

OLD COLONY METROPOLITAN PLANNING ORGANIZATION (MPO)

DRAFT FFY 2024-2028 OLD COLONY TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

TO BE CONSIDERED FOR RELEASE TO PUBLIC REVIEW AND COMMENT
PERIOD BY THE OLD COLONY MPO ON APRIL 18, 2023

PREPARED IN COOPERATION WITH:

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

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1. INTRODUCTION

The Old Colony Metropolitan Planning Organization (Old Colony MPO) is the regional governing body established by federal law to oversee regional transportation planning and recommend the distribution of transportation funds locally. This includes the responsibilities for conducting a “3C” planning process (continuous, cooperative, and comprehensive) for transportation planning in the 17 communities of the region for all modes of travel, including roadways and highways, public transportation, bicycles, pedestrians, connections to air, ferry, and railroads. The Old Colony MPO is responsible for endorsing several Federal certification documents that include the Long-Range Transportation Plan (LRTP), the Transportation Improvement Program (TIP), and the Unified Planning Work Program (UPWP).

The transportation planning area covered by the MPO includes the 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: MassDOT; MassDOT Highway Division; Brockton Area Transit Authority (BAT); Old Colony Planning Council (OCPC); City of Brockton; Town of Plymouth; A Community with a population greater than 14,000; and a community with a population less than 15,000. 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 Old Colony MPO has established a committee of professionals known as the Old Colony Joint Transportation Committee (JTC) to serve as the transportation advisory group to the MPO. The JTC Members consist of representatives of the seventeen 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, Brockton Area Transit Authority, and MassDOT.

1.1 Development of the Transportation Improvement Program

The Old Colony MPO prepares the Transportation Improvement Program (TIP), which is a staging of transportation projects proposed for implementation during federal fiscal years 2024, 2025, 2026, 2027, and 2028. Projects listed in the TIP include those in the Long-Range Element and Short-Range Element of the Old Colony Long Range Transportation Plan (LRTP). The TIP describes the project, provides its projected costs and associated funding sources.

The Old Colony MPO collaborates cooperatively with the communities of the Old Colony Region, Brockton Area Transit (BAT), Massachusetts Department of Transportation (MassDOT) Office of Transportation Planning, Massachusetts Department of Transportation Rail & Transit Division, and Massachusetts Department of Transportation District 5. Projects are selected from the previous TIP, from proposals made by local officials, by members of the Old Colony Joint Transportation Committee (JTC), the Massachusetts Department of Transportation, Brockton Area Transit Authority, and/or the MPO staff itself based on the Long-Range Transportation Plan. Information and data concerning current projects are obtained from MassDOT, Brockton Area Transit Authority, and/or the community responsible for the design of the project. An annual solicitation for projects commences typically in January.

During TIP development, current and proposed projects are evaluated using Transportation Evaluation Criteria (TEC), and recommended to the Old Colony MPO for consideration and determination of a Preferred Set of Projects. Projects are evaluated using the Transportation Evaluation Criteria of Condition, Mobility, Safety and Security, Community Effects and Support, Land Use and Economic Development, and Environmental Effects. The MPO staff uses the Transportation Evaluation Criteria results, as well as readiness information, available funding, and other pertinent information to develop a Draft TIP. The Old Colony MPO releases the Draft TIP for a 21-Day Public Review and Comment Period. Following the 21-Day Public Review and Comment Period, the Old Colony MPO considers the comments received, and then endorses the TIP if there are no significant changes.

1.2 Bipartisan Infrastructure Law (BIL), National Planning Factors, and Performance Based Planning

The Bipartisan Infrastructure Law (BIL) requires MPOs to implement a continuing, cooperative, and comprehensive performance-based multimodal transportation planning process. To meet this requirement, the Old Colony MPO develops the Long Range Transportation Plan and Transportation Improvement Program that facilitate the safe and efficient movement of safe and efficient management, operation, and development of surface transportation systems that will serve the mobility needs of people and freight (including accessible pedestrian walkways, bicycle transportation facilities, and intermodal facilities that support intercity transportation, including intercity bus facilities and commuter van pool providers) and that fosters economic growth and development within and between States and urbanized areas, and take into consideration resiliency needs while minimizing transportation-related fuel consumption and air pollution in all areas of the region.

The BIL continues to emphasize performance-based planning as an integral part of the metropolitan planning process: states are to develop performance goals, guided by the national goals, and then MPOs will work with state departments of transportation to develop MPO performance measures and targets, or adopt the statewide performance measures and targets. The TIP integrates MassDOT's and the MPO's 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.

One desired outcome of performance-based planning is constant quality improvement in project selection and delivery with respect to meeting national goals. If a particular project did not help the plan meet its stated goals, or was more effective than originally thought, that information can inform future decision-making. Done properly, performance-based planning not only improves project selection and prioritization, it also can make a compelling case for the Old Colony MPO's LRTP and why the communities and providers of public transit are invested in its outcome.

The Old Colony MPO develops the TIP with consideration of additional planning activities within the metropolitan area and utilizes a process that provides for the design and delivery of transportation services within the metropolitan planning area. During the development of the LRTP, region specific targets were developed through meetings of a sub-committee and then presented and reviewed by the Old Colony JTC and Old Colony MPO.

The TIP is designed such that once implemented, it makes progress toward achieving the performance

targets. Performance-based planning attempts to make the transportation investment decision-making process both informed and accountable. Projects and services implemented through the TIP will help to achieve the performance targets for Safety (PM1), Bridge and Pavement Condition (PM2), System Performance Measures (PM3), Transit Asset Management (TAM) State of Good Repair (SGR), and Public Transit Agency Safety Plan (PTASP).

Safety Performance Measures and Targets (PM1)

The Old Colony MPO has chosen to adopt the statewide safety performance measure targets set by MassDOT for Calendar Year (CY) 2023. In setting these targets, MassDOT has followed FHWA guidelines by using statewide crash data and Highway Performance Monitoring System (HPMS) data for vehicle miles traveled (VMT) in order to calculate 5 year, rolling average trend lines for all FHWA-defined safety measures.

Due to higher rates of speeding caused by decreased vehicle miles traveled (VMT) amid pandemic shutdowns in 2020 and the lingering impacts in 2021, 2020 and 2021 fatalities and serious injuries increased relative to previous years. This increase means MassDOT was unable to use a pure trendline approach to set CY2023 targets that “demonstrate constant or improved performance” as required by the Infrastructure Investment and Jobs Act (IIJA). Rather than adopt a target that depicts an increase in the trend line, MassDOT developed targets by projecting 2022 and 2023 fatalities and serious injuries numbers based on a rate of change consistent with recent trends. This methodology was developed to project a future downward trend without the it being significantly influenced by the lingering impacts of the pandemic.

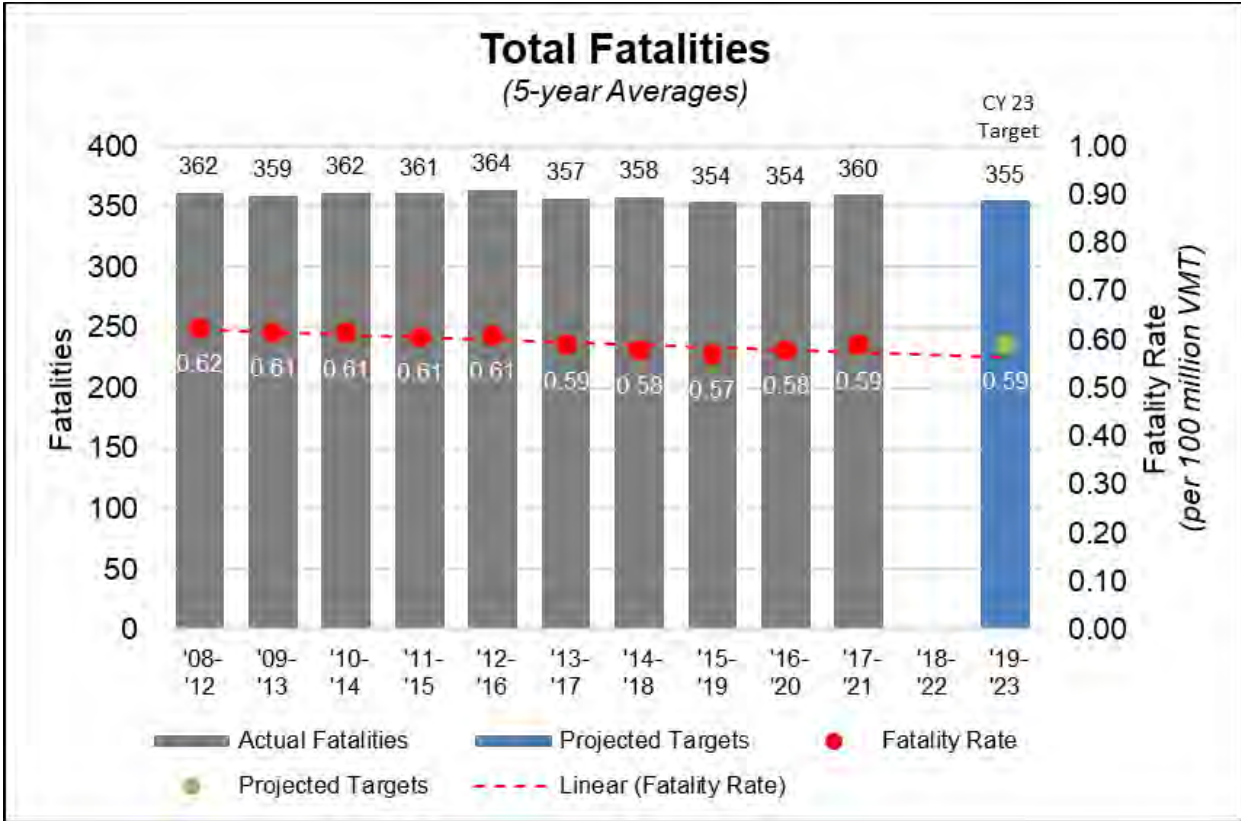
In recent years, MassDOT and the Old Colony MPO have invested in “complete streets,” bicycle and pedestrian infrastructure, intersection and safety improvements in both the Capital Investment Plan (CIP) and Statewide Transportation Improvement Program (STIP) to address increasing mode share and to incorporate safety mitigation elements into projects. Moving forward, the Old Colony MPO, alongside MassDOT, is actively seeking to improve data collection and methodology for bicycle and pedestrian VMT counts and to continue analyzing crash clusters and crash counts that include both motorized and non-motorized modes in order to address safety issues at these locations.

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

The safety measures MassDOT has established for CY 2023, and that the Old Colony MPO has adopted, are as follows:

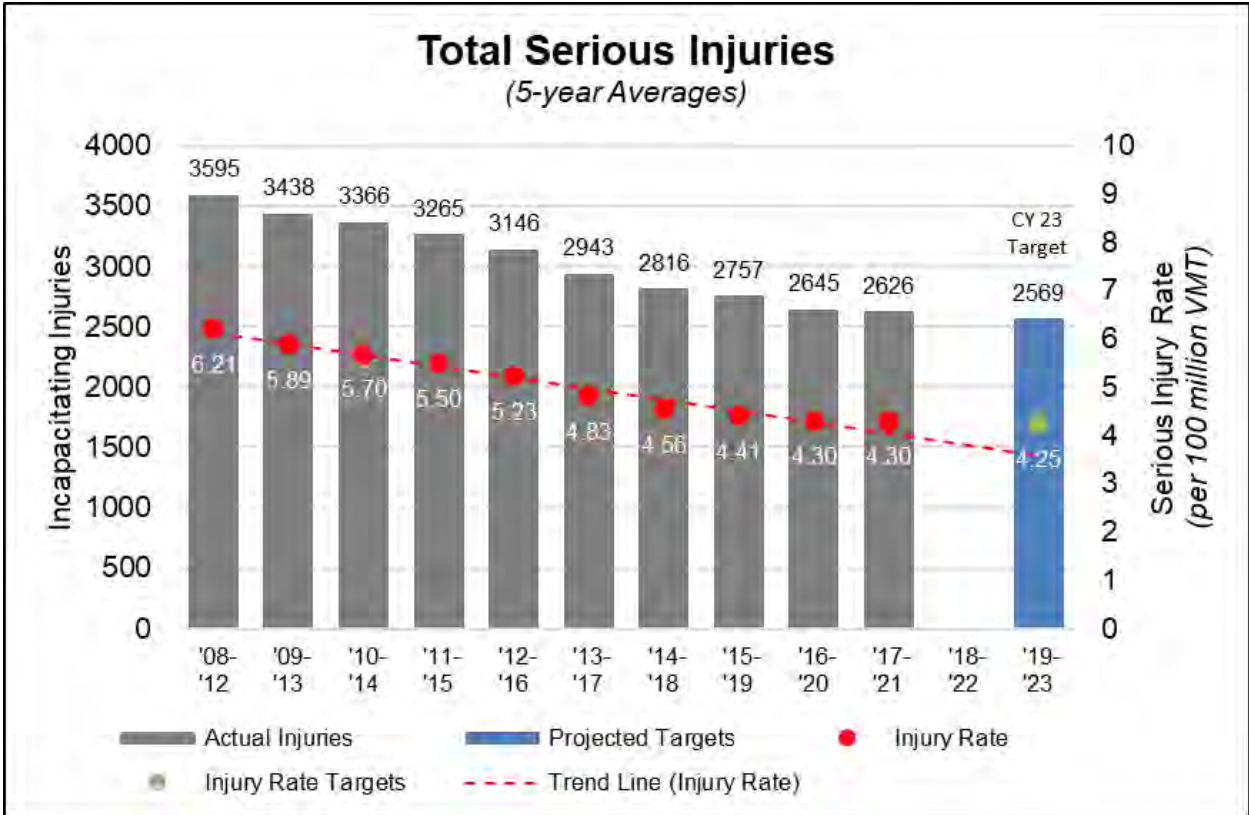
- 1) Fatalities: The target number of fatalities for years CY 2023 is 355, down from an average of 360 fatalities for the years 2017-2021 [See Figure X for Our MPO vs. statewide comparison of the trend for this performance measure]
- 2) Rate of Fatalities per 100 million VMT: The target fatality rate for years CY 2023 is 0.59, equivalent to the 0.59 average for years 2017-2021. [See Figure X for Our MPO vs. statewide comparison of the trend for this performance measure]

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

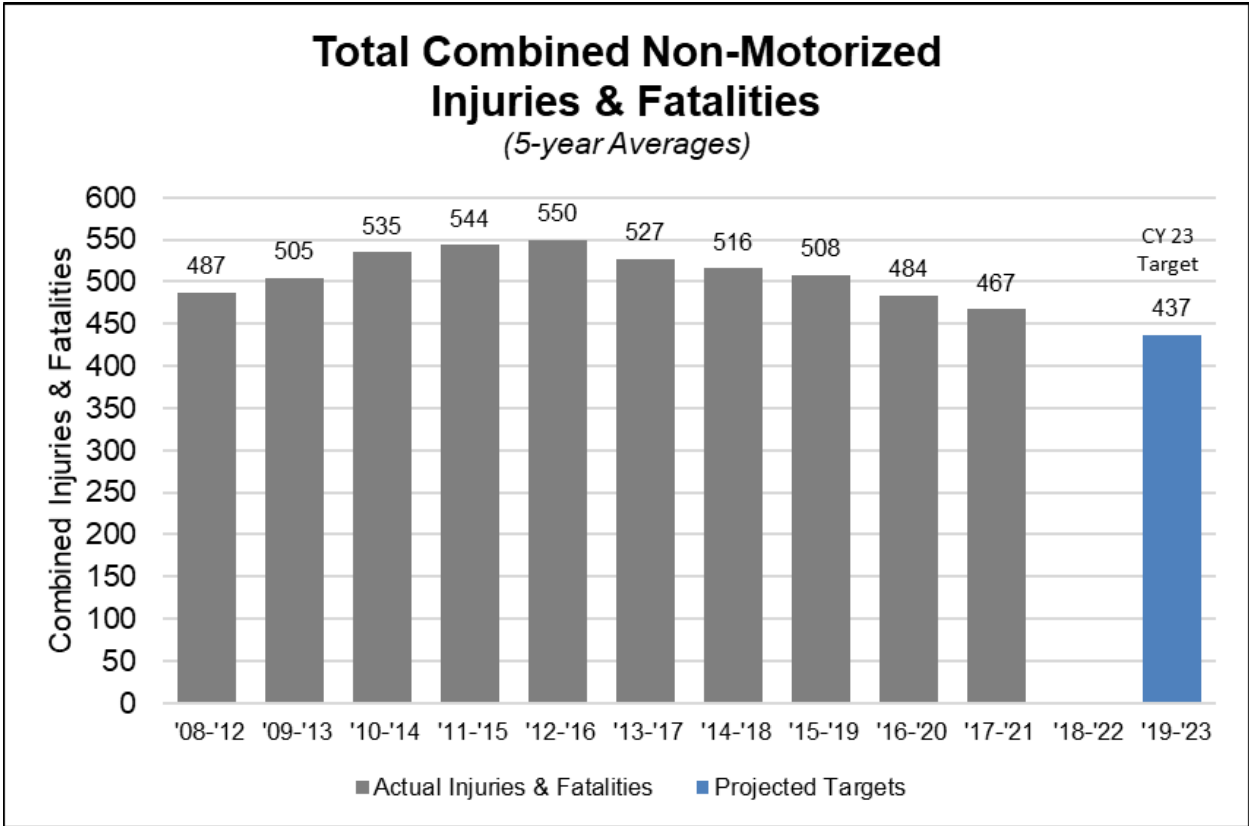


3) Serious Injuries: The target number of incapacitating injuries for CY 2023 is 2,569, down from the average of 2,626 for years 2017-2021 [See Figure X for Our MPO vs. statewide comparison of the trend for this performance measure]

4) Rate of Incapacitating Injuries per 100 million VMT: The incapacitating injury rate target for CY 2023 is 4.25 per year, down from the 4.30 average rate for years 2017-2021. [See Figure X for Our MPO vs. statewide comparison of the trend for this performance measure]



5) Total Number of Combined Incapacitating Injuries and Fatalities for Non-Motorized Modes: The CY 2023 target number of fatalities and incapacitating injuries for non-motorists is 437 per year, down from an average of 467 for years 2017-2021 [See Figure X for Our MPO vs. statewide comparison of the trend for this performance measure]



System Preservation Performance (PM2)

The Old Colony MPO has chosen to adopt the 2-year (2024) and 4-year (2026) statewide bridge and pavement performance measure targets set by MassDOT. MassDOT was required to adopt a statewide target by December 16th, 2022. In setting these targets, MassDOT has followed FHWA guidelines by measuring bridges and pavement condition using the 9-point National Bridge Inventory Standards (NBIS); the International Roughness Index (IRI); the presence of pavement rutting; and the presence of pavement cracking. 2-year and 4-year targets were set for six individual performance measures: percent of bridges in good condition; percent of bridges in poor condition; percent of Interstate pavement in good condition; percent of Interstate pavement in poor condition; percent of non-Interstate pavement in good condition; and percent of non-Interstate pavement in poor condition. All of the above performance measures are tracked in greater detail in MassDOT’s 2022 Transportation Asset Management Plan (TAMP).

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

Performance targets for pavement-related performance measures were based on a single year of data collection, and thus were set to remain steady under the guidance of FHWA. These measures are to be revisited at the 2-year mark (2024), once three years of data are available, for more informed target setting.

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

Performance Measure	Current (2021)	2-year target (2024)	4-year target (2026)
Bridges in good condition	16%	16%	16%
Bridges in poor condition	12.2%	12%	12%
Interstate Pavement in good condition	71.8%	70%	70%
Interstate Pavement in poor condition	0.0%	2%	2%
Non-Interstate Pavement in good condition		30%	30%
Non-Interstate Pavement in poor condition		5%	5%

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

The Old Colony MPO has chosen to adopt the 2-year (2024) and 4-year (2026) statewide reliability, congestion, and emissions performance measure targets set by MassDOT. MassDOT was required to adopt a statewide target by December 16, 2022, with MPOs either adopting the statewide target or establishing their own by June 2023.

MassDOT followed FHWA regulation in measuring Level of Travel Time Reliability (LOTTTR) on both the Interstate and non-Interstate NHS as well as Truck Travel Time Reliability (TTTR) on the Interstate system using the National Performance Management Research Dataset (NPMRDS) provided by FHWA. These performance measures aim to identify the predictability of travel times on the roadway network by comparing the average travel time along a given segment against longer travel times. For LOTTTR, the performance of all segments of the Interstate and of the non-Interstate NHS are defined as either reliable or unreliable based on a comparison between the 50th percentile travel time and the 80th percentile travel time, and the proportion of reliable segments is reported. For TTTR, the ratio between the 50th percentile travel time and the 90th percentile travel time for trucks only along the Interstate system is reported as a statewide measure.

The Old Colony MPO is an agency whose planning area includes communities in the Boston Urbanized Area (UZA), and as a signatory to the 2018 Boston UZA Memorandum of Understanding (Boston UZA MOU)—has also adopted 2-year (2024) and 4-year (2026) Boston UZA-wide congestion performance measure targets. These performance measures are the percentage of non-single occupancy vehicle (SOV) travel and the Peak Hour Excessive Delay (PHED). Targets were developed in coordination with state Departments of Transportation and neighboring MPOs with planning responsibility for portions of the Boston UZA.

The percentage of non-SOV travel is approximated using the U.S. Census Bureau's American Community Survey (ACS) Journey-to-Work data. This metric is based on the percentage of people commuting to

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work using a mode other than a single occupancy vehicle. In the Boston UZA, the proportion of non-SOV travel has been steadily increasing and is projected to continue increasing at a rate of 1.4% annually.

PHED is measured by totaling the number of hours spent in excessive delay (defined as travel time at 20 miles per hour or at 60% of the posted speed limit, whichever is greater) in peak hours (between 6:00am and 10:00am, and between 3:00pm and 7:00pm) divided by the total UZA population. For this reporting period, targets are proposed considering the uncertainty of the trend post-pandemic and follow a trendline approach similar to TTR measures. In the Boston UZA, the 2024 target is set at a realistic 24, while the 2026 target of 22 is proposed to establish an improving target and one that is below pre-pandemic numbers.

Emissions reduction targets are measured as the sum total of all emissions reductions anticipated through CMAQ-funded projects in non-attainment or air quality maintenance areas (currently the cities of Lowell, Springfield, Waltham, and Worcester, and the town of Oak Bluffs) identified in the Statewide Transportation Improvement Program (STIP). This anticipated emissions reduction is calculated using the existing CMAQ processes.

Measure	Current (2021)	2-year (2023)	4-year (2025)
Interstate LOTTR	84.2%	74.0%	76.0%
Non-Interstate LOTTR	87.2%	85.0%	87.0%
TTR	1.61	1.80	1.75
PHED (Boston UZA)	18.0	24.0	22.0
PHED (Springfield UZA)	6.2	6.5	6.0
PHED (Worcester UZA)	6.8	7.0	5.0
% non-SOV (Boston UZA)	36.9%	38.8%	39.8%
% non-SOV (Springfield UZA)	21.5%	22.2%	22.2%
% non-SOV (Worcester UZA)	23.4%	25.4%	26.1%
Emissions Reductions: PM2.5			
Emissions Reductions: NOx	0.490	0.000	0.000
Emissions Reductions: VOC	0.534	0.000	0.000
Emissions Reductions: PM10			
Emissions Reductions: CO	6.637	0.354	0.354

Transit System Asset (TAM) Condition Performance Measures and Targets

Table 4 lists a set of federally required infrastructure condition performance measures for transit systems along with BAT's Performance Targets. These transit asset management (TAM) measures, which focus on a specific subset of all transit assets, were established in the FTA's TAM Rule. Brockton Area Transit presented this information along with supporting documentation to the Old Colony MPO in September 2020. The Old Colony MPO has adopted BAT's FY 2022 Brockton Area Transit Authority Transit Asset

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Management (TAM) State of Good Repair Targets in their entirety and as their own and for the Old Colony Region, in accordance with the certified 3C Transportation Planning Process. The Old Colony MPO will continue to assist BAT in striving towards achieving these targets through our project prioritization process and with our evaluation criteria, which considers asset condition an important factor in the selection process. Within the 2024-2028 Transit TIP, projects include the purchase of support vehicles and new buses (35' & 40'). By purchasing the new support vehicles and buses, BAT will maintain their rolling stock in excellent condition and meet the performance targets within the TAM Plan.

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

Performance Targets by Asset Category						
Category	Class	Metric	Performance Target for FY 2022	Total Number of Vehicles	# of Vehicles that exceed ULB - FY 2021	% of Fleet that exceed ULB - FY 2021
Rolling Stock	Buses	X% of fleet that exceeds default ULB of 14	8.00%	46	1	2.17%
	Cutaway Buses	X% of fleet that exceeds default ULB of 10	25.00%	4	1	25.00%
	Vans	X% of fleet that exceeds default ULB of 8	13.00%	58	10	17.24%
Equipment	Non-Revenue Service Vehicle	X% of non-revenue service vehicles that exceeds default ULB of 8	35.00%	3	1	33.33%
	Non-Revenue Service Truck	X% of non-revenue service vehicles that exceeds default ULB of 8	40.00%	8	3	37.50%
Facilities	Admin/Maintenance Facility	X% of facilities rated under 3.0 on Term scale	0.00%	3	0	0.00%

FTA defines ULB as “the expected lifecycle of a capital asset for a particular transit provider’s operating environment, or the acceptable period of use in service for a particular transit provider’s operating environment.” For example, FTA’s default ULB value for a bus is 14 years. FTA’s Transit Economic Requirements Model (TERM) scale, which pertains to the facilities measure, is a rating system that describes asset condition. The scale values are 1 (poor), 2 (marginal), 3 (adequate), 4 (good), and 5 (excellent). Because each measure is intended to represent the share of transit assets that are not in a state of good repair, the goal is to minimize the value for all four measures. FTA grantees, including transit agencies and agency sponsors, such as MassDOT, are required to develop targets for these TAM measures each fiscal year. MPOs, in turn, are required to set targets for their regions. BAT submitted agency-level targets for state fiscal year (SFY) 2022 (July 2021 through June 2022) to the Old Colony MPO. Their targets

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reflect the most recent data available on the number, age, and condition of their assets, and their expectations and capital investment plans for improving these assets during SFY 2022.

Public Transit Agency Safety Plan (PTASP) Performance Measures and Targets

The Public Transportation Agency Safety Plan (PTASP) details the safety processes and procedures for the Brockton Area Transit Authority (BAT). This plan utilizes existing agency safety practices and best practices to be implemented to meet the new regulation set in 49 CFR Part 673 of the federal guidelines and was provided to Old Colony Planning on September 15, 2020.

The PTASP includes formal documentation to guide the agency in initiative-taking safety management policy, safety risk management, safety assurance, and safety promotion. The goal is to provide management and labor a comprehensive, collaborative approach to managing safety. The plan includes the process and schedule for an annual review to evaluate the safety performance measures and update processes to continuously improve the organization’s safety practices.

BAT has developed and approved performance targets based on the safety performance measures established under the National Public Transportation Safety Plan. The targets in Table 5 are based on the review of the previous five years of BAT’s safety performance data.

**Table 5
Brockton Area Transit Authority Safety Performance Measures and Targets**

Safety Performance Targets							
Mode of Transit Service	Fatalities (Total)	Fatalities (Rate)	Injuries (Total)	Injuries (Rate)	Safety Events (Total)	Safety Events (Rate)	System Reliability (Miles between Major Failure)
Fixed Route	0	0	10	7.6	6	4.6	20,000
Demand Response	0	0	4	5.9	4	5.9	30,000

On November 17, 2020, the Old Colony MPO adopted BAT’s Safety Performance Measures and Targets in their entirety and as their own and for the Old Colony Region, in accordance with the certified 3C Transportation Planning Process. The Old Colony MPO will continue to assist BAT in striving towards achieving these targets through our project prioritization process and with our evaluation criteria, which considers safety an important factor in the selection process. Similar to BAT’s TAM Plan, new bus and support vehicle purchases included in the FFY 2024-202 Transit TIP is also anticipated to help reach the safety targets listed in the PTASP. The new buses and support vehicles will replace the older vehicles and they are expected to be more reliable and safer on the roadways. In addition, the purchasing of support equipment and associated capital maintenance item will assist in the repair of the older vehicles.

1.3 Transportation Funding Programs

The major sources of TIP funding are the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and MassDOT. The United States Congress authorizes federal funding for these transportation projects through federal legislation. For highways and mass transportation, the most recent authorization was the Bipartisan Infrastructure Law (BIL) (2022). Federal funding received from BIL

is allocated to different funding programs. State funds are also a key component for transportation purposes.

Highway Funding Programs

- **National Highway Performance Program (NHPP)** provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a state's asset management plan for the NHS.
- **National Highway Freight Program (NHFP) Program** provides funds for projects that improve efficient movement of freight on the National Highway Freight Network (NHFN).
- **Surface Transportation Block Grant Program (STBG)** provides flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals.
- **Congestion Mitigation and Air Quality Improvement Program (CMAQ)** provides flexible funding for transportation projects and programs to help meet the requirements of the Clean Air Act.
- **Highway Safety Improvement Program (HSIP)** is a core Federal-aid program with the purpose to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned roads and roads on tribal land.
- **Transportation Alternatives Program (TAP)** provides funds for a variety of activities related to improving transportation assets, including on- and off- road pedestrian and bicycle facilities, environmental mitigation, and creating or improving recreational trails projects.
- **Carbon Reduction Program (CRP):** The Bipartisan Infrastructure Law (BIL) establishes the Carbon Reduction Program (CRP), which provides funds for projects designed to reduce transportation emissions, defined as carbon dioxide (CO₂) emissions from on-road highway sources.
- **RAISE Discretionary Grants (RAISE):** RAISE discretionary grants, which were originally created under the American Recovery and Reinvestment Act as TIGER grants, can be used for a wide variety of projects.
- **Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Program** provides In addition to formula grants to States, \$1.4 billion in competitive grants to eligible entities to increase the resilience of our transportation system. PROTECT Grants will support planning, resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure.
- **Streets for All (ss4A) Program:** The [Bipartisan Infrastructure Law](#) (BIL) established the new Safe Streets and Roads for All (SS4A) discretionary program with \$5 billion in appropriated funds over 5 years. The SS4A program funds **Safe** regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries

- **Reconnecting Communities Pilot (RCP) Program:** The [Bipartisan Infrastructure Law \(BIL\)](#) established the new Reconnecting Communities Pilot (RCP) discretionary grant program, funded with \$1 billion over the next 5 years. It is the first-ever Federal program dedicated to reconnecting communities that were previously cut off from economic opportunities by transportation infrastructure. Funding supports planning grants and capital construction grants, as well as technical assistance, to restore community connectivity through the removal, retrofit, mitigation, or replacement of eligible transportation infrastructure facilities.
- **Bridge Replacement and Rehabilitation Program** provides funds for rehabilitation and replacement of any bridge on a public road. Bridges on the federal-aid system or off the federal-aid system are eligible for these funds.
- **Non-Federal Aid (NFA)** contains all projects not receiving federal funds. Various categories of state funding are included in this group such as bikeways, State Aid (Chapter 90), MassWorks, highway construction, and maintenance.

Transit Funding Programs

- **Section 5307** provides funds to urbanized areas and to governors for transit capital and operating assistance in urbanized areas and for transportation-related planning. An urbanized area is an incorporated area with a population of 50,000 or more that is designated as such by the U.S. Department of Commerce, Bureau of the Census.
- **Section 5310** provides funds to enhance the mobility for seniors and persons with disabilities by providing funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act (ADA) complementary paratransit services.
- **Section 5311** provides capital, planning, and operating assistance to states to support public transportation in rural areas with populations of less than 50,000, where many residents often rely on public transit to reach their destinations.
- **Section 5339** provides funding to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities including technological changes or innovations to modify low or no emission vehicles or facilities.
- **Community Transit Grant Program (CTGP)** awards funds to help meet the transportation and mobility needs of seniors and people with disabilities. The annual competitive program distributes Federal Transit Administration Section 5310: Enhanced Mobility of Seniors & Individuals with Disabilities funds and State Mobility Assistance Program (MAP) funds.

1.4 Public Participation, Coordination, and Consultation

Transportation planning is one component of the Continuing, Cooperative, and Comprehensive performance-based multimodal transportation planning process that includes land use/ growth management, housing, open space and recreation, economic development, historic preservation, and water quality. It is important that these potentially conflicting elements be consistent with one another to facilitate the efficient movement of people and goods in the region. The first step in obtaining consistency is the coordination and consultation with appropriate agencies and groups on existing

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

An underlying principle of the metropolitan planning process is public participation, coordination, and consultation with agencies and groups. The FFY 2024-2028 Transportation Improvement Program was developed in accordance with the Public Participation Plan (PPP) for the Old Colony Region. The PPP defines a process for providing individuals, affected public agencies, representatives of public transportation employees, public ports, freight shippers, providers of freight transportation services, private providers of transportation (including intercity bus operators, employer-based commuting programs, such as carpool program, vanpool program, transit benefit program, parking cash-out program, shuttle program, or telework program), representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process. The hybrid public participation process continued and utilized a virtual and digital mode. Meetings of the Joint Transportation Committee and the Metropolitan Planning Organization have continued via virtual meetings, dissemination of information via email, website, and newsletters has continued, and staff has remained reachable for questions and comments via telephone and email. Staff has also had some in person project specific meeting. Legal advertisements notifying the public of the availability of the Draft TIP and the ability to comment have continued.

Brockton Area Transit Authority, the FTA Section 5307(c) applicant, has consulted with the Old Colony Metropolitan Planning Organization and concurs that the public involvement process adopted by the MPO for development of the TIP satisfies the public hearing requirements that pertain to the development of the Program of Projects (POP) for the regular Section 5307, Urbanized Area Formula Program, grant applications including the provisions for public notice and the time established for public review and comment. The public discussion of the Transportation Improvement Program at Old Colony JTC, Old Colony MPO, and transportation meetings satisfies the Program of Projects (POP) public hearing requirements of the Federal Transit Administration.

As such, Brockton Area Transit utilizes the Old Colony MPO's public participation process as its public participation process. The public discussion of the Transportation Improvement Program at Old Colony JTC, Old Colony MPO, and transportation meetings satisfies the Program of Projects (POP) public hearing requirements of the Federal Transit Administration.

Public participation in the TIP development process is welcomed and encouraged. The TIP is posted on the Old Colony Planning Council Website. The public can participate in the development of the TIP by attending meetings of the JTC, MPO, and OCPC, contacting the staff for information or individual meetings, reviewing, and commenting on draft TIPs. To ensure that there is equity in the distribution of transportation resources and that there is reasonable access to the planning process, the Old Colony MPO continually conducts Title VI and Environmental Justice planning for the Old Colony Region. The overall engagement methodology is described in the following sections.

The Old Colony MPO consults with agencies and officials responsible for other planning activities within the metropolitan planning area that are affected by transportation (including State and local planned growth, economic development, tourism, natural disaster risk reduction, environmental protection, airport operations, or freight movements) or coordinate its planning process (to the maximum extent practicable) with such planning activities.

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Staff utilized a diverse methodology for coordination, consultation, and engaging the public to the maximum extent possible in the development of the TIP. The methodology is as follows:

- Old Colony Metropolitan Planning Organization - The MPO provided continual oversight of the TIP development and project programming and has the responsibility of ultimately endorsing the TIP. Monthly meetings took place on the third Tuesday of the month.
- Old Colony Joint Transportation Committee - Functioning as the advisory committee to the Old Colony MPO and Old Colony Planning Council, this committee assists with the identification of transportation deficiencies and provides regular input and review of TIP products. The Committee consists of superintendents and or directors of highway department of public works, town planners, engineers, etc.
- Old Colony Planning Council (OCPC) - The Old Colony Planning Council discusses the TIP development and provides both planning and policy guidance at regularly scheduled OCPC Board of Directors meetings.
- Transit Providers - MPO staff seeks input regarding transit needs and projects from the Brockton Area Transit Regional Transit Authority, Greater Attleboro-Taunton Regional Transit Authority (GATRA), MBTA, and the South Shore Community Action Council (SSCAC).
- Coordination and consultation activities - Coordination and consultation, and/or information dissemination activities take place with multiple agencies and groups. As such, these coordination and consultation activities may take place with: Brockton Area Transit, Cape Verdean Association of Brockton, Chief Elected Officials, Departments of Public Works and Highway Departments, Massachusetts Department of Transportation, Greater Attleboro Taunton Transit Authority, Massachusetts Department of Transportation District 5, MBTA, Metro South Chamber of Commerce, NAACP, Plymouth and Brockton (P&B), Plymouth Area Chamber of Commerce, Plymouth County Development Council, South Shore Chamber of Commerce, and South Shore Community Action Council.
- Transportation Advisory Network (TAN) - The TAN Outreach Contact List consists of over 200 members. Members include chief elected officials, legislators, planning boards, Massachusetts Department of Transportation, Federal Highway Administration, Federal Transit Administration, transit providers, minority groups, city and town clerks, media outlets, and transportation officials. The objective is to provide continuing outreach to a wide network. Council staff provides announcements of product availability, upcoming events, and meetings associated with the TIP to the TAN. The TAN Outreach Contact List is shared with MassDOT-Office of Transportation Planning, and MassDOT-Office of Diversity and Civil Rights.
- Media Outlets - Staff utilizes media outlets to solicit public comment, advertise meetings, and advertise TIP availability. Examples of media outlets are 95.9 WTD, the Brockton Enterprise, the Ojornal, and the Patriot Ledger.
- Copies of the Draft TIP are posted on the OCPC website and are provided upon request via email and direct mail. As such, reasonable access, and opportunities to review the Draft TIP are provided.

- 21-Day Public Review Period - During the public review period for the Draft TIP, copies are available, and their availability are advertised using multiple media outlets and the TAN. During the period, public meetings were held, and the staff was available to discuss the Draft TIP with the public upon request.

Environmental Justice and Social Equity

Environmental Justice (EJ) is an important part of the planning process and is considered in all phases of planning. A truly integrated and effective planning process actively considers and promotes environmental justice within projects and groups of projects, across the total plan, and in policy decisions. All reasonably foreseeable adverse social, economic, and environmental effects on minority populations and low-income populations must be identified and addressed. There are three fundamental Environmental Justice principles:

- To avoid, minimize, or mitigate disproportionately high and adverse human health or environmental effects, including social and economic effects, on minority populations and low-income populations.
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority populations and low-income populations.

Public involvement is an integral part of transportation planning and project development decision-making. The U.S. DOT Order (5610.2) on Environmental Justice directs the provision for minority populations and low-income populations greater access to information on and opportunities for public participation in matters that may affect human health and the environment.

Effective public involvement in the planning process and the project-development process can alert State and local agencies about environmental justice concerns so that they do not result in surprises during the project-development stage. Continuous interaction between community members and transportation professionals is critical to successfully identify and resolve potential Environmental Justice concerns.

The Old Colony MPO has public-involvement procedures established that provide for consideration of Environmental Justice. These procedures provide an inclusive, representative, and equal opportunity for communication resulting in appropriate action that reflects this public involvement. Environmental Justice is considered in all aspects of planning and project decision-making, including the design of both the public-involvement plan and the proposed facility. Detailed information on these procedures is included in the Old Colony Public Participation available [for access here](#).

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

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Examinations of potential benefits and burdens because of the implementation of the TIP were conducted. Examples of benefits considered were mobility, accessibility, infrastructure condition, environment, reliability, safety, security, load factors, efficiency, and consultation with riders in improving bus services to the transit dependent. While examples of burdens considered were: air, noise, and water pollution and soil contamination, destruction or disruption of community cohesion or a community's economic vitality, destruction or disruption of the availability of public and private facilities and services, adverse employment effects, displacement of persons, businesses, farms, or nonprofit organizations, increased traffic congestion, isolation, exclusion, or separation of minority or low-income individuals within a given community or from the broader community, and the denial of, reduction in, or significant delay in the receipt of, benefits of programs, policies, or activities.

An assessment of the benefits and burdens of the Transportation Improvement Program was completed to identify all regionally significant projects constructed and/or programmed in the Old Colony Transportation Improvement Program during the period of 2003 - 2027. Constructed projects funded through the TIP were included to provide a benchmark of investments. The constructed projects were compiled and then the staff analyzed the location of these improvements relative to Environmental Justice Communities. Environmental Justice Communities in the Old Colony MPO Region are Brockton, Easton, Plymouth, Stoughton, and Whitman.

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

- Contains a Block group whose annual Median Household Income is equal to or less than 65 percent of the Massachusetts Median Household Income of \$85,843 (\$56,220 in 2019); or
- 25% or more of the residents identify as a race other than white; or
- 25% or more of households have no one over the age of 14 who speaks English only or very well - English Isolation.

Regionally, it was determined that 37 percent of the identified improvement projects, representing approximately 27.5 percent of the identified investment dollars on the FFY 2024-2028 TIP are in EJ communities. The percentage of investment approximates the 35.0 percent of the region's population identified as living in EJ communities. Non-mappable projects, such as transit vehicle replacements or rehabilitations, and other non-location-specific projects are not included in this analysis. While about 40.0 percent of the projects that are not located directly within an EJ community, these projects are of key regional significance, such as bridges and limited access highway improvements. These improvements benefit the region, and provide access to many key employment centers, including downtown Brockton and regional commercial and employment destinations.

**Table 6
Investment Value of TIP Projects 2024-2028 (Projects Planned)**

Type	Population Represented in EJ Communities (2020)	Percent Population Represented	TIP Project Investment*	Percentage of Projects by Total Investment (\$)
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Within EJ Communities	137,634	35.0%	\$49,452,192	27.5%
Outside EJ Communities	255,615	65.0%	\$130,356,994	72.5%
Totals	393,249	100.0%	\$179,809,186	100%

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

The Old Colony MPO undertook further analysis to determine the level of investments during the period of 2003-2022 through previous Transportation Improvement Programs. From that analysis, it was concluded that 58.9 percent of the identified improvement projects, representing approximately 62.1 percent of the identified investment dollars allocated during the TIP years of 2003-2022 are in EJ communities. The percentage of investment dollars exceed the 35.0 percent of the region’s population identified as living in EJ communities.

Table 7

Investment Value of TIP Projects 2003 - 2022 (Projects Implemented)

Type	Population Represented in EJ Communities (2020)	Percent Population Represented	TIP Project Investment*	Percentage of Projects by Total Investment (\$)
Within EJ Communities	137,634	35.0%	\$163,553,494	62.1%
Outside EJ Communities	255,615	65.0%	\$99,987,231	37.9%
Totals	393,249	100.0%	\$263,540,725	100%

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

The first step towards understanding the profile of individuals that could participate in the transportation planning process and reside in community that is a recipient of TIP project funding is a review of U.S Census data. Table 8 displays the number of individuals who are Limited English Proficient (LEP). For our planning purposes, we are considering people that speak English “not well” or “not at all.”

Table 8, derived from the 2018 US Census American Community Survey, shows the number and percent of persons who are five (5) and older, regarding their English language skills, for the communities within the MPO area and several adjacent municipalities. It should be noted that the U.S. Census has changed how it collects data on the number of LEP individuals in each area. In years past, the U.S. Census collected LEP data down to the census block level, but due to privacy concerns, the U.S. Census no longer gets as granular in its LEP data collection efforts. In the case of the Old Colony Region, LEP data is collected on the community level, and with some communities, LEP information is provided only on a multi-community level.

As seen in the Table 8, approximately 9% of the MPO area population is not proficient in English. The highest concentration of LEP individuals is in the community grouping of Duxbury, Kingston, Marshfield, Plymouth, and Situate at 18%. While the combined communities of Avon, Brockton, and Stoughton have the second concentration of LEP persons at 17% and receive 43% of the projects in FFY 2024-2028 TIP.

Table 8

Investment Value of TIP Projects and Limited English Proficient (LEP) 2012-2028 (Projects Planned)

Community Grouping	2018 Population of 5 Years or Older	Number of LEP Persons	Percentage of LEP Persons	Number of TIP Projects, 2012 through 2028	Percentage of Total Projects	TIP Project Expenditures, 2012 through 2028 (\$)
Avon, Brockton, and Stoughton	120,300	20,882	17%	19	44%	\$74,145,592
Abington, Bridgewater, East Bridgewater, Easton, Rockland, Whitman, and West Bridgewater	115,811	2,869	2%	13	30%	\$51,413,438
Halifax, Hanover, Hanson, Pembroke, and Plympton	106,948	1,121	1%	7	16%	\$43,231,600
Duxbury, Kingston, Marshfield, Plymouth, and Scituate	87,514	15,781	18%	4	9%	\$23,172,279
Totals	430,573	40,653	9%	43	100%	\$191,962,909

LEP Source: 2018 ACS 5 year B16001 LEP Languages

From the examination of benefits and burdens, it is the determination that no projects implemented because of the TIP will result in adverse impacts to the Environmental Justice Areas in the Old Colony region.

As such, from the review, it may be concluded from the public investment and involvement in the regional transportation planning process and the resultant FFY 2024-2028 Transportation Improvement Program and previous TIPs (dating back to 2003) demonstrate that the benefits of the regional transportation planning process are afforded equitably to both EJ and Non-EJ communities. Given this equitable distribution and investment, it is finding of the Old Colony MPO that the Low-income and minority populations are not disproportionately impacted and are beneficiaries of the transportation planning process and project implementation in the Old Colony Region.

As such, the Old Colony MPO continues to collaborate with our regional partners in the advancement of environmental justice principles throughout the regional planning process. Such analyses will be conducted annually and included in the endorsed TIP.

2. HIGHWAY AND BRIDGE PROJECT LISTING BY COMMUNITY

2.1 Prioritization and Transportation Evaluation Criteria

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

- Financial feasibility of project
- Local and regional support for the project
- Need for project to be implemented (safety, congestion, etc.)
- Project has been derived from the Management Systems (Congestion, Safety, and Pavement)
- Project has Project Review Committee (PRC) approval and/or a MassDOT ID

- Project must have reasonable progress in design, permitting, and right-of-way, etc., to ensure that the project can be implemented in the active year
- Project implementation will assist with making progress towards achievement of adopted performance measures and targets
- Results of Annual TIP Readiness Day
- Results of Transportation Evaluation Criteria

Transportation Evaluation Criteria (TEC)

With transparency and reasonableness in mind, in 2004, the Old Colony MPO began utilizing TIP project transportation evaluation criteria to inform the process of evaluating and selecting projects for programming in the TIP. The transportation evaluation criteria are a means of assisting decision makers in the programming projects that will help the region attain the visions established by the Old Colony MPO, which includes, to maintain a state of good repair, focus investments on existing activity centers, improve mobility for people and freight, reduce the level of greenhouse gas emissions, minimize environmental burdens from transportation facilities on low-income and minority populations, and provide safe transportation for all modes. Projects with components and outcomes that help attain the goals of the Old Colony MPO receive higher scores.

Evaluation of Projects

The Transportation Evaluation Criteria utilized for the FFY 2024-2028 Transportation Improvement Program are included in Appendix H. The scoring results of the Transportation Evaluation Criteria are included with the applicable projects listed in the Universe of Projects provided in Table 9. System reliability projects such as preservation projects on limited access highways or transit state of good repair projects are not evaluated, as they are required projects identified through asset management systems.

The TIP projects are evaluated and are scored in six of the seven criteria categories: (Condition, Mobility, Safety, Community Effects and support, Land Use and Economic Development, and Environmental Effects) on a scale of +3 to -3. The cost effectiveness category is not scored to mitigate concerns regarding equity among urban, suburban, and rural projects.

In general, this step scores the impact the evaluated project will have on each of the six criteria. The proposed rating scale is as follows:

- A score of +3 is highly beneficial,
- A score of zero is neutral or not applicable,
- A score of -3 is highly detrimental.

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

The Old Colony MPO considers whether a project's implementation will assist in making progress towards achievement of adopted performance measures and targets and utilizes evaluation criteria ratings and project readiness information to prepare a First-Tier List of Projects. This is a list of the projects with the highest ratings that could be made ready for advertising within the TIP's time horizon (next four federal fiscal years). The staff relies on the MassDOT Highway Division to provide information about what year a project would be ready for advertising. In developing the recommendation for the draft TIP, the staff strongly considers the First-Tier List of Projects. The Old Colony MPO staff also factors in projects that are

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listed in the Long-Range Transportation Plan to implement the LRTP, considers geographic and social equity to help ensure that the list of projects addresses needs throughout the region, and accounts for cost to comply with fiscal constraint.

2.2 Universe of Projects and Geographic Distribution of Projects

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

**Table 9
Universe of Projects**

PROJECT LOCATION AND DESCRIPTION	PROJECT ID#	PROGRAM YEAR	TEC SCORE
BROCKTON - INTERSECTION IMPROVEMENTS AT ROUTE 123 (BELMONT STREET), PEARL STREET AND STONEHILL STREET	612262	2028	60.61
HANOVER – CORRIDOR IMPROVEMENTS ON ROUTE 139 (HANOVER STREET) AT MAIN STREET, CENTER STREET, AND SILVER STREET	612769	2028	55
BROCKTON - IMPROVEMENTS ON FOREST AVENUE, FROM WEST STREET TO BREER STREET	612526	NOT PROGRAMMED	53.67
EASTON - RECONSTRUCTION AND RELATED WORK ON ROUTES 138 AND 123, FROM BELMONT STREET TO DEPOT STREET	612617	NOT PROGRAMMED	52.50
ABINGTON – INTERSECTION IMPROVEMENTS ROUTE 18 (BEDFORD STREET) AT ROUTE 123 (BRCKOTN AVENUE)	612770	2023 - ADVANCE CONSTRUCTION PHASES 1 OF 2	51.88
STOUGHTON - CORRIDOR IMPROVEMENTS ON ROUTE 138	607403	2023 - ADVANCE CONSTRUCTION YEAR 1 OF 2	51.78
STOUGHTON - CORRIDOR IMPROVEMENTS ON ROUTE 138	607403	2024 - ADVANCE CONSTRUCTION YEAR 2 OF 2	51.78
EASTON – INTERSECTION IMPROVEMENTS AT ROUTE 138 AND TURNPIKE STREET; ROUTE 138 AT PURCHASE STREET; AND RURNPIKE STREET AT PURCHASE STREET	612975	NOT PROGRAMMED	51.5
AVON - INTERSECTION IMPROVEMENTS AT ROUTE 28, SPRING STREET AND HARRISON BOULEVARD	611979	2026	51.06
BROCKTON - IMPROVEMENTS AND RELATED WORK ON CRESCENT STREET (ROUTE 27), INCLUDING REPLACEMENT OF GROVE STREET BRIDGE, B-25-005, OVER SALISBURY PLAIN RIVER	607818	2025	50.39
AVON - CORRIDOR IMPROVEMENTS ON ROUTE 28	610804	NOT PROGRAMMED	49.22
BROCKTON - INTERSECTION IMPROVEMENTS AND RELATED WORK AT CENTRE STREET (ROUTE 123), CARY STREET AND LYMAN STREET	609410	2023	48.89
ABINGTON - INTERSECTION IMPROVEMENTS, RANDOLPH STREET AND RICHARD A FITTS DRIVE (ROUTE 139) AT CHESTNUT STREET AND OLD RANDOLPH STREET	612525	NOT PROGRAMMED	47.44

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EAST BRIDGEWATER - INTERSECTION IMPROVEMENTS AT BEDFORD STREET (ROUTE 18), WEST STREET (ROUTE 106) AND EAST STREET	611968	NOT PROGRAMMED	47
BROCKTON - INTERSECTION IMPROVEMENTS @ CRESCENT STREET (ROUTE 27)/ QUINCY STREET/ MASSASOIT BOULEVARD	606143	NOT PROGRAMMED	45.83
BROCKTON - ABINGTON - PEDESTRIAN AND BICYCLE IMPROVEMENTS ON ROUTE 123	609520	NOT PROGRAMMED	44.72
PEMBROKE - INTERSECTION IMPROVEMENTS AT WASHINGTON STREET AND SCHOOSSETT STREET	611978	NOT PROGRAMMED	44.72
STOUGHTON - INTERSECTION IMPROVEMENTS AT CANTON STREET (ROUTE 27), SCHOOL STREET AND SUMMER STREET	611981	NOT PROGRAMMED	44.67
BROCKTON - ROUTE 123 (CENTRE STREET) AT PLYMOUTH STREET SIGNALIZATION AND GEOMETRIC IMPROVEMENTS	609052	2024	44.06
STOUGHTON - INTERSECTION IMPROVEMENTS AND RELATED WORK AT CENTRAL STREET, CANTON STREET AND TOSCA DRIVE	608279	2023	43.22
EASTON - CORRIDOR IMPROVEMENTS ON ROUTE 138 INCLUDING INTERSECTION IMPROVEMENTS AT ROUTE 138 (WASHINGTON STREET) AND ELM STREET	608195	2025	42.89
EAST BRIDGEWATER - INTERSECTION IMPROVEMENTS AT HIGHLAND STREET AND NORTH BEDFORD STREET (ROUTE 18)	611976	NOT PROGRAMMED	41.44
ABINGTON - INTERSECTION IMPROVEMENTS AT HANCOCK STREET AND CHESTNUT STREET	609440	2026	41.06
EASTON - IMPROVEMENTS ON FOUNDRY STREET (ROUTE 106/123)	612269	NOT PROGRAMMED	40.5
STOUGHTON - RECONSTRUCTION OF TURNPIKE STREET	607214	NOT PROGRAMMED	38.89
EASTON - RESURFACING AND RELATED WORK ON ROUTE 138 (ROOSEVELT CIRCLE TO STOUGHTON TOWN LINE (EXCLUDING THE SECTION FROM ELM STREET TO UNION STREET))	608585	NOT PROGRAMMED	38.72
DUXBURY - SIGNAL INSTALLATION @ ROUTE 3 (NB & SB) RAMPS & ROUTE 3A (TREMONT STREET)	606002	2026	38.22
HANSON - CORRIDOR IMPROVEMENTS ON ROUTE 14 (MAQUAN STREET), FROM THE PEMBROKE T.L. TO INDIAN HEAD STREET AND RELATED WORK	608506	2027	38.22
BROCKTON - SYSTEMIC COUNTERMEASURES/ SAFE SYSTEMS IMPLEMENTATION CITY-WIDE	512638	2025	TBD
DUXBURY - BRIDGE REPLACEMENT, D-14-003 (438), POWDER POINT AVENUE OVER DUXBURY BAY	612006	2027 - ADVANCE CONSTRUCTION PHASE 1 OF 4 (Phases 2 through 4 to be programmed in future Old Colony TIPs)	NOT APPLICABLE
DUXBURY - BRIDGE REPLACEMENT, D-14-010 (48H & 48J), ROUTE 3 (PILGRIM HIGHWAY) NB/SB OVER FRANKLIN STREET	605294	2023	NOT APPLICABLE
KINGSTON - BRIDGE REPLACEMENT, K-01-014, SMITHS LANE OVER ROUTE 3 (PILGRIM HIGHWAY)	608615	NOT PROGRAMMED	NOT APPLICABLE
PLYMPTON - BRIDGE REPLACEMENT, WINNETUXET ROAD OVER WINNETUXET RIVER	609435	2024	NOT APPLICABLE

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Geographic Distribution and Equity Analysis of Projects

The Old Colony MPO monitors the geographic distribution of TIP projects over time. Table 8 provides the distribution of TIP projects from 2012 through 2028. To assist with providing context to the distribution, included in the table is 2020 Population and 2019 Median Household Income.

From an examination of the distribution of TIP projects from 2012 through 2028, the following observations may be made:

- There are higher concentrations of projects within the more populated urban areas (i.e., Brockton at 28.6 percent of all projects). Such concentrations tend to follow areas with elevated levels of congestion, bicycle and pedestrian activity, and crash clusters.
- The towns of Easton (10.2%), Pembroke (10.2%), Plymouth (6.1%), and Stoughton (8.2%) also had higher concentration of projects. A potential explanation for such a trend is that these populous communities feature proximity to limited access highways, commuter rail, and academic institutions of higher learning. Such features, while beneficial in many respects, also lead to higher pedestrian, bicyclist and vehicle trips, and the need for additional multimodal and infrastructure.
- Regarding equity, it is observed that Brockton, with 71% Title VI Minority Population, had 28.6% of the TIP projects of the 2012-2028 span, while Stoughton with 38% Title VI Minority Population, had 8.2% of the projects during the same time.

Table 10
Geographic Distribution and Equity Analysis of Projects

Community	2020 Population	2020 Title VI Minority Population	Percent Title VI Minority	Median Household Income, 2019	Number of TIP Projects, 2012 through 2028	Percentage of Total Projects	TIP Project Expenditures, 2012 through 2028 (\$)	Per Capita Expenditure (\$)
Abington	17,062	2,910	17%	\$99,381	4	8.2%	\$17,083,542	\$1,001.26
Avon	4,777	1,685	35%	\$85,200	2	4.1%	\$18,461,881	\$3,864.74
Bridgewater	28,633	4,997	17%	\$95,675	1	2.0%	\$1,486,453	\$51.91
Brockton	105,643	74,569	71%	\$58,469	14	28.6%	\$50,702,624	\$479.94
Duxbury	16,090	1,081	7%	\$128,173	3	6.1%	\$80,691,546	\$5,015.01
East Bridgewater	14,440	1,560	11%	\$90,528	1	2.0%	\$7,763,091	\$537.61
Easton	25,058	4,025	16%	\$112,268	5	10.2%	\$22,418,447	\$894.66
Halifax	7,749	519	7%	\$92,774	0	0.0%	\$0	\$0.00
Hanover	14,833	1,140	8%	\$127,981	1	2.0%	\$7,141,656	\$481.47
Hanson	10,639	844	8%	\$96,693	1	2.0%	\$11,548,342	\$1,085.47
Kingston	13,708	1,069	8%	\$96,104	1	2.0%	\$14,834,312	\$1,082.16
Pembroke	18,361	1,285	7%	\$103,905	5	10.2%	\$24,613,677	\$1,340.54
Plymouth	61,217	6,673	11%	\$90,279	3	6.1%	\$20,388,279	\$333.05
Plympton	2,930	162	6%	\$94,167	1	2.0%	\$2,062,345	\$703.87
Stoughton	29,281	11,088	38%	\$83,519	4	8.2%	\$23,110,506	\$789.27
West Bridgewater	7,707	968	13%	\$97,404	2	4.1%	\$7,615,278	\$988.10
Whitman	15,121	1,969	13%	\$86,570	1	2.0%	\$5,990,816	\$396.19
Totals	393,249	116,544	30%		49	100.0%	\$315,912,796	\$803

3. TIP - FEDERAL REQUIREMENTS AND PROJECT LISTS

3.1 Endorsements of the FFY 2024-2028 Old Colony TIP, Self-Compliance Statements of the Comprehensive, Continuing, Cooperative Transportation Planning Process, and Self Compliance Statements of the 310 CMR 60.05: Global Warming Solutions Act Requirements for the Transportation Sector and the Massachusetts Department of Transportation

The Unified Planning Work Program, Long Range Transportation Plan, and Transportation Improvement Program, together with any amendments, were developed in accordance with FHWA and FTA regulations governing the implementation of the Fixing America’s Surface Transportation Act (FAST Act), EPA regulations governing the implementation of the Clean Air Act Amendments of 1990, and fully incorporates the applicable requirements of the 1964 Civil Rights Act and the Americans with Disabilities Act of 1990. From certification reviews conducted in 2006, 2011, 2016, and 2019 the FHWA and FTA have determined that the transportation planning process of the MPO substantially meets the requirements of the Metropolitan Planning Rule 23 CFR Part 450 Subpart C and 49 CFR Part 613. In addition, FHWA and FTA have jointly certified the transportation planning process.

Endorsement of FFY 2024-2028 Old Colony TIP is provided in Appendix A.

Self-Compliance Statements of the Metropolitan Transportation Planning Process is provided in Appendix B.

Self-Compliance Statements of the 310 CMR 60.05: Global Warming Solutions Act Requirements for the Transportation Sector and the Massachusetts Department of Transportation is provided in Appendix C.

3.2 Procedures for Amendments and Administrative Modifications

The TIP is a “living” document and is likely to be modified during the year. The definitions and procedures outlined in this section are followed when project-based revisions to the TIP are necessary (Detailed TIP Project Revision and Definition Procedures are included in Appendix N).

TIP Amendment

A revision to the Transportation Improvement Program that requires public review and demonstration of financial constraint. The public process for a TIP amendment requires a publicly advertised 21-day public comment period and for the MPO to address any public commentary prior to endorsement. The Old Colony MPO, at their discretion, may vote to abbreviate the public comment period under what they consider extraordinary circumstances beyond the MPO’s control. TIP Amendments are prompted by the major change(s) in a project.

TIP Adjustment

A revision to the STIP that is does not require a public process, but that is required to be included in a TIP action with a demonstration of financial constraint for FHWA/FTA approval.

TIP Administrative Modification

A revision to the TIP that is minor enough in nature to require neither a public process nor FHWA/FTA approval, but that does involve a notification to federal partners.

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3.3 Financial Summary, Targets, and Fiscal Constraint Analysis

The Massachusetts Department of Transportation Office of Transportation Planning, in consultation with the Regional Planning Agencies and utilizing the Massachusetts Association of Regional Planning Agencies (MARPA) Formula, provides each region with yearly-targeted federal funding levels with state match for highway and bridge projects, and separate yearly targets for projects that qualify for Congestion Mitigation Air Quality funds, Highway Safety Improvement Program (HSIP) funds, and Transportation Alternative Program funds. These Funding Targets are in Appendix G. The anticipated funds, programmed funds, unprogrammed funds and fiscal constraint analysis is summarized below in Table 11. The Summary of Regional Funding Categories in Table 13 provides specifics on fund amount by funding category.

**Table 11
Funding Totals of Programmed Highway and Bridge Projects, and Fiscal Constraint Analysis**

Fiscal Year	Total of Anticipated Funds (Bridge Funds, Regional Targets, and Statewide Funds)	Total of Programmed Funds	Total of Unprogrammed Funds (Fiscal Constraint Analysis)
2024	\$18,058,350	\$15,948,681	\$2,109,669
2025	\$13,628,243	\$11,549,554	\$2,078,689
2026	\$17,344,825	\$11,824,715	\$5,520,110
2027	\$95,030,014	\$94,057,362	\$972,652
2028	\$40,522,905	\$39,552,520	\$970,385
Totals	\$184,584,337	\$172,932,832	\$11,651,505

Programmed amount includes projects funded with regional target funds and statewide funds

**Table 12
Funding Totals of Programmed Transit Projects, and Fiscal Constraint Analysis**

Fiscal Year	Total of Anticipated Funds (Federal, State, and Local Funds)	Total of Programmed Funds	Total of Unprogrammed Funds (Fiscal Constraint Analysis)
2024	\$9,080,000	\$9,080,000	\$0
2025	\$1,950,000	\$1,950,000	\$0
2026	\$10,195,000	\$10,195,000	\$0
2027	\$3,625,000	\$3,625,000	\$0
2028	\$550,000	\$550,000	\$0
Totals	\$25,400,000	\$25,400,000	\$0

Programmed amount includes state funds

FFY 2024-2028 OLD COLONY TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

The Transportation Improvement Program is financially constrained according to the definition in the 23 CFR Part 450.324. Project costs programmed in the TIP are expressed in Year of Expenditure (YOE) dollars. The cost inflation factor utilized is increased 4% annually (e.g., 2024 at 4%; 2024 at 8%; 2026 at 12%, and 2027 at 16%). The projects programmed do not exceed the funding estimates of federal and state funds available in each of these fiscal years. Additionally, the transit projects programmed in the TIP are financially constrained to available resources and they have been reviewed and approved for programming by MassDOT Rail & Transit, and the MassDOT Office of Transportation Planning.

The financial plans in Tables 11 and 12 demonstrate fiscal constraint, and reflect the emphasis on the maintenance and operation, and state of good repair for the highway, bridge, and transit system. In addition, a fiscal constraint analysis is included on each of the highway program programming tables. Only highway, bridge, and transit projects for which funds can be reasonably expected have been included in the financially constrained TIP.

FFY 2024-2028 OLD COLONY TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

3.4 Summary of Regional Funding Categories (FFY 2023-2027)

**Table 13
Summary of Funding Categories (FFY 2023-2027)**

Funding Category	2023	2024	2025	2026	2027	Total
NHPP						\$0
SRTS						\$0
STATEWIDE CMAQ						\$0
STATEWIDE HSIP		\$7,074,203		\$4,200,000		\$11,274,203
STATEWIDE STBG						\$0
Bridge On-System NHS NB	\$30,575,483					\$30,575,483
Bridge Off-System		\$2,062,345			\$47,428,063	\$49,490,408
STBG	\$13,506,977	\$5,115,439	\$11,519,302	\$13,294,825	\$12,465,112	\$55,901,655
CMAQ						\$0
HSIP						\$0
TAP						\$0
Subtotal FHWA/ State	\$44,082,460	\$14,251,987	\$11,519,302	\$17,494,825	\$59,893,175	\$147,241,749
5307 - Operating/ PM/ ADA				\$1,500,000	\$1,500,000	\$3,000,000
5307 - Capital	\$4,650,000	\$1,164,000	\$1,215,000	\$648,000	\$500,000	\$8,177,000
Carryover						\$0
5310						\$0
5339						\$0
Other Federal Transit		\$5,800,000		\$5,108,000		\$10,908,000
State - RTACAP	\$3,900,000	\$2,116,000	\$735,000	\$1,439,000	\$125,000	\$8,315,000
State Contract Assistance				\$1,500,000	\$1,500,000	\$3,000,000
Local						\$0
TDC						\$0
Subtotal FTA/ State/ Local	\$8,550,000	\$9,080,000	\$1,950,000	\$10,195,000	\$3,625,000	\$33,400,000
Grand Total	\$52,632,460	\$23,331,987	\$13,469,302	\$27,689,825	\$63,518,175	\$180,641,749

FFY 2024-2028 OLD COLONY TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

3.5 TIP PROJECTS BY YEAR



STIP Investments Report 2024 Old Colony Region

								STIP: 2024 - 2028 (D)		
Year	MassDOT Project ID	MPO	Municipality	MassDOT Project Description	District	Funding Source	Adjusted TFPC	Total Programmed Funds	Federal Funds	Non-Federal Funds
Federal Fiscal Year 2024								\$15,948,681	\$13,054,541	\$2,894,140
Section 1A / Regionally Prioritized Projects								\$11,756,089	\$9,404,871	\$2,351,218
Roadway Reconstruction										
2024	607403	Old Colony	Stoughton	STOUGHTON- CORRIDOR IMPROVEMENTS ON ROUTE 138	5	STBG	\$17,404,332	\$11,756,089	\$9,404,871	\$2,351,218
2024	609052	Old Colony	Brockton	BROCKTON- INTERSECTION IMPROVEMENTS AT CENTRE STREET (ROUTE 123) AND PLYMOUTH STREET	5	STBG	\$2,792,790	\$2,792,790	\$2,234,232	\$558,558
Section 2A / State Prioritized Reliability Projects								\$1,236,628	\$989,302	\$247,326
Bridge Off-system										
2024	609435	Old Colony	Plympton	PLYMPTON- BRIDGE REPLACEMENT, P-14-001 (445), WINNETUXET ROAD OVER WINNETUXET RIVER	5	STBG-BR-Off	\$1,339,303	\$1,236,628	\$989,302	\$247,326
Section 2B / State Prioritized Modernization Projects								\$2,955,964	\$2,660,368	\$295,596
Intersection Improvements										
2024	609410	Old Colony	Brockton	BROCKTON- INTERSECTION IMPROVEMENTS AND RELATED WORK AT CENTRE STREET (ROUTE 123), CARY STREET AND LYMAN STREET	5	HSIP	\$2,506,679	\$2,955,964	\$2,660,368	\$295,596

FFY 2024-2028 OLD COLONY TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

STIP Investments Report
Program Activity: Transit, 2024 Brockton Area Transit



STIP: 2024 - 2028 (D)										
Year	MassDOT Project ID	Municipality	Program	MassDOT Project Description	Funding Source	Total Project Cost	Total Programmed Funds	Federal Funds	State Funds	Other Funds
Federal Fiscal Year 2024							\$9,125,000	\$4,930,000	\$4,195,000	
Brockton Area Transit							\$9,125,000	\$4,930,000	\$4,195,000	
2024	RTD0011335		RTA Facility & Vehicle Maintenance	BAT - BUY ASSOC CAP MAINT ITEMS	5307	\$50,000	\$40,000	\$40,000		
2024	RTD0011335		RTA Facility & Vehicle Maintenance	BAT - BUY ASSOC CAP MAINT ITEMS	RTACAP	\$50,000	\$10,000		\$10,000	
2024	RTD0011336		RTA Facility & Vehicle Maintenance	BAT - REHAB RENOVATE-MAINTENANCE FACILITY	5307	\$300,000	\$240,000	\$240,000		
2024	RTD0011336		RTA Facility & Vehicle Maintenance	BAT - REHAB RENOVATE-MAINTENANCE FACILITY	RTACAP	\$300,000	\$60,000		\$60,000	
2024	RTD0011337		RTA Facility & Vehicle Maintenance	BAT - TERMINAL, INTERMODAL (TRANSIT)	5307	\$150,000	\$120,000	\$120,000		
2024	RTD0011337		RTA Facility & Vehicle Maintenance	BAT - TERMINAL, INTERMODAL (TRANSIT)	RTACAP	\$150,000	\$30,000		\$30,000	
2024	RTD0011339		RTA Facility & Vehicle Maintenance	BAT - ACQUIRE MISC SUPPORT EQUIPMENT	5307	\$175,000	\$140,000	\$140,000		
2024	RTD0011339		RTA Facility & Vehicle Maintenance	BAT - ACQUIRE MISC SUPPORT EQUIPMENT	RTACAP	\$175,000	\$35,000		\$35,000	
2024	RTD0011340		RTA Vehicle Replacement	BAT - ACQUIRE SUPPORT VEHICLE (2)	5307	\$175,000	\$140,000	\$140,000		
2024	RTD0011340		RTA Vehicle Replacement	BAT - ACQUIRE SUPPORT VEHICLE (2)	RTACAP	\$175,000	\$35,000		\$35,000	
2024	RTD0011341		RTA Facility & Vehicle Maintenance	BAT - VEH OVERHAUL (4)	5307	\$1,200,000	\$600,000	\$600,000		
2024	RTD0011341		RTA Facility & Vehicle Maintenance	BAT - VEH OVERHAUL (4)	RTACAP	\$1,200,000	\$600,000		\$600,000	
2024	RTD0011342		RTA Facility & Vehicle Maintenance	BAT - PURCHASE BUS SHELTERS	5307	\$300,000	\$240,000	\$240,000		
2024	RTD0011342		RTA Facility & Vehicle Maintenance	BAT - PURCHASE BUS SHELTERS	RTACAP	\$300,000	\$60,000		\$60,000	
2024	RTD0011363		RTA Fleet Upgrades	BAT - BUY REPLACEMENT 35-FT BUS ELECTRIC (5)	5307	\$5,400,000	\$2,700,000	\$2,700,000		
2024	RTD0011363		RTA Fleet Upgrades	BAT - BUY REPLACEMENT 35-FT BUS ELECTRIC (5)	RTACAP	\$5,400,000	\$2,700,000		\$2,700,000	
2024	RTD0011365		RTA Fleet Upgrades	BAT - PURCHASE MISC ELEC/POWER EQUIP	OF	\$1,300,000	\$650,000	\$650,000		
2024	RTD0011365		RTA Fleet Upgrades	BAT - PURCHASE MISC ELEC/POWER EQUIP	RTACAP	\$1,300,000	\$650,000		\$650,000	
2024	T00117		RTA Facility & Vehicle Maintenance	BAT - Acquire Shop Equipment	5307	\$75,000	\$60,000	\$60,000		
2024	T00117		RTA Facility & Vehicle Maintenance	BAT - Acquire Shop Equipment	RTACAP	\$75,000	\$15,000		\$15,000	

FFY 2024-2028 OLD COLONY TRANSPORTATION IMPROVEMENT PROGRAM (TIP)



STIP Investments Report 2025 Old Colony Region

STIP: 2024 - 2028 (D)

Year	MassDOT Project ID	MPO	Municipality	MassDOT Project Description	District	Funding Source	Adjusted TFPC	Total Programmed Funds	Federal Funds	Non-Federal Funds
Federal Fiscal Year 2025								\$11,549,554	\$9,239,643	\$2,309,911
Section 1A / Regionally Prioritized Projects								\$11,549,554	\$9,239,643	\$2,309,911
Intersection Improvements								\$11,549,554	\$9,239,643	\$2,309,911
2025	607818	Old Colony	Brockton	BROCKTON- INTERSECTION IMPROVEMENTS AT LYMAN STREET/GROVE STREET/SUMMER STREET & REPLACEMENT OF GROVE STREET BRIDGE, B-25-005, OVER SALISBURY PLAIN RIVER	5	STBG	\$4,368,000	\$4,368,000	\$3,494,400	\$873,600
2025	608195	Old Colony	Easton	EASTON- CORRIDOR IMPROVEMENTS ON ROUTE 138 INCLUDING INTERSECTION IMPROVEMENTS AT ROUTE 138 (WASHINGTON STREET) AND ELM STREET	5	STBG	\$7,181,554	\$7,181,554	\$5,745,243	\$1,436,311

FFY 2024-2028 OLD COLONY TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

STIP Investments Report Program Activity: Transit, 2025 Brockton Area Transit



STIP: 2024 - 2028 (D)										
Year	MassDOT Project ID	Municipality	Program	MassDOT Project Description	Funding Source	Total Project Cost	Total Programmed Funds	Federal Funds	State Funds	Other Funds
Federal Fiscal Year 2025							\$4,250,000	\$2,560,000	\$1,690,000	
Brockton Area Transit							\$4,250,000	\$2,560,000	\$1,690,000	
2025	RTD0011343		RTA Facility & Vehicle Maintenance	BAT - BUY ASSOC CAP MAINT ITEMS	5307	\$50,000	\$40,000	\$40,000		
2025	RTD0011343		RTA Facility & Vehicle Maintenance	BAT - BUY ASSOC CAP MAINT ITEMS	RTACAP	\$50,000	\$10,000		\$10,000	
2025	RTD0011344		RTA Facility & Vehicle Maintenance	BAT - ACQUIRE MISC SUPPORT EQUIPMENT	5307	\$200,000	\$160,000	\$160,000		
2025	RTD0011344		RTA Facility & Vehicle Maintenance	BAT - ACQUIRE MISC SUPPORT EQUIPMENT	RTACAP	\$200,000	\$40,000		\$40,000	
2025	RTD0011345		RTA Facility & Vehicle Maintenance	BAT - VEH OVERHAUL (4)	5307	\$1,300,000	\$650,000	\$650,000		
2025	RTD0011345		RTA Facility & Vehicle Maintenance	BAT - VEH OVERHAUL (4)	RTACAP	\$1,300,000	\$650,000		\$650,000	
2025	RTD0011346		RTA Facility & Vehicle Maintenance	BAT - REHAB RENOVATE MAINTENANCE FACILITY	5307	\$50,000	\$40,000	\$40,000		
2025	RTD0011346		RTA Facility & Vehicle Maintenance	BAT - REHAB RENOVATE MAINTENANCE FACILITY	RTACAP	\$50,000	\$10,000		\$10,000	
2025	RTD0011347		RTA Vehicle Replacement	BAT - ACQUIRE SUPPORT VEHICLES (2)	5307	\$150,000	\$120,000	\$120,000		
2025	RTD0011347		RTA Vehicle Replacement	BAT - ACQUIRE SUPPORT VEHICLES (2)	RTACAP	\$150,000	\$30,000		\$30,000	
2025	RTD0011348		RTA Facility & Vehicle Maintenance	BAT - TERMINAL, INTERMODAL	5307	\$1,000,000	\$800,000	\$800,000		
2025	RTD0011348		RTA Facility & Vehicle Maintenance	BAT - TERMINAL, INTERMODAL	RTACAP	\$1,000,000	\$200,000		\$200,000	
2025	T00118		RTA Facility & System Modernization	BAT - PURCHASE MISC ELEC/POWER EQUIP	5307	\$1,500,000	\$750,000	\$750,000		
2025	T00118		RTA Facility & System Modernization	BAT - PURCHASE MISC ELEC/POWER EQUIP	RTACAP	\$1,500,000	\$750,000		\$750,000	

FFY 2024-2028 OLD COLONY TRANSPORTATION IMPROVEMENT PROGRAM (TIP)



STIP Investments Report 2026 Old Colony Region

STIP: 2024 - 2028 (D)

Year	MassDOT Project ID	MPO	Municipality	MassDOT Project Description	District	Funding Source	Adjusted TFPC	Total Programmed Funds	Federal Funds	Non-Federal Funds
Federal Fiscal Year 2026								\$11,824,715	\$9,864,772	\$1,959,943
Section 1A / Regionally Prioritized Projects								\$7,774,715	\$6,219,772	\$1,554,943
Intersection Improvements										
2026	606002	Old Colony	Multiple	KINGSTON- DUXBURY- INTERSECTION IMPROVEMENTS AT ROUTE 3 RAMPS (NB/SB) AND ROUTE 3A (TREMONT STREET)	5	STBG	\$2,592,000	\$2,592,000	\$2,073,600	\$518,400
2026	608195	Old Colony	Easton	EASTON- CORRIDOR IMPROVEMENTS ON ROUTE 138 INCLUDING INTERSECTION IMPROVEMENTS AT ROUTE 138 (WASHINGTON STREET) AND ELM STREET	5	STBG	\$7,181,554	\$0	\$0	\$0
2026	609440	Old Colony	Abington	ABINGTON- INTERSECTION IMPROVEMENTS AT HANCOCK STREET AND CHESTNUT STREET	5	STBG	\$5,182,715	\$5,182,715	\$4,146,172	\$1,036,543
Roadway Reconstruction										
2026	608506	Old Colony	Hanson	HANSON- CORRIDOR IMPROVEMENTS ON ROUTE 14 (MAQUAN STREET), FROM THE PEMBROKE T.L. TO INDIAN HEAD STREET AND RELATED WORK	5	STBG	\$11,548,342	\$0	\$0	\$0
Section 2B / State Prioritized Modernization Projects								\$4,050,000	\$3,645,000	\$405,000
Intersection Improvements										
2026	611979	Old Colony	Avon	AVON- INTERSECTION IMPROVEMENTS AT ROUTE 28, SPRING STREET AND HARRISON BOULEVARD	5	HSIP	\$4,050,000	\$4,050,000	\$3,645,000	\$405,000

FFY 2024-2028 OLD COLONY TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

STIP Investments Report
Program Activity: Transit, 2026 Brockton Area Transit



STIP: 2024 - 2028 (D)

Year	MassDOT Project ID	Municipality	Program	MassDOT Project Description	Funding Source	Total Project Cost	Total Programmed Funds	Federal Funds	State Funds	Other Funds
Federal Fiscal Year 2026							\$3,385,000	\$4,458,000	\$3,927,000	
Brockton Area Transit							\$8,385,000	\$4,458,000	\$3,927,000	
2026	RTD0011349		RTA Facility & Vehicle Maintenance	BAT - REHAB RENOVATE YARDS AND SHOPS	5307	\$500,000	\$400,000	\$400,000		
2026	RTD0011349		RTA Facility & Vehicle Maintenance	BAT - REHAB RENOVATE YARDS AND SHOPS	RTACAP	\$500,000	\$100,000		\$100,000	
2026	RTD0011350		RTA Facility & Vehicle Maintenance	BAT - ACQUIRE MISC SUPPORT EQUIPMENT	5307	\$175,000	\$140,000	\$140,000		
2026	RTD0011350		RTA Facility & Vehicle Maintenance	BAT - ACQUIRE MISC SUPPORT EQUIPMENT	RTACAP	\$175,000	\$35,000		\$35,000	
2026	RTD0011351		RTA Vehicle Replacement	BAT - ACQUIRE SUPPORT VEHICLE (1)	5307	\$60,000	\$48,000	\$48,000		
2026	RTD0011351		RTA Vehicle Replacement	BAT - ACQUIRE SUPPORT VEHICLE (1)	RTACAP	\$60,000	\$12,000		\$12,000	
2026	RTD0011352		RTA Facility & Vehicle Maintenance	BAT - BUY ASSOC CAP MAINT ITEMS	5307	\$50,000	\$40,000	\$40,000		
2026	RTD0011352		RTA Facility & Vehicle Maintenance	BAT - BUY ASSOC CAP MAINT ITEMS	RTACAP	\$50,000	\$10,000		\$10,000	
2026	RTD0011353		RTA Facility & Vehicle Maintenance	BAT - REHAB RENOVATE MAINTENANCE FACILITY	5307	\$50,000	\$40,000	\$40,000		
2026	RTD0011353		RTA Facility & Vehicle Maintenance	BAT - REHAB RENOVATE MAINTENANCE FACILITY	RTACAP	\$50,000	\$10,000		\$10,000	
2026	RTD0011354		RTA Facility & Vehicle Maintenance	BAT - TERMINAL, INTERMODAL	5307	\$50,000	\$40,000	\$40,000		
2026	RTD0011354		RTA Facility & Vehicle Maintenance	BAT - TERMINAL, INTERMODAL	RTACAP	\$50,000	\$10,000		\$10,000	
2026	RTD0011366		RTA Fleet Upgrades	BAT - BUY REPLACEMENT 40-FT BUS ELECTRIC (5)	OF	\$6,100,000	\$3,050,000	\$3,050,000		
2026	RTD0011366		RTA Fleet Upgrades	BAT - BUY REPLACEMENT 40-FT BUS ELECTRIC (5)	RTACAP	\$6,100,000	\$3,050,000		\$3,050,000	
2026	RTD0011367		RTA Fleet Upgrades	BAT - PURCHASE MISC ELEC/POWER EQUIP	OF	\$1,400,000	\$700,000	\$700,000		
2026	RTD0011367		RTA Fleet Upgrades	BAT - PURCHASE MISC ELEC/POWER EQUIP	RTACAP	\$1,400,000	\$700,000		\$700,000	

FFY 2024-2028 OLD COLONY TRANSPORTATION IMPROVEMENT PROGRAM (TIP)



STIP Investments Report 2027 Old Colony Region

STIP: 2024 - 2028 (D)										
Year	MassDOT Project ID	MPO	Municipality	MassDOT Project Description	District	Funding Source	Adjusted TFPC	Total Programmed Funds	Federal Funds	Non-Federal Funds
Federal Fiscal Year 2027								\$94,357,362	\$82,137,979	\$12,219,383
Section 1A / Regionally Prioritized Projects								\$15,789,362	\$13,055,592	\$2,733,770
Roadway Reconstruction										
2027	608506	Old Colony	Hanson	HANSON- CORRIDOR IMPROVEMENTS ON ROUTE 14 (MAQUAN STREET), FROM THE PEMBROKE T.L. TO INDIAN HEAD STREET AND RELATED WORK	5	STBG	\$11,548,342	\$11,548,342	\$9,238,674	\$2,309,668
2027	612525	Old Colony	Abington	ABINGTON- INTERSECTION IMPROVEMENTS, RANDOLPH STREET AND RICHARD A FITTS DRIVE (ROUTE 139) AT CHESTNUT STREET AND OLD RANDOLPH STREET	5	HSIP	\$4,241,020	\$4,241,020	\$3,816,918	\$424,102
Section 1B / Earmark or Discretionary Grant Funded Projects								\$31,139,937	\$31,139,937	\$0
Bridge Off-system Local NB										
2027	612006	Old Colony	Duxbury	DUXBURY- BRIDGE REPLACEMENT, D-14-003 (438), POWDER POINT AVENUE OVER DUXBURY BAY	5	BROFF	\$78,568,000	\$31,139,937	\$31,139,937	\$0
Section 2A / State Prioritized Reliability Projects								\$47,428,063	\$37,942,450	\$9,485,613
Bridge Off-system										
2027	612006	Old Colony	Duxbury	DUXBURY- BRIDGE REPLACEMENT, D-14-003 (438), POWDER POINT AVENUE OVER DUXBURY BAY	5	STBG-BR-Off	\$78,568,000	\$47,428,063	\$37,942,450	\$9,485,613

FFY 2024-2028 OLD COLONY TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

STIP Investments Report Program Activity: Transit, 2027 Brockton Area Transit



STIP: 2024 - 2028 (D)

Year	MassDOT Project ID	Municipality	Program	MassDOT Project Description	Funding Source	Total Project Cost	Total Programmed Funds	Federal Funds	State Funds	Other Funds	
Federal Fiscal Year 2027							\$11,525,000	\$5,950,000	\$5,575,000		
Brockton Area Transit							\$11,525,000	\$5,950,000	\$5,575,000		
2027	RTD0011355		RTA Facility & Vehicle Maintenance	BAT - BUY ASSOC CAP MAINT ITEMS	5307	\$50,000	\$40,000	\$40,000			
2027	RTD0011355		RTA Facility & Vehicle Maintenance	BAT - BUY ASSOC CAP MAINT ITEMS	RTACAP	\$50,000	\$10,000		\$10,000		
2027	RTD0011356		RTA Facility & Vehicle Maintenance	BAT - REHAB RENOVATE MAINTENANCE FACILITY	5307	\$50,000	\$40,000	\$40,000			
2027	RTD0011356		RTA Facility & Vehicle Maintenance	BAT - REHAB RENOVATE MAINTENANCE FACILITY	RTACAP	\$50,000	\$10,000		\$10,000		
2027	RTD0011357		RTA Facility & Vehicle Maintenance	BAT - TERMINAL, INTERMODAL	5307	\$300,000	\$240,000	\$240,000			
2027	RTD0011357		RTA Facility & Vehicle Maintenance	BAT - TERMINAL, INTERMODAL	RTACAP	\$300,000	\$60,000		\$60,000		
2027	RTD0011358		RTA Facility & Vehicle Maintenance	BAT - ACQUIRE MISC SUPPORT EQUIPMENT	5307	\$100,000	\$80,000	\$80,000			
2027	RTD0011358		RTA Facility & Vehicle Maintenance	BAT - ACQUIRE MISC SUPPORT EQUIPMENT	RTACAP	\$100,000	\$20,000		\$20,000		
2027	RTD0011359		RTA Facility & Vehicle Maintenance	BAT - REHAB RENOVATE - BUS PARK & RIDE LOT	5307	\$50,000	\$40,000	\$40,000			
2027	RTD0011359		RTA Facility & Vehicle Maintenance	BAT - REHAB RENOVATE - BUS PARK & RIDE LOT	RTACAP	\$50,000	\$10,000		\$10,000		
2027	RTD0011360		RTA Facility & Vehicle Maintenance	BAT - PURCHASE MISC COMMUNICATIONS EQUIP SYSTEMS	5307	\$75,000	\$60,000	\$60,000			
2027	RTD0011360		RTA Facility & Vehicle Maintenance	BAT - PURCHASE MISC COMMUNICATIONS EQUIP SYSTEMS	RTACAP	\$75,000	\$15,000		\$15,000		
2027	T00001		Operating	BAT - OPERATING ASSISTANCE	5307	\$5,000,000	\$2,500,000	\$2,500,000			
2027	T00001		Operating	BAT - OPERATING ASSISTANCE	SCA	\$5,000,000	\$2,500,000		\$2,500,000		
2027	T00119		RTA Facility & System Modernization	BAT - ACQUIRE STATIONARY FARE COLLECTION EQUIP	5307	\$2,000,000	\$1,000,000	\$1,000,000			
2027	T00119		RTA Facility & System Modernization	BAT - ACQUIRE STATIONARY FARE COLLECTION EQUIP	RTACAP	\$2,000,000	\$1,000,000		\$1,000,000		
2027	T00120		RTA Facility & System Modernization	BAT - Acquire Misc. Elec/Power Equip	5307	\$1,400,000	\$700,000	\$700,000			
2027	T00120		RTA Facility & System Modernization	BAT - Acquire Misc. Elec/Power Equip	RTACAP	\$1,400,000	\$700,000		\$700,000		
2027	T00121		RTA Vehicle Replacement	BAT - BUY REPLACEMENT 40-FT BUS ELECTRIC (2)	5307	\$2,500,000	\$1,250,000	\$1,250,000			
2027	T00121		RTA Vehicle Replacement	BAT - BUY REPLACEMENT 40-FT BUS ELECTRIC (2)	RTACAP	\$2,500,000	\$1,250,000		\$1,250,000		

FFY 2024-2028 OLD COLONY TRANSPORTATION IMPROVEMENT PROGRAM (TIP)



STIP Investments Report 2028 Old Colony Region

STIP: 2024 - 2028 (D)

Year	MassDOT Project ID	MPO	Municipality	MassDOT Project Description	District	Funding Source	Adjusted TFPC	Total Programmed Funds	Federal Funds	Non-Federal Funds
Federal Fiscal Year 2028								\$39,552,520	\$32,533,711	\$7,018,809
Section 1A / Regionally Prioritized Projects								\$15,801,491	\$12,641,193	\$3,160,298
Intersection Improvements								\$15,801,491	\$12,641,193	\$3,160,298
2028	612262	Old Colony	Brockton	BROCKTON- INTERSECTION IMPROVEMENTS AT ROUTE 123 (BELMONT STREET), PEARL STREET AND STONEHILL STREET	5	STBG	\$8,659,835	\$8,659,835	\$6,927,868	\$1,731,967
2028	S12817	Old Colony		HANOVER- CORRIDOR IMPROVEMENTS ON ROUTE 139 (HANOVER STREET) AT MAIN STREET, CENTER STREET AND SILVER STREET		STBG	\$6,156,600	\$7,141,656	\$5,713,325	\$1,428,331
Section 2A / State Prioritized Reliability Projects								\$17,502,080	\$14,268,464	\$3,233,616
Bridge Off-system								\$14,834,080	\$11,867,264	\$2,966,816
2028	608615	Old Colony	Kingston	KINGSTON- BRIDGE REPLACEMENT, K-01-014, SMITHS LANE OVER ROUTE 3 (PILGRIM HIGHWAY)	5	STBG-BR-Off	\$14,834,080	\$14,834,080	\$11,867,264	\$2,966,816
Safety Improvements								\$2,668,000	\$2,401,200	\$266,800
2028	611981	Old Colony	Stoughton	STOUGHTON- INTERSECTION IMPROVEMENTS AT CANTON STREET (ROUTE 27), SCHOOL STREET AND SUMMER STREET	5	HSIP	\$2,668,000	\$2,668,000	\$2,401,200	\$266,800
Section 2B / State Prioritized Modernization Projects								\$6,248,949	\$5,624,054	\$624,895
Intersection Improvements								\$6,248,949	\$5,624,054	\$624,895
2028	612770	Old Colony	Abington	ABINGTON- INTERSECTION IMPROVEMENTS AT ROUTE 18 (BEDFORD STREET) AND ROUTE 123(BROCKTON AVENUE)	5	HSIP	\$6,248,949	\$6,248,949	\$5,624,054	\$624,895

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STIP Investments Report
 Program Activity: Transit, 2028 Brockton Area Transit



STIP: 2024 - 2028 (D)										
Year	MassDOT Project ID	Municipality	Program	MassDOT Project Description	Funding Source	Total Project Cost	Total Programmed Funds	Federal Funds	State Funds	Other Funds
Federal Fiscal Year 2028							\$8,350,000	\$4,340,000	\$4,010,000	
Brockton Area Transit							\$8,350,000	\$4,340,000	\$4,010,000	
2028	T00122		RTA Facility & Vehicle Maintenance	BAT - BUY ASSOC CAP MAINT ITEMS	5307	\$50,000	\$40,000	\$40,000		
2028	T00122		RTA Facility & Vehicle Maintenance	BAT - BUY ASSOC CAP MAINT ITEMS	RTACAP	\$50,000	\$10,000		\$10,000	
2028	T00123		RTA Facility & Vehicle Maintenance	BAT - REHAB RENOVATE MAINTENANCE FACILITY	5307	\$50,000	\$40,000	\$40,000		
2028	T00123		RTA Facility & Vehicle Maintenance	BAT - REHAB RENOVATE MAINTENANCE FACILITY	RTACAP	\$50,000	\$10,000		\$10,000	
2028	T00124		RTA Facility & Vehicle Maintenance	BAT - TERMINAL, INTERMODAL	5307	\$300,000	\$240,000	\$240,000		
2028	T00124		RTA Facility & Vehicle Maintenance	BAT - TERMINAL, INTERMODAL	RTACAP	\$300,000	\$60,000		\$60,000	
2028	T00125		RTA Facility & Vehicle Maintenance	BAT - ACQUIRE MISC SUPPORT EQUIPMENT	5307	\$100,000	\$80,000	\$80,000		
2028	T00125		RTA Facility & Vehicle Maintenance	BAT - ACQUIRE MISC SUPPORT EQUIPMENT	RTACAP	\$100,000	\$20,000		\$20,000	
2028	T00126		RTA Facility & Vehicle Maintenance	BAT - TERMINAL, INTERMODAL (TRANSIT)	5307	\$300,000	\$40,000	\$40,000		
2028	T00126		RTA Facility & Vehicle Maintenance	BAT - TERMINAL, INTERMODAL (TRANSIT)	RTACAP	\$300,000	\$10,000		\$10,000	
2028	T00127		Operating	BAT- OPERATING ASSISTANCE	5307	\$7,800,000	\$3,900,000	\$3,900,000		
2028	T00127		Operating	BAT- OPERATING ASSISTANCE	SCA	\$7,800,000	\$3,900,000		\$3,900,000	

3.6 Air Quality Conformity Documentation

This section documents the latest air quality conformity determination for the 1997 ozone National Ambient Air Quality Standards (NAAQS) in the Old Colony Region. It covers the applicable conformity requirements according to the latest regulations, regional designation status, legal considerations, and federal guidance. Further details and background information are provided below:

Introduction

The 1990 Clean Air Act Amendments (CAAA) require metropolitan planning organizations within nonattainment and maintenance areas to perform air quality conformity determinations prior to the approval of Long Range Transportation Plans (LRTPs) and Transportation Improvement Programs (TIPs), and at such other times as required by regulation. Clean Air Act (CAA) section 176(c) (42 U.S.C. 7506(c)) requires that federally funded or approved highway and transit activities are consistent with (“conform to”) the purpose of the State Implementation Plan (SIP). Conformity to the purpose of the SIP means that means Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) funding and approvals are given to highway and transit activities that will not cause or contribute to new air quality violations, worsen existing violations, or delay timely attainment of the relevant NAAQS or any interim milestones (42 U.S.C. 7506(c)(1)). The U.S. Environmental Protection Agency (EPA) transportation conformity rules establish the criteria and procedures for determining whether metropolitan transportation plans, transportation improvement programs (TIPs), and federally supported highway and transit projects conform to the SIP (40 CFR Parts 51.390 and 93).

A nonattainment area is one that the EPA has designated as not meeting certain air quality standards. A maintenance area is a nonattainment area that now meets the standards and has been re-designated as maintaining the standard. A conformity determination is a demonstration that plans, programs, and projects are consistent with the State Implementation Plan (SIP) for attaining air quality standards. The CAAA requirement to perform a conformity determination ensures that federal approval and funding go to transportation activities that are consistent with air quality goals.

Legislative and Regulatory Background

The entire Commonwealth of Massachusetts was previously classified as nonattainment for ozone and was divided into two nonattainment areas. The Eastern Massachusetts ozone nonattainment area included Barnstable, Bristol, Dukes, Essex, Middlesex, Nantucket, Norfolk, Plymouth, Suffolk, and Worcester counties. Berkshire, Franklin, Hampden, and Hampshire counties comprised the Western Massachusetts ozone nonattainment area. With these classifications, the 1990 Clean Air Act Amendments (CAAA) required the Commonwealth to reduce its emissions of volatile organic compounds (VOCs) and nitrogen oxides (NOx), the two major precursors to ozone formation to achieve attainment of the ozone standard.

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

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

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

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

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

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

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

Current Conformity Determination

After February 16, 2019, as a result of the court ruling and the subsequent federal guidance, transportation conformity for the 1997 NAAQS - intended as an “anti-backsliding” measure - now applies to both of Massachusetts’ orphan areas. Therefore, a conformity determination was made for the 1997 ozone NAAQS on the 2020-2040 Long Range Transportation Plans. This conformity determination was finalized in July 2019 following each MPO’s previous endorsement of their long-range transportation plan, and approved by the Massachusetts Divisions of FHWA and FTA on October 15, 2019. This conformity determination continues to be valid for the Old Colony FFY 2024-2028 Transportation Improvement Program, and Massachusetts’ FFY 2053-2028 STIP, as each is developed from the conforming 2020-2040 Long Range Transportation Plans.

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

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

Therefore, transportation conformity for the 1997 ozone NAAQS for the Old Colony FFY 2024-2028 Transportation Improvement Program and 2020-2040 Long Range Transportation Plans can be demonstrated by showing that remaining requirements in Table 1 in 40 CFR 93.109 have been met. These requirements, which are laid out in Section 2.4 of EPA’s guidance and addressed below, include:

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

Latest Planning Assumptions:

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

Consultation:

The consultation requirements in 40 CFR 93.112 were addressed both for interagency consultation and public consultation. Interagency consultation was conducted with FHWA, FTA, US EPA Region 1, MassDEP, and the Massachusetts MPOs on March 6, 2019, to discuss the latest conformity-related court rulings and

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resulting federal guidance. Regular and recurring interagency consultations have been held since on an (at least) annual schedule, with the most recent conformity consultation held on April 27, 2022. This ongoing consultation is conducted in accordance with the following:

- Massachusetts' Air Pollution Control Regulations 310 CMR 60.03 "Conformity to the State Implementation Plan of Transportation Plans, Programs, and Projects Developed, Funded or Approved Under Title 23 USC or the Federal Transit Act"
- The Commonwealth of Massachusetts Memorandum of Understanding among the Massachusetts Department of Transportation, Massachusetts Department of Environmental Protection, Massachusetts Metropolitan Planning Organizations, and Regional Transit Authorities, titled The Conduct of Air Quality Planning and Coordination for Transportation Conformity (dated September 16, 2019)

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

Title 23 CFR Section 450.324 and 310 CMR 60.03(6)(h) requires that the development of the TIP, LRTP, and related certification documents provide an adequate opportunity for public review and comment. Section 450.316(b) also establishes the outline for MPO public participation programs. The Old Colony MPO's Public Participation Plan was formally adopted in 2021. The Public Participation Plan ensures that the public will have access to the TIP and LRTP and all supporting documentation, provides for public notification of the availability of the TIP and LRTP and the public's right to review the document and comment thereon, and provides a 21-day public review and comment period prior to the adoption of the TIP and LRTP and related certification documents. For more information, the Old Colony Public Participation Plan is available [here](#).

The public comment period for this conformity determination commenced on April 19, 2022. During the 21-day public comment period, any comments received were incorporated into this Plan. This allowed ample opportunity for public comment and MPO review of the draft document. The public comment period closed on May 16, 2022 and subsequently, the Old Colony MPO endorsed this air quality conformity determination on May 17, 2022. These procedures comply with the associated federal requirements.

Timely Implementation of Transportation Control Measures:

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

Fiscal Constraint:

Transportation conformity requirements in 40 CFR 93.108 state that TIPs and transportation plans and must be fiscally constrained consistent with U.S. DOT's metropolitan planning regulations at 23 CFR part 450. The Old Colony 2024-2028 Transportation Improvement Program and 2020-2040 Long Range Transportation Plan are fiscally constrained, as demonstrated in this document.

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In summary and based upon the entire process described above, the Old Colony MPO has prepared this conformity determination for the 1997 Ozone NAAQS in accordance with EPA's and Massachusetts' latest conformity regulations and guidance. This conformity determination process demonstrates that the FFY 2024-2028 Transportation Improvement Program and the 2020-2040 Long Range Transportation Plan meet the Clean Air Act and Transportation Conformity Rule requirements for the 1997 Ozone NAAQS, and have been prepared following all the guidelines and requirements of these rules during this time period.

Therefore, the implementation of the Old Colony MPO's FFY 2024-2028 Transportation Improvement Program and the 2020-2040 Long Range Transportation Plan are consistent with the air quality goals of, and in conformity with, the Massachusetts State Implementation Plan.

APPENDICES

- A. FFY 2024-2028 OLD COLONY TIP ENDORSEMENT
- B. §450.336 - SELF CERTIFICATION COMPLIANCE STATEMENT - 3C PROCESS
- C. SELF-CERTIFICATION COMPLIANCE STATEMENT - 310 CMR 60.05: GLOBAL WARMING SOLUTIONS ACT REQUIREMENTS FOR THE TRANSPORTATION SECTOR AND MASSDOT
- D. GLOSSARY OF TERMS AND ACRONYMS
- E. PAVEMENT MANAGEMENT SYSTEM ANALYSIS
- F. OPERATIONS AND MAINTENANCE EXPENDITURES (STATEWIDE AND REGIONAL)
- G. FEDERAL REGIONAL FUNDING TARGETS AND STATEWIDE SUMMARIES
- H. TRANSPORTATION EVALUATION CRITERIA FORMS
- I. ANNUAL LISTING OF OBLIGATED PROJECTS
- J. COMPLETED HIGHWAY AND TRANSIT PROJECTS (2015 TO PRESENT); GREENHOUSE GAS (GHG) EMISSIONS ANALYSIS
- K. FFY 2024-2028 GREENHOUSE GAS (GHG) EMISSIONS ANALYSIS
- L. FFY 2024-2028 GATRA TRANSIT ELEMENT
- M. TWENTY-ONE (21) DAY PUBLIC REVIEW - NOTICE OF AVAILABILITY AND PUBLIC COMMENTS
- N. TIP PROJECT REVISION AND DEFINITION PROCEDURES, AND APPROVED ADJUSTMENTS, ADMINISTRATIVE MODIFICATIONS, AND AMENDMENTS

APPENDIX A - FFY 2024-2028 OLD COLONY TIP ENDORSEMENT

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

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

APPENDIX D - GLOSSARY OF TERMS AND ACRONYMS

APPENDIX E - PAVEMENT MANAGEMENT SYSTEM ANALYSIS

**APPENDIX F - OPERATIONS AND MAINTENANCE EXPENDITURES
(HIGHWAY AND PUBLIC TRANSIT)**

APPENDIX G - FEDERAL REGIONAL FUNDING TARGETS AND STATEWIDE SUMMARIES

APPENDIX H - TRANSPORTATION EVALUATION CRITERIA (TEC) FORMS

**APPENDIX I - FFY 2021 ANNUAL LISTING OF OBLIGATED PROJECTS
(ALSO POSTED TO OLD COLONY PLANNING COUNCIL WEBSITE)**

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

APPENDIX K - FFY 2024-2028 GREENHOUSE GAS (GHG) EMISSIONS ANALYSIS

APPENDIX L - FFY 2024-2028 GATRA TRANSIT ELEMENT

APPENDIX M - TWENTY-ONE (21) DAY PUBLIC REVIEW - NOTICE OF AVAILABILITY AND PUBLIC COMMENTS

**APPENDIX N - TIP PROJECT REVISION AND DEFINITION PROCEDURES,
AND APPROVED ADJUSTMENTS, ADMINISTRATIVE MODIFICATIONS,
AND AMENDMENTS**