA Studies FFYs 2015-2025
Abington	17,062	2,910	17%	$125,400	82	7.5%	19	4.2%	11	7.2%
Avon	4,777	1,685	35%	$130,625	39	3.6%	12	2.7%	7	4.6%
Bridgewater	28,633	4,997	17%	$112,651	62	5.7%	41	9.1%	5	3.3%
Brockton	105,643	74,569	71%	$80,115	208	19.1%	89	19.7%	16	10.5%
Duxbury	16,090	1,081	7%	$176,583	93	8.5%	25	5.5%	13	8.6%
East Bridgewater	14,440	1,560	11%	$133,853	38	3.5%	19	4.2%	5	3.3%
Easton	25,058	4,025	16%	$124,271	67	6.1%	10	2.2%	12	7.9%
Halifax	7,749	519	7%	$118,556	30	2.7%	12	2.7%	5	3.3%
Hanover	14,833	1,140	8%	$189,803	39	3.6%	38	8.4%	5	3.3%
Hanson	10,639	844	8%	$132,200	10	0.9%	3	0.7%	3	2.0%
Kingston	13,708	1,069	8%	$119,876	73	6.7%	57	12.6%	10	6.6%
Pembroke	18,361	1,285	7%	$146,285	26	2.4%	26	5.8%	8	5.3%
Plymouth	61,217	6,673	11%	$116,941	113	10.4%	58	12.9%	21	13.8%
Plympton	2,930	162	6%	$126,736	49	4.5%	6	1.3%	5	3.3%
Stoughton	29,281	11,088	38%	$104,794	77	7.1%	20	4.4%	12	7.9%
West Bridgewater	7,707	968	13%	$123,406	44	4.0%	8	1.8%	5	3.3%
Whitman	15,121	1,969	13%	$108,933	41	3.8%	8	1.8%	9	5.9%
	393,249	**116,544**	**30%**	**Totals:**	**1,091**	**100.0%**	**451**	**100.0%**	**152**	**100.0%**

Analysis is through FFY 2025, as FFY 2026 is currently underway.

* 2020-2024 ACS 5-year estimates

TASK 1000 - MANAGEMENT AND SUPPORT OF THE PLANNING PROCESS AND CERTIFICATION ACTIVITIES

To properly support and effectively control the transportation planning activities of the Old Colony Metropolitan Planning Organization, program support activities must be undertaken. These tasks allow for the functioning and the continued certification of the Old Colony MPO in accordance with the Commonwealth of Massachusetts and U.S. DOT requirements.

Task 1100 - 3C Program Support
Task 1200 - Unified Planning Work Program (UPWP)
Task 1300 - Public Participation Program (PPP)
Task 1400 - Transportation Improvement Program (TIP)
Task 1500 - Title VI

TASK 1100 - 3C PROGRAM SUPPORT

OBJECTIVE:

To manage, support, and provide the capability to maintain a Comprehensive, Cooperative, and Continuing (3C) Transportation Planning and Programming Process at all levels in conformance with applicable Federal and State requirements and guidelines. Tasks include preparation and presentation of transportation plans, programs studies; Technical assistance and information related to transportation planning to the public, local, state and federal agencies; Review and updates to memorandums of understandings, and agreements; Participation in the Transportation Program Managers Group; Continuance of a federally certified Transportation Planning Process; Timely response to planning studies and initiatives by local, state, and federal agencies; and Contract administration.

PREVIOUS WORK:

- Administration of Massachusetts Department of Transportation, Federal Highway Administration, Federal Transit Administration, Brockton Area Transit, Greater Attleboro-Taunton Transit Authority, and Executive Office of Energy and Environmental Affairs contracts and work products.
- Assistance with statewide transportation planning programs.
- Distribution of information on federal and state rules and regulations.
- Input and support for economic and community development programs.
- Maintenance and federal certification of a viable and ongoing 3C Transportation Planning Process.
- Maintenance and operation of the Old Colony Metropolitan Planning Organization and Old Colony Joint Transportation Committee.
- Preparation of 3C certification documents.
- Provision of ongoing technical assistance to departments, agencies, authorities, and communities.
- Support for public participation and private involvement in the 3C process, Federal Highway Administration, Federal Transit Administration, and air-quality programs.

PROCEDURES:

1. Provide administrative and technical support to the 3C regional planning process; Provide community liaison activities and short term planning assistance to communities on transportation planning matters; Review Federal and State transportation programs, guidelines, circulars and manuals, plans and regulations as may be required or necessary; Provide for and support public and private involvement in the 3C Planning Process; and Participate in informational programs on transportation, air quality, hazardous waste, energy conservation, accessibility, gaming, and other planning areas.

2. Provide and maintain coordination for Old Colony MPO activities including the preparation and presentation of certification documents, transportation plans and programs developed through the public participation process. Develop documents necessary for the certification reviews, related action plans, and the self-certification process; and Maintain all Old Colony MPO documentation records, and files.

3. Provide for participation of staff in professional development programs and conferences, and provide for coordination with BAT, GATRA, FHWA, FTA, MassDOT, MBTA, and other agencies as applicable.

4. Provide inter-agency coordination with other transportation agencies, including FHWA, FTA, MassDOT, MBTA, RPAs, and RTAs on an ongoing, regular basis; and Coordinate highway-planning activities with local officials and MassDOT District 5.

5. Provide financial management of the transportation planning contracts with FHWA/ MassDOT, BAT, GATRA, and MBTA, and staff supervision and work assignments; and Prepare applications, contracts, time sheets, progress reports, invoices, request forms, and perform other contract administration activities necessary to the conduct of the 3C Transportation Planning Process.

6. Follow up on recommendations of previous transportation planning studies by attending and participating in public meetings or making presentation of study results.

7. Coordinate planning activities within the Barnstable Urbanized Area and the Boston Urbanized Area with MassDOT, the common MPOs, and the providers of public transportation to ensure that there are effective processes for cross-jurisdictional communication to foster collaboration, policy implementation, technology use, and performance management.

8. Review and implement 2023 Transportation Planning Certification Review recommendations. Implementation of recommendations will be guided by the Action Plan and reported quarterly.

PRODUCTS:
Maintenance and federal certification of a viable 3C Transportation Planning Process and Old Colony MPO operation; Support of community development and environmental planning; Memorandums of Understandings reviews including 3C Memorandum of Understanding review and amendments; Information on IIJA and the Clean Air Act (CAA) as needed; Consideration and implementation of MPO certification review recommendations; Inter-agency meetings, memorandum and correspondence on various aspects of the transportation planning program; Attendance and participation in Transportation Program Managers Group; and Administration of contracts and invoices.

Potential direct costs include conference attendance and registrations, and professional development expenses.

BENEFICIARY COMMUNITIES:
All communities

RESPONSIBLE PARTIES:
OCPC Staff are the party responsible.

RELATION TO PERFORMANCE MEASURES AND PLANNING FACTORS:
Supports federal performance-based planning requirements related to safety, system performance, asset condition, congestion, and air quality through coordination, data sharing, reporting, and integration into the UPWP, TIP, and LRTP. Provides the administrative framework for target coordination, performance reporting, and incorporation of performance results into MPO decision-making.

SCHEDULE:
Management and support activities to be conducted on a continuing basis throughout the program year.

FUNDING:

FHWA Metropolitan Planning (PL) Funds - (80% of total)	MassDOT Matching Funds - (20% of total)	Direct Costs	TOTAL
$73,966	$18,492	$1,000	$93,458

TASK 1200 - UNIFIED PLANNING WORK PROGRAM (UPWP)

OBJECTIVE:
To develop, endorse and maintain an annual UPWP which provides a description of the overall transportation related planning activities that are ongoing and anticipated in the region, during the forthcoming year and include funding sources and agency responsibility. Endorsement of this document shall be consistent with the procedures documented in the Public Participation Plan.

PREVIOUS WORK:
UPWPs prepared and endorsed annually by the Old Colony MPO; Monthly Invoices; Year End Progress Reports.

PROCEDURES:
1. Maintain the current UPWP and prepare related invoicing and review and adjust and/ or amend the UPWP when necessary and circulate revisions to the Old Colony MPO, Old Colony JTC, OCPC, and other appropriate agencies for review, adjustments, and/ or endorsement, as appropriate.

2. Follow the Old Colony MPO endorsement process for amendments. Other revisions to the Unified Planning Work Program, such as changes in the existing level of effort or funding of a specific task or the addition/ deletion of a task and procedures within the current contract/ grant programs, etc., will be made as needed throughout the program year upon mutual agreement of the agencies involved. Such revisions/ adjustments will be conducted by the OCPC staff and distributed to the appropriate agencies, as appropriate. These revisions/ adjustments require formal Old Colony MPO consultation.

3. Develop the FFY 2028 UPWP for the Old Colony region covering the upcoming federal fiscal year. The UPWP will be developed in conformance with the latest federal and state regulations and guidelines. The UPWP describes transportation, air quality and transportation related planning activities anticipated within the region during the upcoming year. The staff will prepare the UPWP in coordination with the Old Colony JTC and conduct a public review and comment period consistent with the Old Colony Public Participation Plan. The Old Colony MPO will endorse the FFY 2028 UPWP by July 2027.

4. Develop the FFY 2026 Annual Performance and Expenditure Report (APER). The APER serves as the MPO's annual performance and financial accountability report. Federal oversight focuses on three central questions: Was the planned work completed; Were funds expended appropriately; and Did planning activities support transportation decision-making?

PRODUCTS:
Maintain the current UPWP and prepare invoices; Prepare and submit Adjustments and Amendments, as needed; Prepare FFY 2026 Annual Performance and Expenditure Report (APER); and Prepare the FFY 2028 UPWP.

BENEFICIARY COMMUNITIES:
All communities

RELATION TO PERFORMANCE MEASURES AND PLANNING FACTORS:
Supports federal performance-based planning requirements related to safety, system performance, asset condition, congestion, and air quality through coordination, data sharing, reporting, and integration into

the UPWP, TIP, and LRTP. Provides the administrative framework for target coordination, performance reporting, and incorporation of performance results into MPO decision-making.

RESPONSIBLE PARTIES:
OCPC Staff are the party responsible.

SCHEDULE:
FFY 2026 UPWP Annual Report to be developed and submitted by December 30, 2026. FFY 2028 UPWP to be developed and endorsed by July 2027.

FUNDING:

FHWA Metropolitan Planning (PL) Funds - (80% of total)	MassDOT Matching Funds - (20% of total)	Direct Costs	TOTAL
$17,600	$4,400	$0	$22,000

TASK 1300 - PUBLIC PARTICIPATION PROGRAM

OBJECTIVE:

To continue to support, implement, review, and amend the 2021 Public Participation Plan (PPP) as needed, and to develop the 2026 Public Participation Plan (PPP). This process is designed to ensure that key public agencies at all levels of government, private and nonprofit organizations and interested citizens will be kept apprised of transportation planning activities and opportunities to participate in the region. The encouragement of participation and provision of meaningful access to the metropolitan transportation planning for the public is one of the most important goals of the "3C" (continuing, cooperative, and comprehensive) process. The Public Participation Plan is reviewed and updated as deemed appropriate.

To provide staff support and actively encourage public and private participation in the 3C planning process through engagement, social media, and the Old Colony JTC, Old Colony MPO, and OCPC.

To continue monitoring the effectiveness of its public participation program. The process outlines the public outreach procedures that will be followed by the Old Colony MPO in developing and amending the Region's LRTP and TIP.

To conduct outreach activities related to the development of IIJA performance measures and targets.

PREVIOUS WORK:

Measures of Effectiveness (MOE) Reports; Newsletters and Articles; Social Media Postings; News Releases and Articles for the Media; OCPC Annual Reports; Old Colony JTC meetings; Old Colony LRTPs; Old Colony TIPs and Implementation; Public Engagement; Title VI Reports; and Public Participation Plans.

PROCEDURES:

1. Provide a proactive public involvement process that provides complete information, timely public notice, full public access to decisions, and support continuing involvement of the public in the developing Plans, Transportation Improvement Programs, and other documents; and employ social media as a meaningful and effective communication medium.

2. Provide staff support and actively encourage public and private participation in the 3C planning process through the Old Colony Joint Transportation Committee including:
   - Host meetings (virtual, hybrid and potentially in-person) of the JTC and MPO.
   - Collaborate with the Old Colony JTC towards expanding and developing the membership.
   - Modify and expand the Transportation Advisory Network (TAN) as appropriate.
   - Maintain and update comprehensive contact lists of interested groups, local, state, and federal agencies, Old Colony JTC, minority and low-income groups, individuals, and other relevant stakeholders, who should be informed of regional plans, programs, and accomplishments in comprehensive transportation and environmental planning and development.
   - Ensure early and continuing engagement and involvement of the public in the development of plans and other documents. Utilize visualization techniques and publish or announce the availability of plans and/ or document for review and comments.
   - Review and evaluate the effectiveness of the public participation plan; identify innovative public involvement techniques and/ or programs that enhance public participation.
   - Implement the public involvement process with particular emphasis on the LRTP and the TIP.

- Continue to prepare outreach, newspaper announcements, public notices, and public service announcements, as outlined in the Public Participation Plan.
- Continue to identify and engage under-served and under-represented groups in the Old Colony region, continue to make efforts to reach out, attempt to get them interested, and involved in the transportation planning process. OCPC will continue efforts to broaden public participation especially reaching out to the limited English proficient, minority, and low-income population groups.

3. Prepare articles and documentation related to transportation planning including articles for the OCPC Annual Report, newsletters, website, social media, and other media outlets, as appropriate.

4. Include Title VI as part of the public participation process and ensure that there is fairness in the distribution of transportation resources in the Old Colony region. This process is designed to ensure that public and private minority agencies, organizations, and interested residents will be kept apprised of transportation planning milestones in the region. The encouragement of meaningful participation of local minority groups, organizations, and citizens in metropolitan transportation planning is one of the most important goals of the "3C" process (comprehensive, cooperative, and continuing). Staff will continue to implement and/or update the PPP based on new virtual public involvement tools and software, as well as the U.S. DOT's June 2021 Title VI Executive Order.

5. Present transportation plans and programs (Long Range Transportation Plan, Transportation Improvement Program, Public Participation Plan, and Unified Planning Work Program, etc.) developed through the public participation process to the Old Colony MPO for appropriate action.

6. Maintain, adjust, and/ or amend the current PPP and ensure that the interested parties and the public engage in developing outreach procedures and will have opportunities to voice their opinions on these changes once proposed. Endorsement procedures will be conducted in a manner acceptable to the FHWA and FTA.

7. Conduct outreach activities related to the development of IIJA performance measures.

8. Prepare Annual Measures of Effectiveness (MOE) Report that qualitatively and quantitatively measures the effectiveness of the public participation process.

9. Prepare Public Participation Plan (PPP) to replace the 2021 Public Participation Plan. That PPP will be reframed to serve as a guide for public participation, limit internal procedures to appendices, and prioritize clarity, visuals, and usability. Additionally, the PPP will draw upon MassDOT's recently updated Public Participation Plan.

PRODUCTS:

Measures of Effectiveness (MOE) Annual Report; Public Participation Plan (PPP); Old Colony MPO meetings; Old Colony JTC meetings; Website Notices; Legal Notices; Articles in OCPC Annual Report and News Releases; Participation in public meetings; Public Engagement; Newsletter Articles; Social Media Postings; Outreach activities related to the development of performance measures and thresholds; Maintenance of a viable Public Participation Process; and Public Participation Plan Amendments, and refinements for the website.

Potential direct costs include outreach materials, translations, and legal advertisements expenses.

BENEFICIARY COMMUNITIES:
All communities

RELATION TO PERFORMANCE MEASURES AND PLANNING FACTORS:
Supports federal planning factors related to equity, accessibility, public involvement, and environmental justice by integrating Title VI and LEP considerations into LRTP, TIP, and UPWP decision-making. Measurable activities include tracking outreach metrics, evaluating benefits and burdens, updating participation plans, and reporting compliance outcomes to state and federal partners.

RESPONSIBLE PARTIES:
OCPC Staff are the party responsible.

SCHEDULE:
To be conducted throughout the program year.

FUNDING:

FHWA Metropolitan Planning (PL) Funds - (80% of total)	MassDOT Matching Funds - (20% of total)	Direct Costs	TOTAL
$57,120	$14,280	$3,600	$75,000

TASK 1400 - TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

OBJECTIVE:

To develop and maintain a multi-year, financially constrained, program of transportation improvement projects and operational assistance that is consistent with the Old Colony MPO's LRTP, the State Implementation Plan (SIP), the Environmental Protection Agency's Air Quality Conformity Regulations, and US DOT Planning Regulations. The TIP will include a program of highway and transit projects for five fiscal years. Any project which is to be implemented, using federal funding, must appear in this document and any project which is to be implemented in the current fiscal year must appear in the annual element. Projects and services implemented through the TIP will help to achieve the performance targets for Safety (PM1), Bridge and Pavement Condition (PM2), System Performance Measures (PM3), Public Transportation Agency Safety Plan (PTASP), and Transit Asset Management State of Good Repair.

The FFY 2027-2031 Old Colony TIP will be maintained, and any amendments will be conducted in accordance with the PPP. The FFY 2028-2032 TIP will be developed and endorsed by the Old Colony MPO.

PREVIOUS WORK:

Transportation Improvement Programs have been developed and endorsed annually; Transportation Improvement Program Amendments and Administrative Modifications; Transportation Evaluation Criteria Analyses and Applications; CMAQ Analysis and CMAQ Committee Participation; GHG Tracking and Evaluations; Technical Assistance and formulation, implementation, and coordination of TIP Subcommittee; Public Participation Process; and preparation of related products.

PROCEDURES:

1. Develop a program of projects: In developing the FFY 2028-2032 TIP, staff will update the list of all transit, highway, and bridge projects that are expected to require federal and state transportation funds for planning and engineering, construction, or purchase during FFY 2028-2032. This work will include:
   - All transportation projects or programs that require FHWA or FTA approval.
   - For informational purposes, all projects are to be funded with Federal funds other than those from FHWA or FTA.

2. Provide the following information: The MassDOT identification number; Project description; Transportation Evaluation Criteria Scores; Estimated total cost expressed in year of expenditure dollars; Amount of federal funds proposed to be obligated during each program year; Proposed source of Federal and Non-Federal funds; and Identification of the recipient/ sub recipient and state and local agencies responsible for conducting the project, and project phase. In addition, the total costs of projects seeking Federal funds in each program year shall not exceed reasonably anticipated Federal funds.

3. Prepare the Draft FFY 2028-2032 TIP. The following tasks and procedures will be performed during the development of the Draft FFY 2028-2032 TIP:
   - Include involvement of the communities, officials, and the public through the public participation process.
   - Provide technical assistance to municipalities and transit providers in developing projects and priorities.
   - Meet with communities, MassDOT District 5, and MassDOT in developing project information, and utilizing Transportation Evaluation Criteria.

- Analyze Congestion Mitigation and Air Quality Projects.

4. The Transportation Improvement Program will also include sections relative to:
   - Funding categories and amounts of federal funding proposed to be obligated during each year.
   - An Annual Listing of Obligated Projects, programs, and an explanation of any significant delays in the planned implementation of major projects. The Annual List for the preceding FFY will be prepared and posted to the website by December 31, 2026.
   - A description of the transportation evaluation criteria and process for prioritizing projects.
   - Air quality significance and relationship of the TIP, State Transportation Improvement Program, and State Implementation Plan.
   - Reporting of Greenhouse Gas (GHG) Emission Analyses.
   - A financial plan that compares revenue needs to revenue sources for highway and transit programs.

5. Public Participation: There will be reasonable public engagement and opportunity for public comment on the Draft FFY 2028-2032 TIP in accordance with the PPP. Public meetings of the JTC and MPO will be held during the TIP development process, and both the proposed and approved TIP will be published or otherwise made readily available for informational purposes via various media outlets, and website.

6. TIP Administrative Modifications/ Amendments: Amendments to the TIP will require Old Colony MPO endorsement. Administrative Modifications to the TIP typically require approval by the Old Colony MPO.

8. TIP Endorsement: The TIP will be reviewed and endorsed by the Old Colony MPO. Once endorsed, the TIP will include the required air quality conformity documentation necessary for U.S. DOT and EPA conformity determinations.

BENEFICIARY COMMUNITIES:
All communities

RELATION TO PERFORMANCE MEASURES AND PLANNING FACTORS:
Supports PM1, PM2, PM3, and the WRTA TAMP and PTASP performance areas through performance screening, target coordination with MassDOT, and integration of PM scoring into TIP project selection and reporting. Advances federal planning factors related to safety, security, accessibility & mobility, system preservation, resiliency, economic vitality, environmental sustainability, and travel & tourism by prioritizing these types of projects with measurable outcomes.

RESPONSIBLE PARTIES:
OCPC Staff are the party responsible.

PRODUCTS:
Maintenance of the FFY 2027-2031 TIP, and Amendments and Administrative Modifications, as needed; Preparation and endorsement of the FFY 2028-2032 TIP.

SCHEDULE:
FFY 2026 Annual Obligation of Projects posted to website by December 31, 2026. The FFY 2028-2032 TIP will be developed and endorsed by June 2027.

FUNDING:

FHWA Metropolitan Planning (PL) Funds - (80% of total)	MassDOT Matching Funds - (20% of total)	Direct Costs	TOTAL
$63,200	$15,800	$0	$79,000

TASK 1500 - TITLE VI

OBJECTIVE:
To ensure that there is fairness in the distribution of transportation resources in the Old Colony region. Ensuring that the 3C planning process is accessible to the public, including members of the Title VI community, is a central federal, state, and regional priority. This process is designed to ensure that public and private minority agencies, organizations, and interested citizens will be kept appraised of and involved in the transportation planning milestones in the region. The encouragement of participation and provision of meaningful access to all local citizens in metropolitan transportation planning is one of the most important goals of the "3C" (continuing, cooperative, and comprehensive) process. The MPO process engages with these populations throughout all transportation planning related activities.

PREVIOUS WORK:
Old Colony LEP Plan; Old Colony PPP; Newsletter Articles; Social Media Postings; News Releases and Articles for the Media; OCPC Annual Reports; Website; Old Colony JTC meetings; 2050 LRTP Public Participation Process; TIP and Implementation Process; and Annual Old Colony Title VI Reports.

PROCEDURES:
1. Ensure that there is fairness in the distribution of transportation resources and that there is reasonable access to the planning process, OCPC will continually conduct Title VI planning for the Old Colony Region. The planning includes the following:
   - Evaluate the effectiveness of the public participation plan for engaging transportation-disadvantaged communities in the transportation decision-making process.
   - Regional maps using the U.S. Census illustrating geographic distribution of populations.
   - Regional maps using the U.S. Census identifying where highway Transportation Improvement Projects are located.
   - Regional maps using the U.S. Census illustrating the existing transit routes, fatal crash locations, pavement conditions, safe routes to school buffers, and future capital transit projects.
   - Examination of mobility issues using the U.S. Census, access to jobs and services, and levels of service for both transit services and automobiles.
   - Promote access to the planning process to those with limited English proficiency by developing and utilizing techniques and strategies such as visualizations, graphics, posters, interpreters, and providing information via ethnic media and community-based organizations.
   - Analyze the outcomes of processes and plans by assessing the geographic distribution of the benefits and burdens of the regional transportation system to protected populations.

2. Provide staff support and actively encourage both public and private minority groups/ agencies/ community-based organizations participation in the 3C planning process through the Old Colony Joint Transportation Committee.

PRODUCTS:
Title VI planning for the Old Colony Region; 2027 Title VI Annual Reporting; Maintain an outreach contact list of minority groups, low-income groups, and community based organizations; Develop maps identifying geographic distribution of populations, transit route maps, and maps showing existing and future location of Transportation Improvement Program and Transportation Plan projects; Conduct benefits, burden analysis; Continue to expand outreach process and methods; Obtain and secure on-call interpreters as requested.

BENEFICIARY COMMUNITIES:
All communities

RELATION TO PERFORMANCE MEASURES AND PLANNING FACTORS:
Supports federal planning factors related to equity, accessibility, public involvement, and environmental justice by integrating Title VI and LEP considerations into LRTP, TIP, and UPWP decision-making. Measurable activities include tracking outreach metrics, evaluating benefits and burdens, updating participation plans, and reporting compliance outcomes to state and federal partners.

RESPONSIBLE PARTIES:
OCPC Staff are the party responsible.

SCHEDULE:
To be conducted throughout FFY 2027.

FUNDING:

FHWA Metropolitan Planning (PL) Funds - (80% of total)	MassDOT Matching Funds - (20% of total)	Direct Costs	TOTAL
$29,600	$7,400	$0	$37,000

TASK 2000 - DATA RECONNAISSANCE, ACQUISITION, AND ANALYSIS ACTIVITIES

A major requirement of planning is to know what is happening in the real world. Surveillance activities are designed to do just that by gathering data on transportation resources, their use, and demand for their use. This information is used to locate and define problems for further study and analysis, define requirements for plans and designs, develop programming priorities and evaluate the success of projects after implementation.

Task 2100 - Demographic and Land Use Surveillance
Task 2200 - Multi-Modal Data Surveillance and System Monitoring
Task 2300 - System Planning Resource Activities
Task 2400 - Geographic Information System (GIS)
Task 2500 - Management Systems (Congestion, Pavement, Safety, and Flow), and Travel Demand Modeling

TASK 2100 - DEMOGRAPHIC AND LAND USE SURVEILLANCE

OBJECTIVE:
To continue to develop, update, and maintain current demographic and land use information and related data to ensure that transportation planning, programming analyses, and forecasting methods are based on the most current information. This includes analyzing social, economic, housing, and land use data, including historic, current, and forecast information, and the development, update, and revision of socioeconomic forecasts, and updated the road inventory for use in refinement of the regional transportation model and the LRTP.

PREVIOUS WORK:
Population, employment, land use, building permits, build out analyses, Journey to Work data, socio-economic projections, and GIS data analyses; Road Inventory Updates; Regional demographic data book preparations; U.S. Census Participant Statistical Areas Program (PSAP); and MassBuilds project updates.

PROCEDURES:
1. Review and continue to maintain, update, and develop where appropriate existing demographic files based on the U.S. Census information, and the 2024 Massachusetts Household Transportation Survey.
   - Attend and participate in workshops and courses (U.S. Census, CTPP, etc.) sponsored by FHWA, FTA, MassDOT, Baystate Roads, and other agencies or groups.
   - Develop and refine traffic analysis zones for the travel demand model.
   - Develop, update, and revise socioeconomic forecasts for use in refinement of the regional model, Geographic Information Systems, scenario planning, and the Long-Range Transportation Plan.
   - Provide and respond to requests for U.S. Census Data and demographic data.
   - Review and analyze the U.S. Census Data and demographic data.
   - Review, maintain and periodically update physical data and prepare data and maps, including land use, zoning, etc.
   - Review, update, and add development projects in MassBuilds.

2. Socio-Economic forecasting
   - Develop, update, and revise socioeconomic forecasts for use in refinement of the regional travel demand model.
   - Obtain the necessary information to revise the population and employment projections based on the U.S. Census, and the Massachusetts Household Transportation Survey.

3. Monitor changes in local government land use plans and regulations, land use patterns, development projects, trip generations, on and off-site mitigation, and the various associated land use characteristics of the region to update the land use and zonal forecasts, and to use as inputs into the MassBuilds, congestion management process, and mitigation activities.

PRODUCTS:
Updated Socio-Economic Data Files; Journey-to-Work Data Tables and Reports; Technical assistance regarding the 2020 U.S. Census, and the Massachusetts Household Transportation Survey; Updates to MassBuilds; Development of Priority Development Areas and Priority Preservation Areas.

BENEFICIARY COMMUNITIES:
All communities

RELATION TO PERFORMANCE MEASURES AND PLANNING FACTORS:
Directly supports PM1 (Safety), PM2 (Pavement & Bridge), PM3 (System Performance, Freight, CMAQ), and Transit Asset Management through measured data collection, analysis, mapping, and reporting. Advances federal planning factors related to Safety, Security, Mobility, Network Connectivity, System Management, Preservation, and Resiliency.

RESPONSIBLE PARTIES:
OCPC Staff are the party responsible.

SCHEDULE:
To be conducted throughout FFY 2027.

FUNDING:

FHWA Metropolitan Planning (PL) Funds - (80% of total)	MassDOT Matching Funds - (20% of total)	Direct Costs	TOTAL
$30,400	$7,600		$38,000

TASK 2200 - MULTI-MODAL TRANSPORTATION SYSTEM SURVEILLANCE AND SYSTEM MONITORING

OBJECTIVE:
To develop and maintain a region-wide, multi-modal transportation system-monitoring program (including OCPC Program and MassDOT Program).

To respond to requests for traffic (vehicle, bicycle, pedestrian, and transit) counts from state and municipal officials within the region. Local technical assistance may be requested by contacting Charles Kilmer at ckilmer@ocpcrpa.org.

To preserve up-to-date files of traffic - specific data characteristics of the multi-modal transportation system, demand, and its use.

To conduct or acquire pedestrian counts, bicyclist counts, vehicle counts, and transit counts, and prepare measures such as levels of service.

To respond to planning needs and requests for aerial imagery and/or videography through the OCPC Drone Program.

PREVIOUS WORK:
Annual Old Colony Traffic Volume Reports; Maintenance of database of local, state, and other traffic counts, and MS2 upload; Turning movement counts; Travel Time Studies; Speed and vehicle classification studies requested by member communities; Drone Missions for aerial imagery and/or videography; Review of technical studies and reports; and MassDOT/ RPA Traffic Count Program (vehicle, bicycle, pedestrian, and transit). Identification of strategic road/ locations within the region to provide information for implementation of regional growth factors, and model inputs, etc.

PROCEDURES:
1. Undertake a transportation system counting program (vehicle, bicycle, pedestrian, and transit) in coordination with municipalities and MassDOT officials including:
   - Conduct bicycle and pedestrian counts, as appropriate.
   - Conduct traffic counts as part of the MassDOT Statewide Traffic Coverage Counts, and upload to MS2.
   - Conduct traffic counts using traffic recorders and conduct turning movement counts within the region, and/or as needed for planning purposes.
   - Conduct transit passengers and vehicle counts.
   - Develop bikeability measures and/ or quality of service metrics, and Prepare inventory of gaps within the regional bicycle network.
   - Maintain and continue to expand on an ongoing region wide traffic count database for use in monitoring regional VMT growth rate.
   - Measure levels of service for all modes (vehicle, pedestrian, bicycle, and transit).
   - Prepare reports summarizing the traffic counting activities in the region (including distribution to MassDOT), as appropriate.
   - Provide maintenance, payments, and replacements of all traffic counters, and traffic counting related equipment, as needed.
   - Purchase equipment and supplies as needed to continue the traffic count program and drone program.

- Verify and calibrate traffic counters according to MassDOT Procedures.

2. Conduct or acquire additional transportation system (vehicle, bicycle, pedestrian, and transit) counts as needed to refine and update the traffic count database for the travel demand model.

3. Undertake travel time and vehicle occupancy study in the Old Colony region as needed for the Regional Transportation Model, the LRTP, and/ or other planning activities.

4. Review, monitor and update the following transportation systems data as needed including:
   - Average Daily Traffic and transportation growth trends and seasonal adjustments (vehicle, pedestrians, bicycles, and transit).
   - Commuter rail parking lots and park and ride facilities (inventory) and utilization study.
   - Traffic crash and crash rate documentation, and Traffic control devices.
   - U.S. Census Place of Work and Residence Data, and Massachusetts Household Transportation Survey.

5. Conduct drone missions for aerial imagery and/or videography as needed and requested and provide the results of the missions. Purchase drone(s), equipment and supplies as needed.

PRODUCTS:
Transportation System Counting Program; Bikeability measures and/ or quality of service metrics; Highway Data Displays; speed and classification reports; Turning movement counts; MS2 Upload; Drone missions for aerial imagery and/or videography as needed; Vehicle Occupancy and Travel Time Reports as needed; Traffic counts, as needed; Commuter Rail Parking Lots and MassDOT Park and Ride Utilization counts; Replacement, maintenance, and, purchase of traffic counters, equipment, and software; Annual Traffic Volumes Report; Traffic Count Interactive Database; Turning Movement Count Interactive Database; and Traffic Volume Growth/ Decline Rates.

Potential direct costs include traffic counting equipment and supplies, software licenses, drone equipment and supplies, and turning movement counting expenses.

BENEFICIARY COMMUNITIES:
All communities

RELATION TO PERFORMANCE MEASURES AND PLANNING FACTORS:
Directly supports PM1 (Safety) , PM2 (Pavement & Bridge), PM3 (System Performance, Freight, CMAQ), and Transit Asset Management through measured data collection, analysis, mapping, and reporting. Advances federal planning factors related to Safety, Security, Mobility, Network Connectivity, System Management, Preservation, and Resiliency. Integrates performance results into TIP and LRTP decision-making, including project selection, monitoring, and before/after evaluation.

RESPONSIBLE PARTIES:
OCPC Staff are the party responsible.

SCHEDULE:
To be conducted typically from January to December (weather permitting). Year End Traffic Volume Report to be completed during spring 2027.

FUNDING:

FHWA Metropolitan Planning (PL) Funds - (80% of total)	MassDOT Matching Funds - (20% of total)	Direct Costs	TOTAL
$76,800	$19,200	$19,000	$115,000

TASK 2300 - SYSTEM PLANNING AND RESOURCE ACTIVITIES

OBJECTIVE:
To continually improve the staff's capability for estimating and evaluating impacts of existing and proposed regional and multi-modal transportation facilities, stormwater management systems, and to provide support for the day-to-day operation of the Transportation Department's technology including computer systems, devices, and software, and to expand the utility of said technologies to other areas of transportation planning. Additionally, to provide for staff development, training, and their related participation in educational development programs, seminars, conferences, and courses.

PREVIOUS WORK:
Staff development and participation in courses, seminars, and workshops; Use of Institute of Transportation Engineers (ITE), TransCAD, Geographic Information System, Pavement Management, McTrans Highway Capacity Software, SYNCHRO, CMAQ Analysis, GHG Analysis, and other transportation analysis software packages; Purchase, installation, and upgrade of computer systems, software, and equipment, technologies, as needed; and Purchase of relevant reference materials and documents.

PROCEDURES:
1. Staff professional development, attendance and participation in transportation courses, trainings, seminars, and workshops sponsored by entities such as BAT, Baystate Roads, GATRA, DEP, EOEEA, EPA, FHWA, FTA, MassDOT, National Transit Institute, North Atlantic Aquatic Connectivity Collaborative (NAACC) and others. This will assist staff in continued and ongoing development, maintenance, and application, sketch planning, quick response, and other forecasting methods. This will also encompass all activities that are directed at the production of new computer procedures that support analytical, administrative and documentation tasks.

2. Computer hardware, software, and technology acquisition, maintenance, and updates.
   - Purchase, update/ upgrade, and maintenance of all hardware equipment/ supplies and software applications that are needed for the Transportation Department's computer facilities.
   - Integrate computer capabilities into all practical aspects of the transportation planning process. This effort entails the acquisition, testing, and refinement of additional hardware and transportation related software from U.S. DOT supported research and other public agencies as well as private companies.
   - Provide necessary support for the effective operation of the staff's computers.
   - Monitor technological development in the field of computer hardware and software for potential use in planning activities. Continue ongoing planning, evaluation, and implementation of computer software and hardware.
   - Familiarize the Transportation Staff with computers and applications through informal and formal training sessions.
   - Continue to maintain and update the inventory of programs and data files.
   - Maintain and update website.

PRODUCTS:
Staff professional development of enhanced technical and multi-modal planning capabilities; Attend courses/ workshops, etc.; Maintain, and update website, computer hardware and software, and knowledge bases, as needed; Purchase of computers, software, reference materials, and documents; and Application of new forecasting techniques and transportation analysis techniques.

Potential direct costs include conference attendance and professional development expenses.

BENEFICIARY COMMUNITIES:
All communities

RELATION TO PERFORMANCE MEASURES AND PLANNING FACTORS:
Directly supports PM1 (Safety), PM2 (Pavement & Bridge), PM3 (System Performance, Freight, CMAQ), and Transit Asset Management through measured data collection, analysis, mapping, and reporting. Advances federal planning factors related to Safety, Security, Mobility, Network Connectivity, System Management, Preservation, and Resiliency.

RESPONSIBLE PARTIES:
OCPC Staff are the party responsible.

SCHEDULE:
To be conducted throughout FFY 2027.

FUNDING:

FHWA Metropolitan Planning (PL) Funds - (80% of total)	MassDOT Matching Funds - (20% of total)	Direct Costs	TOTAL
$52,480	$13,120	$19,400	$85,000

TASK 2400 - GEOGRAPHIC INFORMATION SYSTEM (GIS)

OBJECTIVE:
To improve, develop, and utilize the digital data and geographic tools of the GIS for various tasks within the UPWP. The GIS provides the ability to store, display, manage, and analyze data for different work tasks. This includes land use projections for the LRTP; road inventory files; travel demand modeling; traffic volume; high-crash locations; roadway functional classification; transit route analysis; and pavement management analysis. This task will also include collaboration with communities and regional organizations, and provision of technical assistance on geographic matters.

PREVIOUS WORK:
Development of public outreach tools; roadway classification; technical assistance for member communities; buildout analysis; regional intersection database; regional crash database; Regional land use map; Regional growth maps; Priority Development Areas (PDAs) and Priority Preservation Areas (PPAs); Parcel Maps; Trail Maps; Crash Cluster Maps; Stormwater Maps.

PROCEDURES:
1. Collect and map information on the built environment, zoning, and land use.
2. Collect, develop and maintain regional transportation data - inclusive of all modes of travel from road and rail to pedestrian infrastructure - as well as the regulatory limitations, usage amounts, and events affecting the transportation network.
3. Collect, map and interpret data on populations, with a focus on identifying inequalities.
4. Enter demographic, economic, environmental, housing, stormwater, drainage, trails, and traffic data into the GIS as needed to provide increased abilities for organization, analysis, and retrieval.
5. Identify and map housing, Priority Development Areas (PDAs), and Priority Development Sites.
6. Incorporate data collected in the field (drone photos, traffic count data, etc.) into GIS.
7. Review, select, and purchase additional software and hardware as needed.
8. Utilize GIS and GPS capabilities in maintaining traffic data, mapping pavement condition information, mapping existing and projected land use data for use in various transportation projects such as the revisions to long range transportation plans, special studies, road inventories, roadway functional classifications, crash location analyses, travel demand models, and transit routes; etc.
9. Provide GIS and mapping technical assistance to regional communities. Local technical assistance may be requested by contacting Charles Kilmer at ckilmer@ocpcrpa.org.

PRODUCTS:
Base maps at community and regional levels; Web applications to serve data and maps to public stakeholders; GIS layers that can be utilized for tasks including travel demand modeling, traffic counting program, management systems, road inventory; PDAs and PPAs maps; trails and paths maps; Crash data processing; Transit routing maps; Vulnerable population maps; Environmentally sensitive areas mapping; Data models for advanced geoprocessing; and Traffic signal and intersection inventory.

BENEFICIARY COMMUNITIES:
All communities

RELATION TO PERFORMANCE MEASURES AND PLANNING FACTORS:
Understanding assets state of repair directly relates to PM2. Data and spatial services inform performance-based decision-making.

RESPONSIBLE PARTIES:
OCPC Staff are the party responsible.

SCHEDULE:
To be conducted throughout FFY 2027.

FUNDING:

FHWA Metropolitan Planning (PL) Funds - (80% of total)	MassDOT Matching Funds - (20% of total)	Direct Costs	TOTAL
$84,000	$21,000	$0	$105,000

TASK 2500 - MANAGEMENT SYSTEMS (CONGESTION, PAVEMENT, SAFETY, AND FLOW), AND TRAVEL DEMAND MODELING

OBJECTIVE:

Congestion Management Process (CMP)

To continue to implement a congestion management process. Considered an ongoing effort, staff will continue to collect and maintain data needed in the estimation of refined performance measures while identifying both existing and future needs of the region's transportation system (vehicle, pedestrian, bicyclist, and transit). Subsequently, ranked regional listing of congested highways, transit facilities, pedestrian and bicycle networks, and park and ride parking facilities that have been established will continue to be refined. As part of this System, regional congestion will be addressed at locations identified in the 2050 Old Colony LRTP.

Pavement Management System (PMS)

To continue to implement a pavement management system on a continual basis in keeping with objective driven, performance-based planning. Staff will implement a planned update of its Pavement Management System to reflect changes in ease of data collection, data condition input, and cloud-based technology for collecting, storing, and reporting on pavement surface conditions and recommendations. Staff will utilize the updated PMS for informing the LRTP regarding the pavement needs of federal-aid roads, including existing conditions, potential future conditions, and potential costs. Staff will continue to collect and analyze road surface data on federal aid eligible roadways and update the PMS database on an ongoing basis. Staff will also continue to assist and provide technical assistance to local communities interested in developing a local Pavement Management Program. Staff will continue research in updating and/ or replacing the existing pavement management system software.

Safety Management System (SMS)

To continue to implement a safety management system. This consists of a systematic process that has the goal of reducing the number of and severity of traffic crashes on roads, reducing transit crashes, and reducing crashes and injuries involving vulnerable road users (reducing pedestrians, bicyclists, and those who use personal conveyances). Staff will incorporate the Safe System Approach encompassing required roadway safety interventions that work toward achieving the goal of zero fatalities. The Safe System Approach incorporates the following principles: Death and Serious Injuries are Unacceptable, Humans Make Mistakes, Humans Are Vulnerable, Responsibility is Shared, Safety is Proactive, and Redundancy is Crucial.

Recommended actions include providing information for selecting and implementing effective safety strategies and projects. The safety management system incorporates roadway, human, and vehicle safety elements. Considered an ongoing effort, staff will collect and maintain data needed in the estimation of refined performance measures and the completion of road safety audits. Staff will identify both existing and future needs of the region's multi-modal transportation system regarding safety. This includes identifying high hazard locations by evaluating intersections using Equivalent to Property Damage Only (EPDO) and crash rate methodologies; monitoring crashes and injuries on roadway corridors, participation and implementation of the Strategic Highway Safety Plan and the Highway Safety Improvement Program, and evaluation of potential improvements.

Functionally Limited and Obstructed Waterways (FLOW) Management System

To continue promote the retention of connections between critical infrastructure to preserve the services that it provides (including enhanced water quality, flood storage, air quality mitigation, fish and wildlife passage), directly

supplementing ongoing work on road safety, stormwater, and air quality related issues. This includes working with our federal, state, regional, and local partners to promote nature-based solutions to help preserve and enhance community and regional resiliency.

Travel Demand Modeling

To continue to develop Travel Demand Model by using latest version of TransCAD and other supplemental tools and software, and provide assistance in the development of the Statewide Model; Continue refinement, calibration, development, maintenance, and application of the Old Colony Regional Travel Demand Model used in the development of the Long Range Transportation Plan; and Continue refining and calibrating the transportation demand model to meet the forecasting requirements of federal transportation and air quality laws and regulations.

The regional transportation model is an effective way to forecast transportation needs for the upcoming 20 years in the Old Colony region. The transportation model enables forecasting of traffic impacts caused by population and economic growth, identifies congestion growth areas on highways, impacts on travel patterns, and estimate Vehicle Miles Traveled. The model is a valuable transportation tool in analyzing the transportation network and evaluating alternative solutions to transportation problems. Incorporate MassDOT Socio-economic data projection efforts.

The model will also be used to assist in identifying future problem areas and in the development of strategies for the ongoing CMP. Staff will utilize the model in testing the transit alternatives as part of the refinement of the LRTP and transit studies as appropriate. Staff will continue to work with MassDOT in developing the statewide travel demand model as needed. Model calibration process will follow FHWA modeling and simulation guidance and other various resources of best practice. Staff continue to expand modeling applications and functionalities to assist regional transportation studies.

PREVIOUS WORK:

Congestion Management Process

Monitoring and analysis of the parking, transit, and roadway facilities. Link V/C Ratios as part of the regional traffic-counting program; Participation on the Congestion Management Technical Team, development of strategies, and corridor studies; Data collection, consisting of numerous travel time runs on roads identified as having existing congestion; and Analyzation of Brockton Area Transit's route ridership data. Staff also identified and analyzed the park and ride lots and commuter rail lots and identified problematic bottleneck areas to be studied.

Pavement Management System

Maintenance of a PMS on the federal aid eligible roadways miles in the region (approximately 642 miles); Report On Roadway Condition; Road Inventory Update; Technical assistance to communities interested in Pavement Management Program; Pavement Management Subcommittee; PCI development for incorporation in transportation evaluation criteria, and formation coordination and implementation of Pavement Management Subcommittee, and related products; and Revisions to the PMS database to reflect changes in road classifications, and cost of materials for developing budgets.

Safety Management System

Participation in development of Highway Safety Improvement Program; Safety analyses as part of Transportation Evaluation Criteria application; Crash Rate processing; Annual inventory of EPDO values for intersections on the federal aid eligible roadway network; Road Safety Audits (RSAs); Safe Street for All (SS4A) Action Plan; and Studies for communities warranting specific attention to safety.

Travel Demand Modeling

The Regional Transportation Model was used as an analytical tool during the development of the LRTP. Staff utilized a regional traffic simulation model that encompasses every community in the region. The model was used to identify and verify congested corridors/ areas in the region for the CMP, Corridor Studies, and Major Bottleneck Identification Studies.

PROCEDURES:

Congestion Management Process

1. Continue to work to identify and coordinate tasks and to ensure consistency with requirements of Transportation Management Areas. Staff will continue to attend meetings and training as appropriate since they serve as a forum for the dissemination of data produced by the system and allow personnel from other RPAs to meet and share information on data collection, data sources, etc.
2. Continue to refine the established CMP network by utilizing the region-wide traffic simulation model to identify any additional facilities on which congestion exists or is predicted; and develop and monitor a system of performance measures and thresholds.
3. Continue to identify areas of congestion, and measure identified congested areas on CMP corridors/ roadways/ transit/ pedestrian/ bicycle through a data collection and analysis effort, which includes, but is not limited to the following:
   - Conduct travel time, delay runs in each identified corridor, utilize INRIX, RITUS and Replica platforms, and collect traffic counts and turning movement count data, as appropriate.
   - Monitor, survey, and analyze usage at commuter parking lots, and park and ride lots. Develop and monitor mobility and accessibility enhancement measures for the commuter parking lots within the region.
   - Continue ongoing collection and analysis of fixed-route transit data. Also included in this process will be to conduct origin/ destination surveys of current transit ridership, walk to transit, and the development and utilization of condition measures and load factors.
   - Continue to identify, evaluate, and select strategies that address congestion, and provide administrative and technical support during the implementation of congestion management strategies.
   - Provide inputs to statewide and regional plans and transportation evaluation criteria for Transportation Improvement Programs.
   - Develop knowledge and skills regarding the integration of goods movement. Meetings with stakeholders representing the freight community, to understand inefficiencies.
4. Continue to develop and refine congestion control strategies. Develop both general and corridor specific recommendations for relieving congestion on selected corridors.
5. Continue to evaluate performance measures that provide relevant and up-to-date information on the congestion status of transportation facilities.
6. Continue to identify bicycle and pedestrian connectivity gaps.
7. Continue assessment of the effectiveness of implemented strategies on alleviating congestion.
8. Continue ongoing monitoring and analyses that identify the underlying causes of congestion.
9. Provide analyses that consider non-traditional congestion management strategies (Transportation Demand Management, growth management, congestion pricing, traffic operational improvements, public transportation, and Intelligent Transportation System) to reduce transportation system congestion.

Pavement Management System

1. Continue to use the pavement management software to maintain and update the Old Colony Pavement Management Program as needed. Pavement management data collection and analyses will

be used to develop estimated costs associated with regional pavement conditions and needs. This information is to support the inclusion of pavement projects in the TIP and will aid in the development of realistic estimates of costs to the Region, particularly while developing the LRTP. Staff will update the PMS database to reflect the expansion of the federal aid eligible mileage due to the reclassification of roads and inclusion of new member communities. Pavement management tasks include:

- Conducting windshield surveys to determine severity and extent of pavement distresses.
- Developing conditions analysis and recommended repairs and costs, and reports to municipalities.
- Developing a system of performance measures and thresholds.
- Continuing to implement update of PMS Software.

2. Provide technical assistance to member communities interested in the Pavement Management Program.
3. Meet with MassDOT, RPAs, and committees to coordinate regional and statewide efforts and to compare programs and strategies for improvement of data collection, analysis, and assistance to local communities.

Safety Management System

1. Develop and work with SMS to identify and coordinate various work tasks and prepare and participate in Road Safety Audits. Staff will continue to attend meetings (such as SHSP and TRCC, etc.), and training as appropriate since they serve as a forum for the dissemination of data produced by the system, and allow personnel from other RPAs to meet and share information on data collection, data sources, etc.
2. Review local and state crash data for intersections and corridors. Calculation of crash rates (crashes per million entering vehicles and crashes per hundred million miles) and comparison to both State and District Averages will be conducted. For corridors, the crashes per lane mile and fatality per lane mile will be used. Produce a list of locations, including both intersections and corridors, with elevated EPDO, based on MassDOT criteria to develop a list of hazardous locations from a regional perspective. Maintain an inventory of EPDO values for intersections on the federal-aid eligible roadway network.
3. Conduct RSAs and develop both site specific and general recommendations to address safety deficiencies. This will include recommendations regarding geometric, speed reductions, traffic calming techniques, vegetation clearing, signage consolidation, pavement markings, pedestrian ramps and crossings, roundabouts, and signalizations, as appropriate.
4. Incorporate safety criteria in the transportation evaluation process used in the development of the TIP. Project specific recommendations will be discussed with local, regional, and state officials as appropriate, to address safety issues and concerns.
   - Provide administrative and technical support during the implementation of safety management strategies.
   - Provide safety inputs to statewide and regional plans and TIPs.
5. Continue to develop and refine safety strategies and develop both general and corridor specific recommendations for addressing safety on selected corridors, as well as incorporating the Safe System Approach encompassing required roadway safety interventions that work toward achieving the goal of zero fatalities. Continue implementation and maintenance of the Safe Streets for All (SS4A) Action Plan. Continue identification of countermeasures and strategies.
6. Utilize performance measures and thresholds and document results of implemented safety measures. Such measures may include percent reduction in crash rate, percent reduction in the number of injury crashes, and percent reduction in crashes involving fatalities. Improve methods for compiling and retrieving crash data through utilization of GIS and through the improvement of information sharing with local, State, and Federal partners.

7. Continue to measure identified safety at high hazard locations through a data collection effort, which includes, but is not limited to the following:
   - Conducting turning movement counts, vehicle volume studies, vehicle speed studies, vehicle classification studies and pedestrian studies.
   - Continuing to identify, evaluate, and select strategies that address safety.
   - Updating status of performance measures at locations where safety improvements have been implemented.

Functionally Limited and Obstructed Waterways (FLOW) Management System

1. Inventory and assess stream crossing, continuity, fish and wildlife passage at culverts, bridges, and tide gates with partnership opportunities including MassDOT, MA Division of Marine Fisheries (DMF), MA Coastal Zone Management (CZM), the Narragansett Bay Estuary Program (NBEP), local Highway, DPW, and Conservation staff, and numerous non-profit organizations
2. Inventory and assess dams, flood hazards, and waterway obstructions in proximity to roads and bridges
3. Explore ecological restoration opportunities that also improve transportation safety and efficiency, with partnership opportunities including MassDOT, the MA Division of Ecological Restoration (DER), NOAA, US Fish & Wildlife, the Taunton River Stewardship Council (TRSC) and others
4. Evaluate the role that structurally deficient and functionally obsolete infrastructure (culverts, dams, swales) plays in areas with flood, wash out, habitat fragmentation or other problems.
5. Review Master Plans, Open Space Plans, Municipal Vulnerability Preparedness (MVP) Plans, Hazard Mitigation Plans, flood maps, and related land use and natural resource planning documents, to adequately plan for and address the needs of vulnerable areas and populations related to transportation safety and public and environmental health.

Travel Demand Modeling

1. The products developed from the model, i.e., the base and future year scenarios used for network analysis of air quality and travel demand will be reviewed, evaluated, and utilized as part of any changes/ updates to the LRTP and TIP.
2. Continue to refine and update the Old Colony travel demand model to include the block group demographic data from U.S. Census. This information will be used to calibrate them.
3. Continue to collect/ compile, update traffic count data, and adjust as necessary to refine the accuracy of the model.
4. Develop external zones from external stations on the edge areas of the region to improve the calibration of the existing conditions as appropriate.
5. Utilize the refined and calibrated model for analyzing alternatives in the development and refinement of the Long-Range Transportation Plan and other transportation corridors.
6. Analyze forecast information to identify deficiencies as required for the LRTP and Air Quality Conformity. Evaluate improvement strategies. Incorporate findings in the LRTP as appropriate.
7. Assist MassDOT in the preparation of statewide modeling efforts as needed. Integrate the U.S. Census Block Group data and MassDOT Road Inventories Files into TransCAD model for use with the statewide travel demand model.
8. Collect data on existing services provided by MBTA, BAT, and GATRA. This data collection will include route and service information provided by the respective transit providers as appropriate.
9. Collect data on needs for transit services across region. Data will be collected using techniques such as ridership surveys origin/ destination, license plate surveys, and mode split analysis as appropriate.

PRODUCTS:

Congestion Management Process

Annual reporting will be undertaken; Data collection, intersection data survey, roadway refinement, proposal strategies, progress report preparation, and congestion management team support; In-depth study of regional congestion at priority locations; Consistency with CMP requirement of Transportation Management Areas; Transportation Evaluation Criteria inputs; Locations for expansion of existing Park and Ride Lots; Locations for additional Park and Ride Lots; Establishment of Performances Measures and thresholds; and Measures to reduce greenhouse gas emissions, VMT, and congestion.

Pavement Management System

Annual reporting will be undertaken; Continue data collection, analysis, and cost estimates for federal aid eligible roadways in the region and use of said data in evaluation of projects to be programmed in the TIP; Database refinement and information for incorporation into GIS; Operations and maintenance cost to maintain the federal aid roadway network; Technical assistance to local communities; and Establishment of Performances Measures and Thresholds, and Transportation Evaluation Criteria inputs.

Safety Management System

Annual reporting will be undertaken; Road Safety Audits; Development of specific-safety recommendations for intersections, corridors, and pedestrian crossings; Inclusion of safety analyses as a component of the Transportation Evaluation Criteria in the development of the TIP; Implementation and maintenance of the Safe Streets for All (SS4A) Action Plan; Establishment of Performances Measures and Thresholds; and Identification of safety specific projects for the Old Colony Region.

Functionally Limited and Obstructed Waterways (FLOW) Management System

Annual reporting will be undertaken; Inventory and assess stream crossing, continuity, and fish and wildlife passage at culverts, bridges, and tide gates; Inventory and assess dams, flood hazards, and waterway obstructions in proximity to roads and bridges; Explore ecological restoration opportunities that also improve transportation safety and efficiency;

Evaluate the role that structurally deficient and functionally obsolete infrastructure (culverts, dams, swales) plays in areas with flood, wash out, habitat fragmentation or other problems; Review Master Plans, Open Space Plans, Municipal Vulnerability Preparedness (MVP) Plans, Hazard Mitigation Plans, flood maps, and related land use and natural resource planning documents, to adequately plan for and address the needs of vulnerable areas and populations related to transportation safety and public and environmental health.

Travel Demand Modeling

A completed refined/ recalibrated transportation model for the Old Colony region that can be expanded upon as needed, utilized for travel demand estimation, and forecasting; and Updated network models for the Old Colony region, and refinement of the Traffic Analysis Zones.

Potential direct costs include project travel, pavement management software annual license, Synchro and Sim Traffic software and support licenses.

BENEFICIARY COMMUNITIES:

All communities

RELATION TO PERFORMANCE MEASURES AND PLANNING FACTORS:
Supports PM1 (Safety), PM2 (Pavement and Bridge), PM3 (NHS System Performance, Freight, CMAQ) and CMP-specific congestion measures through various data sets. Advances federal planning Factors related to congestion reduction, system reliability, freight movement, transit efficiency, safety, and accessibility to jobs by integrating CMP findings into project selection and investment decisions.

RESPONSIBLE PARTIES:
OCPC Staff are the party responsible.

SCHEDULE:
Management Systems and processes, and travel demand modeling to be conducted throughout FFY 2027. Road Safety Audits, and analyses to be completed by end of September 2027.

FUNDING:

FHWA Metropolitan Planning (PL) Funds - (80% of total)	MassDOT Matching Funds - (20% of total)	Direct Costs	TOTAL
$100,000	$25,000	$15,000	$140,000

TASK 3000 - SHORT- AND LONG-RANGE TRANSPORTATION PLANNING ACTIVITIES

Task 3000 charts the direction for major transportation development activities in the region. As such, it is concerned with continuously updating projects dealing with the demand for transportation; development of a transportation plan which encompasses a Long-Range Element and a Short-Range Element, both incorporating the concept of Transportation Systems Management; a further detailing of the broad findings and recommendations of the Plan in plan refinement; and special purpose plans addressing such items as air quality, energy, and seniors and individuals with disabilities.

Task 3100 - Regional Multimodal Transportation Planning and Studies
Task 3200 - Local Highway Transportation Technical Assistance
Task 3300 - Bicycle and Pedestrian Plan
Task 3400 - 2028 Long Range Transportation Plan Phase 2
Task 3500 - Road Safety Audits (RSAs) at Multiple Locations
Task 3600 - Performance Based Planning and Management

TASK 3100 - REGIONAL MULTIMODAL TRANSPORTATION PLANNING AND STUDIES

OBJECTIVE:

To provide planning services for highway, bicycle, pedestrian, transit, and movement of goods in the region designed to address immediate traffic and safety problems identified in the LRTP. The LRTP identifies deficiencies in the region's transportation network. The deficiencies shown in the plan include deficient bridges, hazardous intersections, congested highway corridors, extreme weather events, and overcrowded transit facilities. Where projects have not been developed to correct these deficiencies, studies and intermodal planning are necessary to be undertaken to evaluate each problem in more extensive detail and to recommend the appropriate solution.

To provide a comprehensive inventory of roadway facilities, stormwater management systems, and culverts that interact with the regional hydrologic network, including the condition, type, location, function, surrounding conditions, and environmental attributes of these facilities, as appropriate.

To update an assessment of vulnerabilities and risks, such as extreme weather events, which may impact the transportation system.

To conduct traffic studies and intermodal planning to assist member communities and agencies in developing the appropriate solutions for any identified local transportation deficiencies. Staff anticipate undertaking traffic studies at selected intersections and along selected roadway corridors identified in the Old Colony LRTP or as part of the CMP, as warranting further study.

To review Statewide Modal Plans connections and coordinate and connect planning efforts with such plans where appropriate (Statewide Plans).

PREVIOUS WORK:

2011 Major Bottleneck Study (Plymouth Route 3 at Exit 6, East Bridgewater Central Square, and West Bridgewater Route 106); 2012 Major Bottleneck Study (Bridgewater Route 104 and Stoughton Route 138); 2013 Major Bottleneck Study (Stoughton Central Street and Avon Harrison Boulevard); 2014 Southwest Brockton Corridor Study; 2014 Regional Freight and Goods Movement Study; Route 53 Corridor Study; Route 28 Corridor Study; Route 27 Corridor Study; Route 18 Corridor Study; Route 58 Corridor Study; Route 80 Corridor Study; Route 106 Corridor Study; Route 123 Corridor Study; Route 139 Corridor Study; Main Street Brockton Corridor Study; Stoughton Square By-Pass Study; Stoughton Square Origin - Destination Study; Complete Streets Technical Assistance; Safe Route to School (SRTS) Technical Assistance; South Coast Rail Technical Assistance; and Avon and Halifax Stormwater Management System Mapping and Database.

PROCEDURES:

1. The following is an illustrative list of potential projects that could be undertaken as part of this task:
    - Bicycle and Pedestrian Planning, Levels of Service, Technical Assistance, and Education
    - City/ town center circulation studies
    - Extreme weather events adaptation strategies to enable the region to implement improvements
    - Collection and mapping of data on bus stops, routes, and ridership
    - Complete Streets Technical Assistance
    - Corridor travel time analysis

- Crash and Safety Studies
- Freight Planning and Related Analyses
- Identification and demarcation of roadway drainage and stormwater management systems; Culvert assessments; and Stormwater system analysis
- Greenhouse Gas (GHG) Reduction analysis and technical assistance
- Identification of transportation connectivity gaps in accessing essential services
- Intermodal Connector Analysis
- Intersection and corridor modeling and simulation analysis
- Inventory and analysis of infrastructure vulnerable to extreme weather events
- Inventory of gaps within the regional bicycle and pedestrian network
- Meetings with stakeholders representing the freight community, to understand inefficiencies
- Origin and destination analysis
- Public Health Assessments
- Regional Casino/ Gaming Impact Review
- Safe Routes to School (SRTS) Technical Assistance
- Site impact analysis
- Trail analysis and network development
- Transit Prioritization planning analysis
- Trip Generation Study

2. Efforts will include undertaking transportation studies at locations and developing specific reports as products for intermodal connectors as requested by local communities, FHWA, FTA, and/ or MassDOT. Staff will collaborate with community officials, MassDOT, and MassDOT District 5, and stakeholders to develop a scope of service for the proposed study.

3. Potential corridor studies have been identified in the UPWP Universe of Projects. With the High Priority Corridor Study Screening Assessment in 2022, the screening of potential corridors for study has been expanded. The High Priority Corridor Study Screening Assessment identified and ranked major corridors in the region for potential study. The evaluation process included use of a matrix of evaluation criteria. Potential corridor studies were evaluated using number of categories, (Safety Conditions, Congested Conditions, Multimodal Significance, Regional Significance, and Implementation Potential). For each corridor study, staff will prepare a draft report, which outlines the Study's findings and recommendations. The report will then be circulated for review and comment. Comments will be incorporated into the final report. The findings and recommendations contained in the final report will serve as the basis for including projects in the TIP and LRTP.

5. Conduct public health assessments and consider public health outcomes as part of ongoing planning and performance measures planning; and Assist communities in advancing bicycle and pedestrian projects into the MassDOT Highway Division project development process.

6. Promote bicycle, pedestrian, and trail initiatives in the region; Develop bikeability measures and/ or quality of service metrics; and Coordinate activities within the MassDOT's bicycle and pedestrian planning efforts.

PRODUCTS:

Bicycle and Pedestrian Planning and Technical Assistance; Inventory of gaps within the regional bicycle network; Brockton Area Transit Planning and Technical Assistance; Complete Streets Support and

Technical Assistance; Culvert Assessments; Stormwater System Assessments; South Coast Rail Technical Assistance; Studies to identify solutions to traffic congestion and safety deficiencies on roadways within the region; Livability Measures; Performance Measures; Walk to Transit Analysis; Safe Routes to School Technical Assistance; Bicycle and Pedestrian Planning, Levels of Service and Education; Participation in updates to Regional Intelligent Transportation System Architectures; Inventory of critical infrastructure vulnerable to extreme weather events; Stormwater management system mapping; Bikeability measures and/ or quality of service metrics.

BENEFICIARY COMMUNITIES:
All communities

RELATION TO PERFORMANCE MEASURES AND PLANNING FACTORS:
Supports PM1 (safety) and PM3 (freight movement, economic vitality, system reliability, environmental sustainability) performance areas through corridor monitoring, bottleneck identification, and project prioritization. This work task addresses numerous FHWA Planning Factors. They include economic vitality, safety, freight mobility, network connectivity, preservation, and resiliency.

RESPONSIBLE PARTIES:
OCPC Staff are the party responsible.

SCHEDULE:
To be conducted throughout FFY 2027.

FUNDING:

FHWA Metropolitan Planning (PL) Funds - (80% of total)	MassDOT Matching Funds - (20% of total)	Direct Costs	TOTAL
$91,200	$22,800	$0	$114,000

TASK 3200 - LOCAL TRANSPORTATION PLANNING TECHNICAL ASSISTANCE

OBJECTIVE:
To provide a rapid and effective response to address special, short-term transportation issues and/or projects as they arise. This includes the development, upon request from communities, regional authorities, state agencies, and federal agencies, of technical data, analyses, and reports that assist in improving the region's transportation infrastructure. Local technical assistance may be requested by contacting ckilmer@ocpcrpa.org.

PREVIOUS WORK:
Hancock Street at Chestnut Street Road Safety Audit, Abington; Traffic Safety Study of West Main Street at South Street and School Street, Avon; Bedford Street (Route 18) at Grove Street Traffic Study, Bridgewater; Lawrence Street at Grove Street Road Safety Audit (RSA) Brockton; Effectiveness of 25 MPH Speed Limits (Adoption of Chapter 90 Section 17C) on Roadways, Duxbury; East Street Traffic Study, East Bridgewater; Depot Street at Turnpike Street intersection Study, Easton; Analysis of Crosswalks on Route 106, Halifax; Woodland Drive Neighborhood Traffic Study, Hanover; Route 139 Transportation Study, Hanover; Safety Analysis of Route 58 Curvature and Alignment, Hanson; East Washington Street Speed Study, Hanson; Identification of Thickly Settled and Business District Areas, Kingston; Congress Street and Taylor Street Transportation Study (Pembroke); Clark Road/ Beaver Dam Road Traffic Study, Plymouth; Speed Safety Zones and HCVE Zones Analysis, Plympton; Island Street Traffic Study and Road Safety Audit, Stoughton; Traffic data for Lincoln Street and South Elm Street, and West Street and Crescent Street in support of MassDOT LEAP Technical Assistance, Wet Bridgewater; Pleasant Street Traffic Study, South Avenue, and Franklin Street, Whitman.

PROCEDURES:
1. Provide technical planning analysis assistance to communities and MassDOT on highway, pedestrian, and bicycle transportation planning related matters in the form of meetings, data, analyses, and reports. The staff shall perform work on specific short-range highway planning tasks including but not limited to: Intersection and capacity analysis; Road Safety Audits; SYNCHRO analysis; Walk to transit analysis; Crash analysis; Air quality analysis, both commuter and municipal parking analysis; Carpool/ vanpool analysis; Trip generation estimation analysis; Sight distance analysis; Traffic impact analysis of proposed developments; Traffic analysis studies; and Other short-range studies to determine the need for traffic signals, traffic signs, traffic markings and the use of one-way streets.

PRODUCTS:
Local Technical Assistance Reports will be prepared. Included in these reports/ documents will be data, analyses, and improvement recommendations (location improvements, speed zoning, heavy vehicle exclusions, etc.) for implementation, and inclusion in MassDOT Project Information Forms, as appropriate.

Potential direct costs include project travel expenses and turning movement counts.

BENEFICIARY COMMUNITIES:
All communities

RELATION TO PERFORMANCE MEASURES AND PLANNING FACTORS:
Supports PM1 (Safety), PM2 (Asset Condition), and PM3 (System Performance, CMAQ), by providing data, analysis, and project development assistance that feeds directly into TIP and LRTP decision-making.

Advances federal planning factors related to economic vitality, accessibility, safety, environmental sustainability, system preservation, and resiliency through locally driven project support.

RESPONSIBLE PARTIES:
OCPC Staff are the party responsible.

SCHEDULE:
To be conducted throughout the program year.

FUNDING:

FHWA Metropolitan Planning (PL) Funds - (80% of total)	MassDOT Matching Funds - (20% of total)	Direct Costs	TOTAL
$75,200	$18,800	$1,000	$95,000

TASK 3300 - BICYCLE AND PEDESTRIAN PLAN

To provide an analysis of the bicycle, pedestrian, and transit network within a connectivity, public health, and safety context. OCPC will prepare a Bicycle and Pedestrian Plan to understand how the region can improve the bicycle and pedestrian network to increase its utility for recreational and transportation purposes. Additionally, OCPC will work on the development of projects that can be advanced by communities into the MassDOT Highway Division project development process for funding with statewide funding resources. The process includes collecting data through bicycle level of service (BLOS), pedestrian level of service (PLOS), MassDOT crash clusters, intersection analysis, and heat map data provided by third party data providers. The data inventory will be developed in village centers, downtowns, and in proximity to schools, transit and commuter facilities, and community facilities and assist in the determination of measurements of safety.

PREVIOUS WORK:
Active Transportation Plan; Bicycle and Pedestrian Connectivity and Safety Study, Congestion Management Process; Safety Management System; Regional Traffic Studies; Local Technical Assistance Studies; Bicycle and Pedestrian Task Force; Bicycle and Pedestrian Connectivity and Livability Study; Regional Transportation Plan; Corridor Studies.

PROCEDURES:
1. Existing Conditions and Problem Identification
   All relevant and attainable data will be collected and reported during this phase of the project. Relevant data to the project will include any data that has an impact on current conditions, levels of service, safety in village centers, downtowns, and in proximity to schools, transit and commuter facilities, and other community facilities. Data collection techniques to be utilized during this phase will include but are not limited to automated traffic counts, turning movement counts, windshield surveys, survey of land use maps, ADA accommodations review, and analysis of crash data, travel time studies, and third-party data providers. The data compiled for the existing conditions will be tested to document the deficiencies along roadways, transit links, pedestrian and bicycle facilities, and to identify their causes and their impact on bicycle and pedestrian connectivity and flow, safety, and accessibility.

2. Identify critical sidewalk gaps in the region and assist communities in utilizing any available regional TIP funds to connect gaps along federally aid eligible roadways.

3. Forecast Conditions and Future Problems
   Traffic volumes, pedestrian volumes, population, area employment, turning movements, and other factors affecting active transportation users that may be forecasted to determine the future conditions and performance of the system if no action is taken. Reviewing past trends and comparing them to the current conditions will complete forecasts. Problems will be examined to determine the effects forecasted traffic conditions will have on them. Areas that are not currently identified as traffic problem areas, but considered borderline, will be examined to determine if future operations will be below acceptable levels.

4. Alternatives Development
   Various alternatives for mitigation will be developed specifically to problems identified in the study areas. These alternatives will include recommendations that are cost effective as well as recommendations that will produce the closest to ideal conditions. The work completed under this

task is the development of various plans to improve bicycle and pedestrian connectivity, bicycle and pedestrian levels of service, and bicycle and pedestrian safety. The work will also include an investigation of the feasibility of developing key bicycle routes that facilitate interurban connections throughout the region to facilitate travel by bicycle for transportation and recreational purposes as well as full bicycle network build out. The sidewalk network will be reviewed to see at minimum where sidewalks should be developed to facilitate walkability to commercial areas and transportation facilities along with a full sidewalk network build out.

5. Conduct development of projects that can be advanced by communities into the MassDOT Highway Division project development process for funding with statewide funding resources.

6. Conduct public health assessments and consider public health outcomes as part of ongoing planning and performance measures planning.

7. Recommend studies that seek to connect the Old Colony Region with neighboring regions, such as MAPC and SRPEDD with a network of bicycle lanes and paths.

8. Prepare Conclusions and Recommendations
   The product is a study with recommendations for implementation that provides a framework for the alleviation of traffic congestion and improvement of safety for bicycles and pedestrians on the local and numbered routes, and to provide information for the stakeholders to move projects forward in the initiation phases. A report will include program that will outline how and when recommendations of the plan will be implemented and identify potential funding sources.

PRODUCTS:
Preparation of Bicycle and Pedestrian that will identify areas in need of connectivity and safety improvements and that will include recommendations for consideration for implementation.

BENEFICIARY COMMUNITIES:
All communities

RELATION TO PERFORMANCE MEASURES AND PLANNING FACTORS:
Supports PM1 (Safety) and PM3 (Congestion/Reliability/Emissions) by advancing bicycle and pedestrian safety, connectivity, and non-motorized mode share. Advances federal planning factors related to active transportation, safety, accessibility, environmental sustainability, and multimodal system integration.

RESPONSIBLE PARTIES:
OCPC Staff are the party responsible.

SCHEDULE:
To be conducted throughout the year and completed by the end of September 2027.

FUNDING:

FHWA Metropolitan Planning (PL) Funds - (80% of total)	MassDOT Matching Funds - (20% of total)	Direct Costs	TOTAL
$76,000	$19,000	$0	$95,000

TASK 3400 - 2028 LONG RANGE TRANSPORTATION PLAN PHASE 2

OBJECTIVE:

To develop the 2028 Long Range Transportation Plan (LRTP) Phase 2. Phase 2 is part of a three-phase effort to update and endorse the LRTP in FFY 2028. Phase 1 occurred in FFY 2026, while Phase 2 occurs in FFY 2027, and Phase 3 occurs if FFY 2028. The LRTP identifies transportation issues/concerns and problems that will require improvements now or are expected to need additional attention in the future and outline possible courses of action designed to facilitate these improvements. The LRTP will be submitted to the Old Colony JTC, local officials, MassDOT, FHWA, FTA, and the public for review and comments, and the Old Colony MPO for endorsement. The LRTP will be consistent with regional growth policies, public investment decisions, the Infrastructure Investment and Jobs Act (IIJA), the amended Clean Air Act (CAA), Americans with Disabilities Act, and state air quality regulations. The LRTP will include emphasis on the areas of safety and traffic congestion management.

PREVIOUS WORK:

2028 Long Range Transportation Plan (LRTP) Phase 1; 2024 Long Range Transportation Plan, surveys, public participation and consultation, and preparation of analyses and draft chapters.

PROCEDURES:

1. Develop the 2028 Long Range Transportation Plan Phase 2 that will be consistent with State Transportation Plans.
   - Review and Refine Regional Goals, Policies and Objectives.
   - Review and update Regional Profile and Socio-Economic Data.
   - Review and refine the population, household, and employment forecasts.
   - Develop land use component of the plan and include recommendations.
   - Refine plan based on improved modeling efforts and Journey-to-Work data and other new data inputs.
   - Develop regional highway and regional transit sections. This shall include identifying existing and future needs. Evaluate current and future demand, identify deficiencies, and evaluate alternative improvement strategies and recommendations for all facilities.
   - Assess regional congestion and identify priority locations for in-depth study in the FFY 2026 Unified Planning Work Program.
   - Develop bicycle and pedestrian section.
   - Develop freight and goods mobility section.
   - Develop performance measures and thresholds section.
   - Develop short and long-range transportation improvements and incorporate transportation evaluation criteria.
   - Review State Transportation Plans and include goals, policies, and procedures as appropriate.
   - Develop recommendations of the plan in relation to the recommended strategies in the State Implementation Plan and State Transportation Plan.
   - Develop financial section and provide cost estimates for short and long-range recommendations.

2. Include recommendations from other transportation studies conducted during the previous years; including but not limited to corridor studies; transit studies; OCPC's Regional Transportation and Land Use Policy Plan; Kingston, Plymouth and Plympton Transportation Induced Growth Impact Study; and Brockton Central Area Traffic Study.

3. Develop and refine the financial section of the plan. Each project and/ or program appearing in the transportation plan will have an identified source of funding that can reasonably be assumed to be available for implementation. Staff will develop cost estimates for projects appearing in the long-range element of the plan. Additionally, the financial section will define projects that are designed to preserve the existing transportation infrastructure. Staff will also examine in detail the following activities required to produce the Long-Range Transportation Plan:
   - Assessment of current financial condition.
   - Projections of future financial requirements for operation and maintenance.
   - Assessment of ability to meet future financial requirements, based on analysis of existing revenue sources.
   - Identification of potential revenue sources to meet possible future shortfalls, including innovative financing methodologies.
   - Analyses of existing and future revenue sources, to include long-term availability and sensitivity to external factors.
   - Forecasts of baseline transportation system costs for use in making service and investment decisions.

4. Complete draft analyses and develop chapters to form a Long-Range Transportation Plan Phase 1 document.

5. Public Participation that will be undertaken during Phase 2 (FFY 2027) and upcoming Phase 3 (FFY 2028: Conduct initial outreach and public meetings, workshops, surveys; Prepare for Public Participation that is expansive and inclusive in accordance with the Public Participation Plan that will be undertaken during Phases 2 and 3; Coordinate with the Old Colony Joint Transportation Committee and Old Colony Planning Council, which will assist in obtaining input from citizens, business community, special interest groups, and local officials on the transportation issues facing the region.

PRODUCTS:
2028 Long Range Transportation Plan Phase 2.

BENEFICIARY COMMUNITIES:
All communities

RELATION TO PERFORMANCE MEASURES AND PLANNING FACTORS:
Supports accessibility, equity, economic vitality, and environmental sustainability planning factors. Provides analytic and policy inputs to the LRTP, TIP, and future PBPP decision-making, particularly related to access to essential services and jobs.

RESPONSIBLE PARTIES:
OCPC Staff are the party responsible.

SCHEDULE:
To be conducted throughout the year and completed by the end of September 2027.

FUNDING:

FHWA Metropolitan Planning (PL) Funds - (80% of total)	MassDOT Matching Funds - (20% of total)	Direct Costs	TOTAL
$76,000	$19,000	$0	$95,000

TASK 3500 - ROAD SAFETY AUDITS (RSAS) AT MULTIPLE LOCATIONS

OBJECTIVE:

To conduct Road Safety Audits (RSAs) at multiple locations (at least 15) throughout the region at high crash locations. In an effort to reduce the number of crash-related fatalities and incapacitating injuries, Massachusetts Department of Transportation has developed a Strategic Highway Safety Plan. The mission of the Safety Plan is to "Develop, promote, implement, and evaluate data-driven, multidisciplinary strategies to maximize safety for users of the roadway system." One of the many strategies noted in the current Safety Plan is to "conduct Road Safety Audits at high-crash locations throughout the Commonwealth." A Road Safety Audit, as defined by the Federal Highway Administration (FHWA) is "a formal safety performance examination of an existing or future road or intersection by an independent audit team." Simply stated, an RSA is a relatively quick process that identifies safety improvements focused on decreasing the number and severity of roadway crashes. The safety improvements recommended typically vary from low-cost measures to significant improvement projects. Many States that have employed the RSA technique and implemented the recommendations have seen measurable decreases in the number of incapacitating and fatal crashes as a result.

This task consists of a systematic process that has the goal of reducing the number of and severity of traffic crashes on roads, reducing transit crashes, reducing pedestrian crashes and injuries, and reducing bicyclist crashes and injuries. Recommended actions include providing information for selecting and implementing effective safety strategies and projects. Results of the Road Safety Audits will be included in the ongoing safety management system that incorporates roadway, human, and vehicle safety elements. Considered an ongoing effort, staff will collect and maintain data needed in the estimation of refined performance measures and the completion of road safety audits. Staff will identify both existing and future needs of the region's multi-modal transportation system regarding safety. This includes producing a "Top 100" crash locations list, including both intersections and corridors, based on regional criteria to develop a list of unsafe locations from a regional perspective, annual regional listings and monitoring of high hazard intersections and corridors, participation and implementation of the Strategic Highway Safety Plan and the Highway Safety Improvement Program, and evaluation of potential improvements.

PREVIOUS WORK:

Participation in development of Highway Safety Improvement Program; Safety analyses as part of Transportation Evaluation Criteria application; Crash Rate processing; Top 100 High Hazard Intersections; Road Safety Audits (RSAs); Safe Streets for All (SS4A) Vision Zero Action Plan; and Studies for communities warranting specific attention to safety.

PROCEDURES:

1. Develop and work with the Safety Management System (SMS) to identify and evaluate high crash locations and coordinate various work tasks and prepare and participate in Road Safety Audits. Staff will continue to attend meetings (such as SHSP), and training as appropriate since they serve as a forum for the dissemination of data produced by the system, and allow personnel from other RPAs to meet and share information on data collection, data sources, etc.
2. Review local and state crash data for intersections and corridors. Calculation of crash rates (crashes per million entering vehicles and crashes per hundred million miles) and comparison to both State and District Averages will be conducted. For corridors, the crashes per lane mile and fatality per lane mile will be used. Produce analysis of all intersections in the safety management system for with EPDO calculations based on crashes that occurred from 2024 through 2026, with local and regional rankings.

3. Conduct Road Safety Audits (RSAs), utilizing the MassDOT RSA Guidelines, and the MassDOT RSA Report Template, at multiple locations as a formal safety review of an existing, or planned road or intersection. During these audits, an independent, multidisciplinary team identifies potential safety issues and opportunities for safety improvements. In addition, the team develops both site specific and generalized recommendations to address safety deficiencies. This includes recommendations regarding geometric, speed reductions, traffic calming techniques, vegetation clearing, signage consolidation, pavement markings, pedestrian ramps and crossings, roundabouts and signalizations, as appropriate. Staff will utilize the Manual on Uniform Traffic Control Devices, the MassDOT Project Development and Design Guide Book, and the Governor's Highway Safety Bureau.
4. Incorporate safety criteria in the transportation evaluation process used in the development of the TIP. Project specific recommendations will be discussed with local, regional and state officials as appropriate, to address safety issues and concerns.
   - Provide administrative and technical support during the implementation of safety management strategies.
   - Provide safety inputs to statewide and regional plans and TIPs.
5. Continue to develop and refine safety strategies and develop both general and corridor specific recommendations for addressing safety on selected corridors.
6. Continue to measure identified safety at high hazard locations through a data collection effort, which includes, but is not limited to the following:
   - Conducting turning movement counts, vehicle volume studies, vehicle speed studies, vehicle classification studies and pedestrian studies.
   - Continuing to identify, evaluate, and select strategies that address safety.
   - Updating status of performance measures at locations where safety improvements have been implemented.

PRODUCT:
Road Safety Audits; EPDO Calculations; Development of specific-safety recommendations for intersections, corridors, and pedestrian crossings; and Identification of safety specific projects for the Old Colony Region.

Potential direct costs include project travel expenses and turning movement counts.

BENEFICIARY COMMUNITIES:
To be determined once final list of intersection locations is finalized.

RELATION TO PERFORMANCE MEASURES AND PLANNING FACTORS:
Directly supports PM1 (Safety) through crash data analysis, target tracking, and safety-focused project development integrated into the TIP and LRTP. Advances federal planning factors related to safety, security, system reliability using a data-driven Safe System and Vision Zero framework.

RESPONSIBLE PARTIES:
OCPC Staff are the party responsible.

SCHEDULE:
To be conducted throughout the year and completed by the end of September 2027.

FUNDING:

FHWA Metropolitan Planning (PL) Funds - (80% of total)	MassDOT Matching Funds - (20% of total)	Direct Costs	TOTAL
$71,200	$17,800	$1,000	$90,000

TASK 3600 - PERFORMANCE BASED PLANNING AND MANAGEMENT

The cornerstone of the Federal transportation program transformation is the implementation of a performance-based outcome program. States and regions invest in projects to achieve targets that collectively will make progress towards national goals. Therefore, the objective is to develop performance measures and targets for the Old Colony Region for utilization in the planning process and inclusion in the Long-Range Transportation Plan. Projects and services implemented through the TIP will help to achieve the performance targets for Safety (PM1), Bridge and Pavement Condition (PM2), System Performance Measures (PM3), Green House Gas (GHG) Public Transportation Agency Safety Plan (PTASP), and Transit Asset Management State of Good Repair.

Performance based planning and management increases the accountability and transparency of the Federal-aid highway program and provides for a framework to support improved investment decision making through a focus on performance outcomes for key national transportation goals. The IIJA supports and continues an overall performance management approach, within which states invest resources in projects that collectively will make progress toward national goals.

The national planning factors include:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- Increase the safety of the transportation system for motorized and non-motorized users;
- Increase the security of the transportation system for motorized and non-motorized users;
- Increase accessibility and mobility of people and freight;
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- Promote efficient system management and operation;
- Emphasize the preservation of the existing transportation system;
- Improve the reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
- Enhance travel and tourism.

PREVIOUS WORK:

MPO coordination, review and adoption of Statewide Performance Measures and Targets (PM1, PM2, and PM3, and Performance Measures and Targets for Public Transportation Agency Safety Plan Transit Asset Management (BAT); Long Range Transportation Plan; Regional Policy Plan; Congestion Management Process; Safety Management System; Pavement Management Systems; Road Safety Audits; and Reviews, comments, and site visits relating to Environmental Notification Forms and MEPA Environmental Impact Reports/ Environmental Impact Statements.

PROCEDURES:

1. Establish and refine performance measures and thresholds for pavement conditions and performance of the federal aid network, bridge conditions, injuries, and fatalities, traffic congestion. The federal rulemaking process will establish performance measures for each of these items. As such, this does not preclude the region from establishing additional measures for use locally, and the Old Colony MPO will continue to review the supplement the performance measures developed and included in the

2024 Long Range Transportation Plan, and review and included in 2028 Long Range Transportation Plan. Using information collected through other tasks outlined in this document, implement, and maintain a comprehensive strategy to evaluate the effectiveness of transportation improvements.

2. Determine and set performance measures and thresholds in support of the performance measures framework and describe how program and project selection will help achieve the targets. With acceptable thresholds or targets for performance measures, staff will continue to maintain relevant data for safety, pavement, and congestion management (e.g., RITIS Platform with INRIX Data, and transit automated passenger counter (APC) and Automatic Vehicle Location (AVL)) and provide comparison analyses before and after the implementation of projects.

3. Review and comment on traffic studies submitted to member municipalities by developers under the Massachusetts Environmental Protection Agency (MEPA) process or as needed/requested for local permits. Review projects for consistency with the regional transportation goals and objectives, program consistency, etc.

4. Consider utilizing INVEST TOOL - Projects will also be potentially evaluated on their sustainability through the FHWA web-based tool known as Infrastructure Voluntary Evaluation Sustainability Tool. Although voluntary, this information will be useful to determine the long-term effectiveness of improvement projects.

PRODUCTS:
Development and refinement of Performance Measures and Targets for the Old Colony Region; Review and comment on traffic studies submitted to member municipalities by developers under the Massachusetts Environmental Protection Agency; and Public Health Assessments. Performance measurement progress will be documented in the 2028-2032 Old Colony TIP, contained within relevant 3C planning documents.

BENEFICIARY COMMUNITIES:
All communities

RELATION TO PERFORMANCE MEASURES AND PLANNING FACTORS:
Supports federal performance-based planning requirements related to safety, system performance, asset condition, congestion, and air quality through coordination, data sharing, reporting, and integration into the UPWP, TIP, and LRTP. Provides the administrative framework for target coordination, performance reporting, and incorporation of performance results into MPO decision-making.

RESPONSIBLE PARTIES:
OCPC Staff are the party responsible.

SCHEDULE:
To be conducted throughout the year and completed by the end of September 2027.

FUNDING:

FHWA Metropolitan Planning (PL) Funds - (80% of total)	MassDOT Matching Funds - (20% of total)	Direct Costs	TOTAL
$23,200	$5,800	$0	$29,000

TASK 4000 - OTHER TRANSPORTATION TECHNICAL ACTIVITIES, PLANNING STAFF, FUNDING SOURCES, BUDGETS, AND TASKS

While conducting transportation and transportation related planning activities, it is often the case that certain activities are called for which do not fit into the existing work program elements. When this is the case, those activities are programmed under the element heading of Other Transportation Technical Activities, Planning Staff, Funding Sources, Budgets, and Tasks.

Task 4100 - Transit Technical Assistance, and Seniors and Individuals with Disabilities Support
Task 4200 - BAT Planning and Technical Studies

TASK 4100 - TRANSIT TECHNICAL ASSISTANCE, AND SENIOR AND INDIVIDUALS WITH DISABILITIES SUPPORT AND ASSISTANCE

OBJECTIVE:
To respond to short-range transit planning needs upon request from communities, BAT, GATRA, MassDOT, and MBTA. To maintain an understanding of the region's transit system to provide an accurate basis for future forecasting, planning and program analysis, and project evaluation.

To ensure the accessibility to public transit services for seniors and individuals with disabilities; Attend meetings of the senior and disability committees; Provide technical assistance to BAT, GATRA, region's municipalities, human service agencies, Councils on Aging, private non-profit agencies, and other parties involved in meeting special transportation needs.

To provide Community Transit Grant support, technical assistance, and related coordination.

To maintain and operate a Congestion Management Process.

PREVIOUS WORK:
BAT - Aging in Place Studies; Comprehensive Regional Transit Plan (CRTP); Fixed Route Ridership Analyses; Title VI Studies; Air quality analysis for CMAQ and Transportation Demand Management proposals; Rockland Transit Feasibility Study; System Time Study; Abington Transportation Study; Paratransit Expansion; Brockton -Taunton Fixed Route Options Study; and Human Services Coordination Plans.

GATRA - Ridership analysis; Human Services Coordination Plan.

Other - Assisted Communities, COAs and other public and private agencies with the Section 5310, 5317, and MAP; Transit Directories; RTA Fare Comparison; Queset Commons Transit Study; Rockland Transit Study; Senior and Individuals with Disabilities Neighborhood Sourcebook; Technical assistance to public and private non-profit organizations in preparing Federal Transit Administration applications for Section 5310, and Mobility Assistance; Air quality analysis for CMAQ proposals; Abington Transportation Study; Human Services Coordination Plan; and Community Transit Grant support, technical assistance, and related coordination.

PROCEDURES:
1. Provide technical planning assistance to transit providers and member communities on transit matters. This assistance may take the form of assistance in meeting federal reporting requirements and in assessing and evaluating routes; Title VI update; Fare change and Service Change analyses; Schedule and fare changes; Assessment of human and capital needs; Title VI Trend Analysis; and Service Area Demographic Trend Profiles.

2. Provide technical planning assistance to communities outside the transit authority service areas, on transit matters. This assistance can take the form of helping the communities in: Assessing potential membership in a transit authority; Assisting the communities in providing for private carrier service; Identifying and assessing park-and-ride lots; Assessing commuter rail lots; Encouraging private enterprise participation; and Census and journey-to-work technical assistance, etc.

3. Prepare information as needed for FTA reports, State Implementation Plan submissions, MassDOT reports, and other required reporting.

4. Continue to aid and provide guidance to applicants for Community Transit Grant Program in preparing applications and coordinating service.

5. Provide technical assistance to public and private non-profit agencies in the development, maintenance, and expansion of senior and/ or individuals with disabilities services in the region.

6. Continue to provide support for the replacement of paratransit vehicles.

7. Develop updates for the Coordinated Public Transit Human Service Coordination Plan in coordination with communities, transit providers, and regional coordination committees, as appropriate.

8. Operate and maintain a Congestion Management Process.

9. Conduct public health assessments and consider public health outcomes as part of ongoing planning and performance measures planning.

10. Collection and mapping of data on bus stops, routes, and ridership.

11. Attend and participate in Boston Region Transit Working Group meetings and similar coordination and engagement programs.

PRODUCTS:
OCPC staff to provide technical assistance to BAT, GATRA, MBTA, SSCAC, and to area communities as needed; Develop information for compliance with federal and state requirements for the TIP; 2026 Coordinated Public Transit - Human Service Coordination Plan Updates; Community Transit Grant Program support and technical assistance; and Travel Demand Model, and LRTP updates, as appropriate.

BENEFICIARY COMMUNITIES:
All communities

RELATION TO PERFORMANCE MEASURES AND PLANNING FACTORS:
Supports PM3 (System Performance, Transit Reliability, CMAQ) and Transit Asset Management and Safety (TAM/PTASP) objectives by analyzing transit performance data, service coordination, and system monitoring. Advances federal planning factors related to accessibility, mobility options, system efficiency, environmental sustainability, and economic vitality through integrated transit planning.

RESPONSIBLE PARTIES:
OCPC Staff are the party responsible.

SCHEDULE:
To be conducted throughout FFY 2027.

FUNDING:

FHWA Metropolitan Planning (PL) Funds - (80% of total)	MassDOT Matching Funds - (20% of total)	Direct Costs	TOTAL
$16,000	$4,000	$0	$20,000

TASK 4200 - BAT PLANNING, TECHNICAL ASSISTANCE, AND STUDIES

OBJECTIVE:
To provide transit-planning services, prepare technical studies, comprehensive service assessments, and aid in other planning related activities that are called for during the year which presently are not specifically identified in work program.

PREVIOUS WORK:
BAT Aging in Place Studies; BAT Comprehensive Regional Transit Plan (CRTP); BAT Fixed-Route Ridership analyses; Brockton Area Transit Farebox Analyses; Title VI Reports; Air quality analysis for CMAQ and Transportation Demand Management proposals; Route 2A Study; Rockland Transit Feasibility Study; System Time Study; Abington Transportation Study; Brockton-Taunton Fixed Route Options Study; and Human Services Coordination Plan.

PROCEDURES:
1. Develop a detailed study(s) design/ estimated work time effort and cost for planning tasks requested by Brockton Area Transit. The following is a list of planning/ projects that could be undertaken as part of this task: Route Evaluation Study/ Survey; Fare Increase Analysis; Service Change Study; Title VI Report; Title VI Trend Analysis; Transfer Study; Demographic/ Urban Area Analysis; Technical assistance to BAT, as needed, on the Intermodal Facility; Fare Modeling Study; Comprehensive Regional Transit Plan (CRTP); and Planning assistance and alternatives analyses as identified in the CRTP.

2. Prepare analyses, reports, maps, charts, as appropriate.

3. Coordinate with BAT on the identification and prioritization of potentially needed rider amenities.

4. Undertake planning, studies, and comprehensive service assessments in accordance with study requirements and available funding.

PRODUCTS:
OCPC staff to undertake and prepare studies such as: Fixed Route Evaluation Study; Fixed Route Ridership Report; South Shore Medical Transportation Options Study; BAT Comprehensive Regional Transit Plan (CRTP); and Provision of planning assistance and alternatives analyses as identified in the CRTP.

BENEFICIARY COMMUNITIES:
All communities of BAT Service Area

RELATION TO PERFORMANCE MEASURES AND PLANNING FACTORS:
Supports PM3 (System Performance, Transit Reliability, CMAQ) and Transit Asset Management and Safety (TAM/PTASP) objectives by analyzing transit performance data, service coordination, and system monitoring. Advances federal planning factors related to accessibility, mobility options, system efficiency, environmental sustainability, and economic vitality through integrated transit planning.

RESPONSIBLE PARTIES:
OCPC Staff are the party responsible.

SCHEDULE:
To be conducted throughout FFY 2027. Schedules and scopes are contract dependent and will vary throughout FFY 2027.

FUNDING:

BAT*	Direct Costs	TOTAL
$10,000	$0	$10,000

*The source of funds is local assessment funds and are contract specific to each planning project.

TASK 4300 - PRIORITIZATION PROCESS PILOT PROGRAM (PPPP)/ PRIORITIZATION AND REGIONAL INVESTMENT STRATEGY MODEL (PRISM)

The Old Colony MPO Prioritization Process Pilot Program (PPPP), administered by the Old Colony Planning Council (OCPC), is a comprehensive initiative to develop, test, and institutionalize a structured, transparent, and data-informed system for selecting and advancing transportation projects across the Old Colony MPO region. With a total project cost of $1,990,620, this program represents a significant opportunity to modernize how transportation investments are planned, ranked, and communicated, thus ensuring that public funds are directed toward projects that meet regional needs and long-term objectives. The PPPP is a multi-year effort with an executed grant agreement with FHWA that spans from September 9, 2025 to March 31, 2028. Furthermore, the PPPP effort is locally labeled as Prioritization and Regional Investment Strategy Model (PRISM). The OCPC has contracted with Greenman-Pedersen, Inc. for consulting services.

OBJECTIVE:
To formalize a regionwide framework that evaluates projects based on quantifiable criteria, including safety, environmental sustainability, community and municipal support, equitable access, economic development, and resilience. The project aims to unify and strengthen decision-making across multiple planning documents, including the Transportation Improvement Program (TIP), the Long-Range Transportation Plan (LRTP), the Unified Planning Work Program (UPWP), and the Public Participation Plan (PPP).

PREVIOUS WORK:
Long-Range Transportation Plans, Transportation Improvement Programs, Unified Planning Work Programs, Transportation Evaluation Criteria

PROCEDURES:
1. Provide project management and oversight.

2. Develop a performance-based project transportation evaluation criteria and supporting framework. To facilitate this, the consultant will help OCPC pilot scoring criteria on real-world projects, using lessons learned from past TIP projects and feedback gathered through surveys, workshops, and community engagement sessions.

3. Undertake data collection and analyses regarding TIP Projects and information contained in MAPIT.

4. Create a publicly accessible and interactive project dashboard and provide software incorporation.

5. Provide community and stakeholder partnership development by implementing public outreach strategy that ensures meaningful participation from residents, municipalities, and regional stakeholders.

6. Assess historical barriers to project advancement (such as readiness, permitting, or public support) and recommend solutions to prevent future implementation delays.

7. Foster workforce development through technical training sessions focused on performance-based planning, project evaluation, and data-driven decision-making, and conduct engagement with local

institutions and agencies to support the development of job pathways in transportation, planning, and infrastructure delivery.

PRODUCTS:
Performance-based project transportation evaluation criteria; Project data collection and analyses Community and stakeholder partnership development; Assessment of historical barriers to project advancement

Potential direct costs include project travel expenses, consultant expenses, outreach materials, and translation services.

BENEFICIARY COMMUNITIES:
All communities

RELATION TO PERFORMANCE MEASURES AND PLANNING FACTORS:
Supports federal performance-based planning requirements related to safety, system performance, asset condition, congestion, and air quality through coordination, data sharing, reporting, and integration into the UPWP, TIP, and LRTP. Provides the administrative framework for target coordination, performance reporting, and incorporation of performance results into MPO decision-making.

RESPONSIBLE PARTIES:
OCPC Staff are the party responsible. Greenman-Pedersen, Inc. has been contracted with to undertake consulting services.

SCHEDULE:
This is year 2 of 3 and tasks to be conducted throughout the program year.

FUNDING:

FHWA Prioritization Process Pilot Program (PPPP) Discretionary Grant - (100% of total)	Direct Costs	TOTAL
$475,000	$175,000	$650,000

TASK 4400 - REGIONAL POLICY PLAN (CONSULTANT SERVICES)

OBJECTIVE:
OCPC is embarking on the development of Regional Policy Plan that will supersede the 2018 Regional Policy Plan. The update will reflect current conditions, policy changes, and community priorities across natural, built, and community systems. OCPC will rely on a selected contractor to provide essential support for overall planning, public participation, and graphic design and development.

The objective is to prepare a regional policy plan for the region that considers local master plans and growth strategies, 2018 Regional Policy Plan, Long-Range Transportation Plan, Regional Housing Strategy, Comprehensive Economic Development Strategy. This involves case study review, additional land use and demographic analyses, MEPA project reviews, and technical assistance to the member communities in accordance with the various regional plans, identifying the growth impacts of planned transportation improvements and the consequent transportation impacts of maximum build-out in the region.

As such, the specific objective of this task is for the selected contractor to provide support for overall planning, public participation, and graphic design and development.

PREVIOUS WORK:
2018 Regional Policy Plan, Long-Range Transportation Plans, Smart Growth, and Vision 2020.

PROCEDURES:
1. Conduct competitive procure of consultant.

2. Provide project management and oversight.

3. Consultant to provide support for overall planning.

4. Consultant to provide support for public participation and engagement. This includes ensuring that public and stakeholder input informs the planning process and ongoing implementation.

5. Consultant to provide support for overall graphic design and development.

PRODUCTS:
Public participation and engagement; Planning support for plan development; Development of graphic design, images, and visuals for plan development activities and final plan.

Potential direct costs include consultant expenses, outreach materials, and translation services.

BENEFICIARY COMMUNITIES:
All communities

RELATION TO PERFORMANCE MEASURES AND PLANNING FACTORS:
Supports federal performance-based planning requirements related to safety, system performance, asset condition, congestion, and air quality through coordination, data sharing, reporting, and integration into the UPWP, TIP, and LRTP. Provides the administrative framework for target coordination, performance reporting, and incorporation of performance results into MPO decision-making.

RESPONSIBLE PARTIES:
Consultant under contract with OCPC.

SCHEDULE:
To be conducted throughout the program year and completed by September 30, 2027.

FUNDING:

FHWA Metropolitan Planning (PL) De-obligated Funds - (80% of total)	Matching Funds (i.e. District Local Technical Assistance (DLTA), Technical Assistance for Regional Planning Agencies (TARPA) - (20% of total)	Direct Costs	TOTAL
$100,000	$25,000	$125,000	$125,000

TRANSPORTATION PLANNING STAFF

The following OCPC staff members will be working on the FFY 2027 Unified Planning Work Program. The expected Task Areas are also provided. The percentage effort represents the approximate time devoted to the FFY 2027 UPWP. The work program includes funding for staff, overhead, and direct costs.

Narrative Overhead Rate Summary
The Old Colony Planning Council calculates its overhead rate at the end of each fiscal year based on actual direct and indirect expenses incurred during the fiscal year. The overhead rate calculation is audited by an independent auditor and included in OCPC's Annual Financial Statements/ Audit Report. Once the financial audit is completed and approved by the OCPC Board of Directors (by March 31st of each year), it is submitted to MassDOT. The OCPC then prepares and submits the Financial Statements/ Audit Report and an application for a Negotiated Indirect Cost Rate Agreement (NICRA) to the US Department of the Interior (USDOI). The USDOI then reviews, analyzes and prepares a NICRA. Once the NICRA is approved by USDOI and OCPC, it is submitted to MassDOT along with a UPWP Overhead Rate Adjustment request to MassDOT for approval. After receiving approval from MassDOT, the Council begins using that rate, applying it to Council staff direct labor cost.

Table 3: Transportation Planning Staff, Task Areas, and % Effort Estimates

Name	Task Areas	% Effort Estimates
Shawn Bailey, Senior Transportation Planner	1000, 2000, 3000, 4000	95% (1,530 Hours)
Vacant, Senior Transportation Planner	1000, 2000, 3000, 4000	95% (1,530 Hours)
John Fay, Principal Planner of Special Projects	1000, 2000, 3000	50% (805 Hours)
Charles Kilmer, AICP Deputy Director & Transportation Program Manager	1000, 2000, 3000, 4000	95% (1,530 Hours)
Guoqiang Li, PTP, RSP1 Principal Transportation Planner	1000, 2000, 3000	95% (1,530 Hours)
William McNulty, PTP Principal Transportation Planner	1000, 2000, 3000, 4000	95% (1,530 Hours)
Kyle Mowatt, Senior Transportation Planner	1000, 2000, 3000, 4000	95% (1,530 Hours)
Andrew Vidal, GIS Manager	2000, 3000, 4000	95% (1,530 Hours)

BUDGET ESTIMATES

Table 4: Estimated FFY 2027 Budget

TASK DESCRIPTION	FHWA PL			FTA 5303			Combined PL & 5303			BAT	FHWA PPPP	FHWA De-Obligated PL & Match	Task Subtotals	Direct Costs	TOTAL
	Fdederal (80%)	State (20%)	Total	Fdederal (80%)	State (20%)	Total	Fdederal (80%)	State (20%)	Total						
TASK															
1000 - Management & Support of Planning and Certification Activities															
1100 3C Program Support	$ 60,243	$ 15,061	$ 75,304	$ 14,523	$ 3,631	$ 18,154	$ 74,766	$ 18,692	$ 93,458	$ -	$ -	$ -	$ 92,458	$ 1,000	$ 93,458
1200 Unified Planning Work Program (UPWP)	$ 14,181	$ 3,545	$ 17,727	$ 3,419	$ 855	$ 4,273	$ 17,600	$ 4,400	$ 22,000	$ -	$ -	$ -	$ 22,000	$ -	$ 22,000
1300 Public Participation Program (PPP)	$ 48,345	$ 12,086	$ 60,432	$ 11,655	$ 2,914	$ 14,568	$ 60,000	$ 15,000	$ 75,000	$ -	$ -	$ -	$ 71,400	$ 3,600	$ 75,000
1400 Transportation Improvement Program (TIP)	$ 50,924	$ 12,731	$ 63,655	$ 12,276	$ 3,069	$ 15,345	$ 63,200	$ 15,800	$ 79,000	$ -	$ -	$ -	$ 79,000	$ -	$ 79,000
1500 Title VI	$ 23,850	$ 5,963	$ 29,813	$ 5,750	$ 1,437	$ 7,187	$ 29,600	$ 7,400	$ 37,000	$ -	$ -	$ -	$ 37,000	$ -	$ 37,000
Element 1000 Subtotals	**$ 197,544**	**$ 49,386**	**$ 246,930**	**$ 47,623**	**$ 11,906**	**$ 59,528**	**$ 245,166**	**$ 61,292**	**$ 306,458**	**$ -**	**$ -**	**$ -**	**$ 301,858**	**$ 4,600**	**$ 306,458**
TASK															
2000 - Data Reconnaissance, Acquisition, and Analysis Activities															
2100 Demographic Surveillance & Road Inventory Update	$ 24,495	$ 6,124	$ 30,619	$ 5,905	$ 1,476	$ 7,381	$ 30,400	$ 7,600	$ 38,000	$ -	$ -	$ -	$ 38,000	$ -	$ 38,000
2200 Multi-Modal Data Surveillance and System Monitoring	$ 74,129	$ 18,532	$ 92,662	$ 17,871	$ 4,468	$ 22,338	$ 92,000	$ 23,000	$ 115,000	$ -	$ -	$ -	$ 96,000	$ 19,000	$ 115,000
2300 System Planning and Resource Activities	$ 54,791	$ 13,698	$ 68,489	$ 13,209	$ 3,302	$ 16,511	$ 68,000	$ 17,000	$ 85,000	$ -	$ -	$ -	$ 65,600	$ 19,400	$ 85,000
2400 Geographic Information System (GIS)	$ 67,683	$ 16,921	$ 84,604	$ 16,317	$ 4,079	$ 20,396	$ 84,000	$ 21,000	$ 105,000	$ -	$ -	$ -	$ 105,000	$ -	$ 105,000
2500 Management Systems and Travel Demand Modeling	$ 90,244	$ 22,561	$ 112,806	$ 21,756	$ 5,439	$ 27,194	$ 112,000	$ 28,000	$ 140,000	$ -	$ -	$ -	$ 125,000	$ 15,000	$ 140,000
Element 2000 Subtotals	**$ 311,343**	**$ 77,836**	**$ 389,179**	**$ 75,057**	**$ 18,764**	**$ 93,821**	**$ 386,400**	**$ 96,600**	**$ 483,000**	**$ -**	**$ -**	**$ -**	**$ 429,600**	**$ 53,400**	**$ 483,000**
TASK															
3000 - Short and Long Range Transportation Planning Activities															
3100 Regional Multimodal Transportation Planning and Studies	$ 73,485	$ 18,371	$ 91,856	$ 17,715	$ 4,429	$ 22,144	$ 91,200	$ 22,800	$ 114,000	$ -	$ -	$ -	$ 114,000	$ -	$ 114,000
3200 Local Highway Transportation Technical Assistance (LTA)	$ 61,237	$ 15,309	$ 76,547	$ 14,763	$ 3,691	$ 18,453	$ 76,000	$ 19,000	$ 95,000	$ -	$ -	$ -	$ 94,000	$ 1,000	$ 95,000
3300 Bicycle and Pedestrian Plan	$ 61,237	$ 15,309	$ 76,547	$ 14,763	$ 3,691	$ 18,453	$ 76,000	$ 19,000	$ 95,000	$ -	$ -	$ -	$ 95,000	$ -	$ 95,000
3400 2028 Long Range Transportation Plan Phase 2	$ 61,237	$ 15,309	$ 76,547	$ 14,763	$ 3,691	$ 18,453	$ 76,000	$ 19,000	$ 95,000	$ -	$ -	$ -	$ 95,000	$ -	$ 95,000
3500 Road Safety Audits at Multiple Locations	$ 58,014	$ 14,504	$ 72,518	$ 13,986	$ 3,496	$ 17,482	$ 72,000	$ 18,000	$ 90,000	$ -	$ -	$ -	$ 89,000	$ 1,000	$ 90,000
3600 Performance Based Planning	$ 18,693	$ 4,673	$ 23,367	$ 4,507	$ 1,127	$ 5,633	$ 23,200	$ 5,800	$ 29,000	$ -	$ -	$ -	$ 29,000	$ -	$ 29,000
Element 3000 Subtotals	**$ 333,904**	**$ 83,476**	**$ 417,381**	**$ 80,496**	**$ 20,124**	**$ 100,619**	**$ 414,400**	**$ 103,600**	**$ 518,000**	**$ -**	**$ -**	**$ -**	**$ 516,000**	**$ 2,000**	**$ 518,000**
TASK															
4000 - Other Transportation Technical Activities													$ 20,000		
4100 Transit Technical Assistance and Coordination, and Seniors and Individuals with Disabilities Support	$ 12,892	$ 3,223	$ 16,115	$ 3,108	$ 777	$ 3,885	$ 16,000	$ 4,000	$ 20,000	$ -	$ -	$ -		$ -	$ 20,000
4200 BAT Planning, Technical Assistance, and Studies	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 10,000	$ -	$ -	$ 10,000	$ -	$ 10,000
4300 Prioritization Process Pilot Program (PPPP)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 650,000	$ -	$ 475,000	$ 175,000	$ 650,000
4400 Regional Policy Plan (RPP) Consultant Services	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 125,000	$ -	$ 125,000	$ 125,000
Element 4000 Subtotals	**$ 12,892**	**$ 3,223**	**$ 16,115**	**$ 3,108**	**$ 777**	**$ 3,885**	**$ 16,000**	**$ 4,000**	**$ 20,000**	**$ 10,000**	**$ 650,000**	**$ 125,000**	**$ 505,000**	**$ 300,000**	**$ 805,000**
Total of All Elements	**$ 855,684**	**$ 213,921**	**$ 1,069,605**	**$ 206,283**	**$ 51,571**	**$ 257,853**	**$ 1,061,966**	**$ 265,492**	**$ 1,327,458**	**$ 10,000**	**$ 650,000**	**$ 125,000**	**$ 1,752,458**	**$ 360,000**	**$ 2,112,458**

Notes: At least $23,837.38 of the overall budget will be funding Complete Streets activities, per the new federal requirement included in the IIJA. Task 4400 total cost is $125,000, with $100,000 of FHWA De-obligated PL, and $25,000 match from other non-federal sources. The source of the BAT funds is local assessment funds and are contract specific to each planning project.

Table 5: Program Funding Summary

Funding Source	Federal Share	Local/State Funds	Total
FHWA PL	$855,684	$213,921	$1,069,605
FTA 5303	$206,283	$51,571	
BAT*		$10,000	$10,000
FHWA PL De-Obligated**	$100,000	$25,000	$125,000
Other - FHWA PPPP Discretionary Grant***	$650,000		
TOTAL	$1,811,966	$300,492	$2,112,458

* Source of funds are from local assessments
**FHWA PL De-Obligated Funds are requested and approved by MassDOT on a project specific basis.
***FHWA Prioritization Process Pilot Program (PPPP). Approximate Year 2 amount of three year grant.

Table 6: Cost Category Summary

Category	FHWA PL	MassDOT Matching Funds	FTA 5303	MassDOT Matching Funds	BAT	FHWA - PPPP Grant	FHWA De-Obligated PL	FHWA De-Obligated PL Match	Total
Staff Labor	$375,463	$93,866	$90,514	$22,629	$4,596	$218,290	$0	$0	$805,358
Overhead*	$441,545	$110,386	$106,445	$26,611	$5,404	$256,710	$0	$0	$947,100
Consultants	$0	$0	$0	$0	$0	$170,000	$100,000	$25,000	$295,000
Direct Costs	$38,676	$9,669	$9,324	$2,331	$0	$5,000	$0	$0	$65,000
TOTAL	$855,684	$213,921	$206,283	$51,571	$10,000	$650,000	$100,000	$25,000	$2,112,458

* The Negotiated Indirect Cost Rate Agreement (NICRA) with the US Department of the Interior (DOI) is 117.60%

A total of $60,000 is programmed in the FFY 2027 UPWP for direct costs, and $295,000 in consultant costs. Direct expenses greater than $1,000 require approval in advance of the purchase from MassDOT.

Table 7: Budget Reconciliation

Check Item	Amount
Program Funding Summary Total	$2,112,458
Task Budget Total	$2,112,458
Cost Category Total	$2,112,458
Difference	$0

FFY 2027 OLD COLONY UNIFIED PLANNING WORK PROGRAM (UPWP)

APPENDICES

Appendix A
FFY 2026 Old Colony Unified Planning Work Program Endorsement

Appendix B
23 CFR Part 450 Subpart C §450.336 - Self Certifications and Federal Certifications

Appendix C
Estimates of Other Funding Sources, and Other Transportation Planning Activities

Appendix D
Glossary of Terms and Acronyms

Appendix E
Public Review Period and Public Comments

Appendix F
Administrative Modification and Amendments

APPENDIX A - FFY 2027 OLD COLONY UNIFIED PLANNING WORK PROGRAM ENDORSEMENT

OLD COLONY METROPOLITAN PLANNING ORGANIZATION (MPO)

ENDORSEMENT OF
FFY 2027 OLD COLONY UNIFIED PLANNING WORK PROGRAM (UPWP)

This is to certify that the Signatories of the Old Colony Metropolitan Planning Organization, at their Old Colony MPO meeting on June 16, 2026, hereby approve and endorse the FFY 2027 Old Colony Unified Planning Work Program in its entirety for the Old Colony Region, in accordance with the certified 3C Transportation Planning Process.

for

Phillip Eng, Interim Secretary and Chief Executive Officer
Massachusetts Department of Transportation (MassDOT)
Chair, Old Colony Metropolitan Planning Organization (OCMPO)

June 16, 2026
Date

Ex-Officio Non-Voting Members

John Stone, Chairperson
Old Colony Joint Transportation Committee (JTC)

Joi Singh, Massachusetts Division Administrator
Federal Highway Administration (FHWA)

Peter Butler, Region 1 Administrator
Federal Transit Administration (FTA)

APPENDIX B - 23 CFR PART 450 SUBPART C §450.336 - SELF CERTIFICATIONS AND FEDERAL CERTIFICATIONS ENDORSEMENT

Certification of the Old Colony MPO Transportation Planning Process

The Old Colony Metropolitan Planning Organization certifies that its conduct of the metropolitan transportation planning process complies with all applicable requirements, which are listed below, and that this process includes activities to support the development and implementation of the Regional Long-Range Transportation Plan and Air Quality Conformity Determination, the Transportation Improvement Program and Air Quality Conformity Determination, and the Unified Planning Work Program.

1. 23 USC 134, 49 USC 5303, and this subpart.
2. Sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 USC 7504, 7506 (c) and (d) and 40 CFR part 93 and for applicable State Implementation Plan projects.
3. Title VI of the Civil Rights Act of 1964, as amended (42 USC 2000d-1) and 49 CFR Part 21.
4. 49 USC 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity.
5. Section 11101(e) of the Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58) and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in U.S. DOT-funded projects.
6. 23 CFR part 230, regarding implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts.
7. The provisions of the US DOT and of the Americans with Disabilities Act of 1990 (42 USC 12101 et seq.) and 49 CFR Parts 27, 37, and 38.
8. The Older Americans Act, as amended (42 USC 6101), prohibiting discrimination on the basis of age in programs or activities receiving federal financial assistance.
9. Section 324 of Title 23 USC regarding the prohibition of discrimination based on gender.
10. Section 504 of the Rehabilitation Act of 1973 (29 USC 794) and 49 CFR Part 27 regarding discrimination against individuals with disabilities.
11. Anti-lobbying restrictions found in 49 CFR Part 20. No appropriated funds may be expended by a recipient to influence or attempt to influence an officer or employee of any agency, or a member of Congress, in connection with the awarding of any federal contract.

Phillip Eng, Interim Secretary and Chief Executive Officer
Massachusetts Department of Transportation (MassDOT)
Chair, Old Colony Metropolitan Planning Organization (OCMPO)

5/19/26
Date

FFY 2027 OLD COLONY UNIFIED PLANNING WORK PROGRAM (UPWP)

APPENDIX C - OTHER FUNDING SOURCES AND PLANNING STUDIES

The OCPC is a comprehensive planning agency serving communities located in Southeastern Massachusetts. In addition to the range of transportation planning studies and activities described in this report, OCPC performs land use, economic development, elder services, environmental, and comprehensive planning.

Estimates of Other OCPC Funding Sources

1.	Abington Zoning	$ 52,835
2.	Community Septic Management Program	$ 4,800
3.	Economic Development Administration (EDA)	$ 126,634
4.	Executive Office of Aging & Independence (EOAI)	$ 495,000
5.	District Local Technical Assistance (DLTA)	$ 203,705
6.	Green Communities	$ 30,000
7.	Herring Pond Master Plan	$ 98,561
8.	Housing Production Plans (HPP)	$ 94,800
9.	Massachusetts Technology Collaborative's Tech Hub	$ 45,000
10.	NPEB Upper Taunton	$ 140,693
11.	Regional Energy Planning Assistance (REPA)	$ 15,000
12.	TARPA FIFO Augmentation	$ 67,908
13.	Utility Allowances	$ 9,452
14.	WalkMassachusetts	$ 6,500

APPENDIX D - GLOSSARY OF TERMS AND ACRONYMS

List of Acronyms

3C:	Comprehensive, Cooperative, and Continuing Planning Process
ADA:	Americans with Disabilities Act
BAT:	Brockton Area Transit Authority
CAAA:	Clean Air Act Amendments of 1990
CIP:	Capital Investment Plan
CMAQ:	Congestion Mitigation and Air Quality Improvement Program
CMP:	Congestion Management Process
CTGP:	Community Transit Grant Program
DEP:	Department of Environmental Protection
EIR:	Environmental Impact Report
ENF:	Environmental Notification Form
EPA:	Environmental Protection Agency
EV:	Electric Vehicle
FAST ACT:	Fixing America's Surface Transportation Act
FHWA:	Federal Highway Administration
FTA:	Federal Transit Administration
GATRA:	Greater Attleboro-Taunton Regional Transit Authority
GHG:	Greenhouse Gases
GWSA:	Global Warming Solutions Act
HPMS:	Highway Performance Monitoring System
HSIP:	Highway Safety Improvement Program
IIJA:	Infrastructure Investment and Jobs Act (IIJA)
IRI:	International Roughness Index
JTC:	Joint Transportation Committee
LAP:	Language Access Plan
LEP:	Limited English Proficient
LOS:	Level of Service
LRTP:	Long Range Transportation Plan
MCAD:	Massachusetts Commission Against Discrimination
MAP:	Mobility Assistance Program
MARPA:	Massachusetts Association of Regional Planning Agencies
MassDOT:	Massachusetts Department of Transportation
MBTA:	Massachusetts Bay Transportation Authority
MOU:	Memorandum of Understanding
MPO:	Metropolitan Planning Organization
NAAQS:	National Ambient Air Quality Standards
NBIS:	National Bridge Inventory Standards
NFA:	Non-Federal Aid
NFP:	National Freight Program
NHPP:	National Highway Performance Program

NHS:	National Highway System
NOx:	Nitrogen Oxides
O&M:	Operations and Maintenance
P&B:	Plymouth and Brockton Bus Company
PM1:	Safety Performance Measures
PM2:	System Preservation Performance Measures
PM3:	System Performance Measures (Congestion, Reliability, and Emissions)
PMS:	Pavement Management System
POP:	Programming of Projects
PPP:	Public Participation Plan
PRC:	Project Review Committee
PSI:	Pavement Serviceability Index
PTASP:	Public Transit Agency Safety Plan
SGR:	State of Good Repair
SIP:	State Implementation Plan
SMS:	Safety Management System
SOV:	Single Occupant Vehicle
SSCAC:	South Shore Community Action Council
STBG:	Surface Transportation Block Grant Program
TAM	Transit Asset Management
TAMP	Transportation Asset Management Plan
TAN:	Transportation Advisory Network
TAP:	Transportation Alternatives Program
TCM:	Transportation Control Measure
TEC:	Transportation Evaluation Criteria
TERM:	Transit Economic Requirements Model
TIP:	Transportation Improvement Program
TITLE VI:	Title VI of the Civil Rights Act of 1964, 42 U.S.C. 2000d
TMA:	Transportation Management Area
ULB:	Useful Life Benchmark
VMT:	Vehicle Miles Traveled
VOCs:	Volatile Organic Compounds

APPENDIX E - PUBLIC REVIEW PERIOD AND PUBLIC COMMENTS

OLD COLONY
PLANNING COUNCIL

Rebecca Coletta, President | Mary Waldron, Executive Director

(508) 583-1833 | 70 School Street, Brockton, MA 02301 | www.oldcolonyplanning.org

NOTICE OF PUBLIC REVIEW AND COMMENT PERIOD

FFY 2027 OLD COLONY UNIFIED PLANNING WORK PROGRAM (UPWP)

2026 COORDINATED HUMAN SERVICES TRANSPORTATION (CHST) PLAN

Old Colony Planning Council (OCPC) is making the FFY 2027 Old Colony Unified Planning Work Program (UPWP) and the 2026 Old Colony Coordinated Human Services Transportation (CHST) Plan available for a Public Review and Comment. Copies will be available at https://oldcolonyplanning.org and/or upon request. This process will be used as Brockton Area Transit Authority's (BAT) public participation process. BAT, the Federal Transit Administration (FTA) Section 5307(c) applicant, has consulted with the Old Colony Metropolitan Planning Organization (MPO) and concurs that the public involvement process adopted by the MPO for development of the UPWP and CHST Plan satisfies the public hearing requirements that pertain to the development of the Program of Projects for the regular Section 5307, Urbanized Area Formula Program, grant applications including the provisions for public notice and the time established for public review and comment. Public notice of public involvement activities and time established for public review and comments on the UPWP and CHST Plan will satisfy the program of projects (POP) requirements. The public discussion of the UPWP and CHST at meetings of the Old Colony Joint Transportation Committee (JTC) and Old Colony MPO satisfies the Program of Projects (POP) public hearing requirements of the FTA. The comment period will close at 4:00 PM on June 12, 2026.

A public meeting of the Old Colony MPO is scheduled for June 16, 2026 at 10:00 AM.

Please send written comments to:
Charles Kilmer
Old Colony Planning Council
70 School Street, Brockton, MA 02301
ckilmer@ocpcrpa.org

USA TODAY CO.

PO Box 631210 Cincinnati, OH 45263-1210

LocaliQ

AFFIDAVIT OF PUBLICATION

Old Colony Planning Council
70 School ST
Brockton MA 02301-4031

STATE OF MASSACHUSETTS, COUNTY OF NORFOLK

The Patriot Ledger, a newspaper printed and published in the city of Quincy, and of general circulation in the County of Norfolk, State of Massachusetts, and personal knowledge of the facts herein state and that the notice hereto annexed was Published in said newspapers in the issue:

05/20/2026

and that the fees charged are legal.

Sworn to and subscribed before on 05/20/2026

Legal Clerk

Notary, State of WI, County of Brown

8.25.26

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FFY 2027 OLD COLONY UNIFIED PLANNING WORK

LEGAL NOTICE
NOTICE OF PUBLIC REVIEW AND COMMENT PERIOD
FFY 2027 OLD COLONY UNIFIED PLANNING WORK PROGRAM (UPWP)
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wmcnulty@ocpcrpa.org

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70 School ST
Brockton MA 02301-4031

STATE OF MASSACHUSETTS, COUNTY OF PLYMOUTH

The Enterprise, a newspaper printed and published in the city of Brockton, and of general circulation in the County of Plymouth, State of Massachusetts, and personal knowledge of the facts herein state and that the notice hereto annexed was Published in said newspapers in the issue:

05/20/2026

and that the fees charged are legal.

Sworn to and subscribed before on 05/20/2026

Legal Clerk

Notary, State of WI, County of Brown

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My commission expires

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Notary Public
State of Wisconsin

FFY 2027 OLD COLONY UNIFIED PLANNING

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Draft FFY 2027 Old Colony Unified Planning Work Program (UPWP)

Public Comment Matrix

Date	Name	Representation	Comment or Summary	Response
5/27/2026	Old Colony Planning Council (OCPC) Board of Directors	Old Colony Region	The Old Colony Planning Council approved Draft FFY 2027 Unified Planning Work Program (UPWP) as presented in Consent Agenda.	Noted.
6/4/2026	Old Colony Joint Transportation (JTC)	Old Colony Region	The Old Colony Joint Transportation Committee approved the Draft FFY 2027 Unified Planning Work Program (UPWP) as presented.	Noted.
6/4/2026	Christina Mendoza	MassDOT - Office of Transportation Planning	Reviewed and provided MPO Liaison UPWP Review Checklist. Please see attached checklist for detail.	Noted. Thank you for the review and provision of Checklist and Comments. Staff will work to align Final UPWP with provided comments and suggestions.

Comments as of Close of Business (COB) on June 12, 2026

massDOT
Massachusetts Department of Transportation

MPO Liaison UPWP Review Checklist

Completeness

ID			Review Item	Comments	Reference
A1	X	*	Table of Contents is accurate and internally-linked.	Budget Estimates link doesn't work.	✓ -- for use in column B
A2	✓	*	Document has no broken links.		✗ -- for use in column B
A3	✓	*	Document has no text or image placeholders.		
A4	✓	*	Charts, tables, and maps are legible and properly annotated.		
A5	X	*	Document passes an accessible check.	Some issues found including: logical reading order, alt text, etc.	
A6	✓	*	Document is available in relevant languages per the MPO's Title VI Plan.		
A7	✓	*	List of MPO members is current.	Confirm member list is current.	
A8	X	*	Signatory sheet is included and accurate. Update Phillip Eng as Interim Secretary/CEO of MassDOT.	Signatory sheets not icluded. When they are added, ensure the signatory sheets are up-to-date.	
A9	✓	*	Acronyms and partner agency lists are up to date.	One acronym needs an update. See comments in document.	

Narrative

ID			Review Item	Comments	Reference
B1	✓	*	UPWP is comprehensible to the general public.		
B2	✓	*	UPWP refers directly to vision, goals, and objectives from RTP.		
B3	✓	*	UPWP Amendment/Adjustment procedures are explicit and align with latest federal guidance (see MARPA materials)		
B4	✓	*	Governing MOUs between MassDOT, MPO, RTAs, and neighboring MPOs have been reviewed for potential improvements or updates.		
B5	✓		Planning efforts are coordinated with MassDOT modal plans.		
B6	X	*	UPWP includes a narrative summary of overhead rate and how it applies to PL funding schedule	Not seeing a narrative summary of the overhead rate and how it applies to PL funding schedule included.	

UPWP Tasks

ID			Review Item	Comments	Reference
C1	X	*	Individual tasks include detailed scopes, budgets, and schedules.	Schedules need to be updated to FFY 2027	
C2	X	*	Individual tasks outline community beneficiaries.	Not seeing community beneficiaries identified anywhere	
C3	✓		Transit-related tasks are specific.		
C4	✓	*	Includes a task on performance-based planning.		
C5	✓	*	There is a clear link between task and associated performance measures and national planning factors.		
C6	✓	*	Includes a task for an update to any congestion mitigation planning efforts.		
C7	✓	*	UPWP includes a summary of available staff hours.	Staff hours are broken out by percentage.	
C8	✓		Individual tasks anticipate needed staff-hours / consulting resources.		
C9	✓		Tasks from previous UPWPs have been analyzed for past utilization.		
C10	X	*	Direct cost estimates are included by subtask and include information on how the direct cost funding will be used.	Not seeing any specific reference to direct costs per task.	

Impacts Analysis

ID			Review Item	Comments	Reference
D1	✓	*	UPWP includes a geographic equity distribution table showing 2022-2026 and current UPWP-funded studies by municipality and number of tasks		

D2	✓	*	UPWP includes a social equity distribution table of past and current UPWP-funded studies considering Title VI and language access		
D3	✓	*	Public involvement and comment are explicitly documented and in line with MPO's Public Participation Plan.		

* *indicates required by state or federal regulation.*

FFY 2027 OLD COLONY UNIFIED PLANNING WORK PROGRAM (UPWP)

APPENDIX F - ADMINISTRATIVE MODIFICATIONS, ADJUSTMENTS AND AMENDMENTS