

OLD COLONY METROPOLITAN PLANNING ORGANIZATION

**FFY 2011-2014
TRANSPORTATION
IMPROVEMENT PROGRAM
(TIP)**

ENDORSED AUGUST 24, 2010



**PREPARED BY:
OLD COLONY PLANNING COUNCIL
70 SCHOOL STREET
BROCKTON, MASSACHUSETTS**

***PREPARED IN COOPERATION WITH THE BROCKTON AREA TRANSIT AUTHORITY,
THE MASSACHUSETTS DEPARTMENT OF TRANSPORTATION (#0052455), THE FEDERAL HIGHWAY
ADMINISTRATION, AND THE FEDERAL TRANSIT ADMINISTRATION***

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

701 CMR 7.00 Use of Road Flaggers and Police Details on Public Works Projects / 701 CMR

7.00 (the Regulation) was promulgated and became law on October 3, 2008. Under this Regulation, the CMR is applicable to any Public works Project that is performed within the limits of, or that impact traffic on, any Public Road. The Municipal Limitation referenced in this Regulation is applicable only to projects where the Municipality is the Awarding Authority. For all projects contained in the TIP, the Commonwealth is the Awarding Authority. Therefore, all projects must be considered and implemented in accordance with 701 CMR 7.00, and the Road Flagger and Police Detail Guidelines. By placing a project on the TIP, the Municipality acknowledges that 701 CMR 7.00 is applicable to its project and design and construction will be fully compliant with this Regulation. This information and additional information relative to guidance and implementation of the Regulation can be found at the following link on the MassDOT Highway Division website:

<http://www.massdot.state.ma.us/Highway/flaggers/main.aspx>

PART A. Introduction

The Transportation Improvement Program (TIP) is a listing of transportation projects proposed for implementation during the next four federal fiscal years (2011, 2012, 2013, and 2014). Projects listed in the TIP include those in the Long Range Element and Short Range Element of the Old Colony Regional Transportation Plan. In the TIP, projects are programmed under federal and non-federal funding categories and assigned a local priority. The TIP briefly describes the project as well as its projected costs and funding sources.

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For all projects contained in the TIP, the Commonwealth is the Awarding Authority. Therefore, all projects must be considered and implemented in accordance with 701 CMR 7.00, and the Road Flagger and Police Detail Guidelines. By placing a project on the TIP, the Municipality acknowledges that 701 CMR 7.00 is applicable to its project and design and construction will be fully compliant with this Regulation. This information and additional information relative to guidance and implementation of the Regulation can be found at the following link on the Massachusetts Department of Transportation Highway Division website: <http://www.massdot.state.ma.us/Highway/flaggers/main.aspx>

1. Development of the TIP

Each year, the TIP is prepared in draft form by the Old Colony Planning Council staff working cooperatively with the staffs of Brockton Area Transit (BAT), Massachusetts Department of Transportation Office of Transportation Planning, and Massachusetts Department of Transportation District 5. Projects are selected from the prior year TIP, from the current Comprehensive Economic Development Strategy (CEDS) project list, from proposals made by local officials or citizens, by members of the Old Colony Joint Transportation Committee (JTC), the Massachusetts Department of Transportation, Brockton Area Transit Authority and/ or the staff itself based on the Regional Transportation Plan. Information concerning current projects is obtained from the MassDOT, the Brockton Area Transit Authority, and/or the community responsible for the design of the project.

As part of the TIP development, current and proposed projects are evaluated using Transportation Evaluation Criteria, and recommended to the Old Colony Metropolitan Planning Organization (MPO) for consideration and approval. The collective staffs evaluate candidate projects for the Old Colony MPO using the Transportation Evaluation Criteria of Condition, Mobility, Safety and Security, Community Effects and Support, Land Use and Economic Development, and Environmental Effects. Once the Old Colony MPO has reviewed and approved the evaluations, the OCPC staff then uses the evaluation results, as well as readiness information, available funding, and other pertinent information to develop a Draft TIP. As part of the development process, the Draft TIP is reviewed by the JTC, the OCPC, and the MPO. The Old Colony MPO then releases it for a 30-Day Public Review Period. Following the 30-Day Public Review Period, the Old Colony MPO considers the comments received, and if no significant adverse comments are received, the Old Colony MPO then endorses the TIP.

- OLD COLONY MPO TRANSPORTATION IMPROVEMENT PROGRAM -

The Governor's designated state clearinghouse, the Massachusetts Department of Transportation, has determined that the review and adoption of the TIP by the Old Colony Metropolitan Planning Organization (MPO) satisfies state Intergovernmental Review concerns.

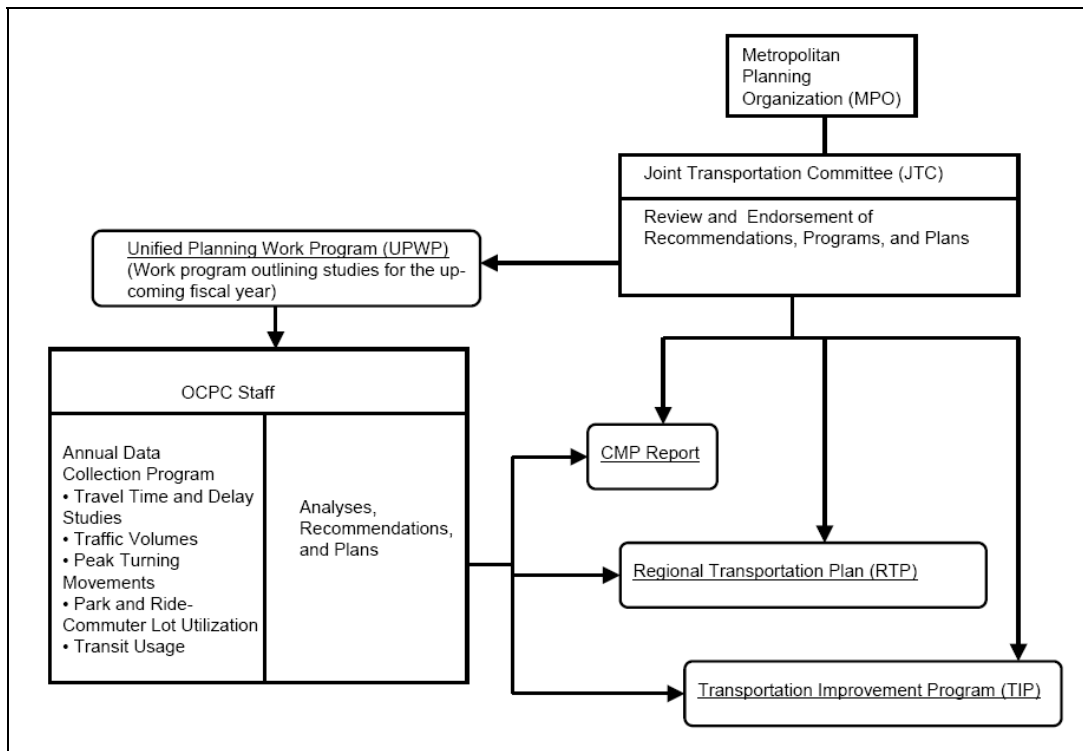
Congestion Management Process

Congestion on a transportation facility may be defined as the level of performance that is deemed unacceptable due to traffic interference. The acceptable level of performance varies from state to state. In addition, the types of transportation modes and links also vary from place to place. Therefore, the regulations require an effective CMP that provides information on enhancing performance and identifies effective congestion reducing strategies that meet the needs of the particular region.

The CMP is, “a systematic process for managing congestion that provides information on transportation system performance and on alternative strategies for alleviating congestion and enhancing the mobility of persons and goods to levels that meet state and local needs.” The CMP includes serious consideration of the implementation of strategies that provide the most efficient and effective use of existing and future transportation facilities. In both metropolitan and non-metropolitan areas, consideration needs to be given to strategies that reduce single occupancy vehicle (SOV) travel and improve existing transportation system efficiency.

The figure below illustrates the integration of the Congestion Management Process within the overall planning process. This process allows for monitoring transportation systems for congestion, reviewing and endorsing plans by local communities that make up the region, and revising monitoring of strategies and overall plans to account for a dynamic management system.

Congestion Management Process Diagram



In general, the root causes of congestion can be summarized into two main categories:

- Too much traffic exists on a facility for the available physical capacity to handle – There is a limited amount of traffic that can be moved on a roadway for a given time, or only so many transit patrons that can be accommodated in a given number of buses or trains. This is considered the physical capacity of the system. Bottlenecks occur at locations where the physical capacity is restricted, with flows from upstream sections (with higher capacities) being funneled into smaller downstream segments. When traffic flow breaks down to stop-and-go conditions, capacity is actually reduced. Bottlenecks can be very specific chokepoints in the system, such as a poorly functioning freeway-to-freeway interchange, or an entire highway corridor where a “system” of bottlenecks exists, such as a closely spaced series of interchanges with local streets. Physical capacity can be reduced by the addition of “intentional” bottlenecks, such as traffic signals and tollbooths. Bottlenecks can also exist on long upgrades and can be created by “surges” in traffic, as experienced around resort areas, or due to specific events (sports events, parades, etc.).

- Traffic Incidents – In addition to the physical capacity, external events can have a major effect on traffic flow. These include traffic incidents such as crashes and vehicle breakdowns; work zones; inclement weather; special events; and poorly timed traffic signals. When these events occur, their main impact is to subtract physical capacity from the roadway. Events also may cause changes in traffic demand by causing travelers to rethink their trips (e.g., snow and other types of severe weather). The level of congestion on a roadway is determined by the interaction of physical capacity with events that are taking place at a given time. The effect of a traffic incident depends on how much physical capacity is present. Consider a traffic crash that blocks a single lane on a freeway. That incident has a much greater impact on traffic flow if only two normal lanes of travel are present than if three lanes are present. Therefore, strategies that improve the physical capacity of bottlenecks also lessen the impacts of roadway events such as traffic incidents, weather, and work zones.

Specific issues that contribute to congestion include:

- Interchange spacing too short on limited access highways
- Inadequate acceleration/deceleration lanes
- Poor access control on arterials
- Lack of incident management plan
- Poor signal timing
- Lack of signal coordination
- Special events/other
- Inclement weather
- Low vehicle occupancy
- Work zones
- Bottlenecks due to too many trips occurring within a narrow time frame
- Adjacent land use development inconsistent with the transportation system
- Crashes
- Driver behavior/distractions
- Lack of adequate roadway, transit, and or parking capacity

The cost of congestion can be measured in dollars as well as time. There is a direct link between transportation investment, travel conditions (congestion and reliability), and economic productivity. Two key trends have a substantial impact on the total cost of moving freight:

- As congestion spreads into the midday, which is typically the peak travel period for trucks, costs that are more direct will be incurred.

- Reliability – For trucks, the ability to hit delivery windows predictably will decrease and will add even more costs as firms struggle to optimize delivery schedules. This is especially a problem for truckers who must meet “just-in-time” delivery schedules set by shippers, manufacturers, and retailers.

The currently intensified congested corridors are summarized as follows:

- Route 3 From Plymouth/Bourne Town Line To Pembroke/Hanover Town Line
- Route 3A in Kingston and Plymouth
- Route 18 From Route 3 to Central Square in East Bridgewater
- Route 24 From Raynham/ Bridgewater Town Line To I-93
- Route 27 in Stoughton, Brockton, and East Bridgewater
- Route 28 in Avon, Brockton, West Bridgewater, and Bridgewater
- Carver Street/Samoset Street in Plymouth
- Route 106 in Easton and West Bridgewater
- Route 106 in Halifax and East Bridgewater
- Route 123 in Easton and Brockton
- Route 138 From The Canton/ Stoughton Town Line To Junction Of 138 / 27 / 139 In Stoughton
- Route 139 From The Junction Of Route 139/53 In Pembroke To The Pembroke/Marshfield Town Line
- Harrison Boulevard/Central Street In Avon And Stoughton (between Route 28 and Route 27)
- Main Street / North Main Street In Brockton From Plain Street To Avon Town Line

The CMP is also designed to identify key intersections that demonstrate congestion, excessive delays, and circulation problems. The CMP identifies these congested facilities through studies completed by OCPC and other agencies and organizations, and through the ongoing monitoring of facilities. Standard operating procedures have been adopted for data collection that allows the monitoring of intersections within the region specifically targeted due to congestion. The CMP has identified numerous congested intersections, based on a threshold of LOS “D” or less, within the Old Colony region.

In addition to the intersection locations, there are a number of community centers in the region including, Bridgewater Center (Central Square), East Bridgewater Center, Downtown Brockton, Stoughton Center, and West Bridgewater Center, that experience chronic congestion and circulation problems requiring on-going efforts to improve traffic flow and reduce delays.

2. *Prioritization*

Qualifying factors for a project to be listed in the active year element (FFY 2011).

- Project must have Project Review Committee (PRC) approval and/or a MassDOT ID number (PROJIS)
- Need for project to be implemented (safety, congestion, etc.)
- Financial feasibility of project
- Project must have reasonable progress in design, as to assure that the project can be implemented in the active year
- Level of impact of the project (ADTs, Location, NHS, Safety)
- Local and regional support for the project
- Project has appeared on previous TIPs
- Project has been derived from the Management Systems (Congestion, Land Use, Safety, and Pavement)
- Consideration of Transportation Evaluation Criteria

3. Public Participation, Coordination, and Consultation

Transportation planning is one component of the Comprehensive Planning Process that includes land use/growth management, housing, open space and recreation, economic development, historic preservation, and water quality. It is important that these potentially conflicting elements be consistent with one another in order to facilitate the efficient movement of people and goods in the region. The first step in obtaining consistency is the use of a common database, coordination, and consultation with appropriate agencies and groups. 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 appropriate agencies and groups. As such, a successful public participation model was developed and utilized. Legal advertisements are not a panacea for public participation. With that in mind, the staff engaged the public to the maximum extent possible. Various strategies were deployed, documented, and evaluated.

This FFY 2011-2014 Transportation Improvement Program was developed in accordance with the Public Participation Plan (PPP) for the Old Colony Planning Council Region. Brockton Area Transit utilizes the Old Colony MPO's public participation as its public participation process.

Public participation in the TIP development process is welcomed and encouraged. The public is able to participate in the development of the TIP by attending various meetings and reviews designated for the TIP, or by contacting the OCPC offices. The development process is as such:

- Review previous years TIPs
- List all projects carried over from the latest TIP and new suggestions for projects
- Review list of Projects with the JTC, OCPC, and MPO
- Consideration of the Congestion Management Process
- Consideration of Transportation Evaluation Criteria
- Development of future projects
- Adoption of the fiscal year Transportation Improvement Program

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

- Old Colony MPO - The MPO provided oversight of the TIP development and has the responsibility of ultimately endorsing the TIP.

- Old Colony Planning Council (OCPC) - The Old Colony Planning Council discussed the TIP development and provided both planning and policy guidance at regularly scheduled Council meetings. Meetings took place typically during the last Wednesday of the month.

- Old Colony Joint Transportation Committee (JTC) - Functioning as the advisory group to the Old Colony MPO and Old Colony Planning Council, this group assisted with the identification of transportation deficiencies and provided 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. Typically, meetings took place during the second Thursday of the month. As such, regular input and guidance occurred.

- Transit Providers – Council staff solicited input regarding transit issues from the BAT, GATRA, MBTA, South Shore Community Action Council, as well as a private carrier (P&B).

- Coordination and consultation activities - Coordination and consultation, and/ or information dissemination activities took place with multiple agencies and groups. As such, these coordination and consultation activities took place with: Brockton Area Transit Authority, Brockton 21st Century Cooperation, Cape Verdean Association of Brockton, Chief Elected Officials, Departments of Public Works and Highway Departments, Executive Office of Transportation, Latino Health Institute, Greater Attleboro Taunton Transit Authority, MassDOT 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 consists of over 200 members. Members include chief elected officials, legislators, planning boards, MassDOT, FHWA, FTA, transit providers, minority groups, town clerks, and transportation officials. The objective was to provide continuing outreach to a wide network. Council staff provided announcements of product availability, upcoming events, and meetings associated with the TIP to the TAN.
- Media Outlets and places of public convenience - Staff utilized multiple media outlets and places of public convenience to solicit public comment, advertise meetings, and advertise TIP availability. The media outlets and places of public convenience consisted of newspaper legal advertisements, websites (Old Colony Planning Council, town and city halls, local cable access (all communities with cable access).
- Copies of the Draft TIP on the OCPC website and Office so residents from member communities had many opportunities to review the Draft TIP. Copies of the Draft TIP were provided upon request.
- 30-Day Public Review Period - During the public review period for the Draft TIP, copies were available and their availability was advertised using multiple media outlets and the TAN. During the period, public meetings were held and the Council staff was available to discuss the Draft TIP with the public upon request.

Furthermore, the 2009 Transit Directory was utilized. The Directory is a listing of public and private transit agencies providing both internal service within the region and service to points outside the region, particularly the Greater Boston Area.

Environmental Justice

Environmental Justice 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 staff has public-involvement procedures established that provide for consideration of Environmental Justice. These procedures provide an inclusive, representative, and equal opportunity for two-way communication resulting in appropriate action that reflects this public involvement. Environmental Justice is considered in all aspects of planning and project decision-making, including the design of both the public-involvement plan and the proposed facility.

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

Examinations of potential Benefits and Burdens because of the implementation of the TIP were conducted. Examples of Benefits considered were Mobility, Accessibility, Infrastructure condition, Environment, Reliability, Safety, Security, Load factors, Efficiency, and Consultation with riders in improving bus services to the transit-dependent. While, examples of Burdens considered were: Air, noise, and water pollution and soil contamination, Destruction or disruption of community cohesion or a community's economic vitality, Destruction or disruption of the availability of public and private facilities and services, Adverse employment effects, Displacement of persons, businesses, farms, or nonprofit organizations, Increased traffic congestion, isolation, exclusion, or separation of minority or low-income individuals within a given community or from the broader community, and The denial of, reduction in, or significant delay in the receipt of, benefits of programs, policies, or activities.

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.

Thirty-Day Public Review Period
July 20, 2010 Legal Advertisements

The Brockton Enterprise

**NOTICE OF PUBLIC
COMMENT/REVIEW
FOR THE DRAFT
FFY 2011-2014
TRANSPORTATION
IMPROVEMENT
PROGRAM (TIP)**

In accordance with the Public Participation Process developed by the Old Colony Metropolitan Planning Organization (MPO), OCPC is making the Draft FFY 2011-2014 Transportation Improvement Program (TIP) available for public review. The TIP serves as a prioritized listing of highway, bridge, and transit projects proposed for implementation during the next several federal fiscal years (FFY 2011-2014). Copies of the TIP are available for review at the OCPC Offices (8:30 a.m. to 4:00 p.m.), at <http://www.ocpcrpa.org/>, and/or upon request. This notice will initiate a Public Review Period. Written comments will be accepted until 9:00 AM on August 23, 2010. This process will also be used as Brockton Area Transit Authority (BAT's) public participation process. A public meeting of the OCPC and MPO advisory committee, the Joint Transportation Committee, will be held if needed. Please contact Charles Kilmer at 508-583-1833 Extension 206 for further information.
12302169 7/20/10

The Patriot Ledger

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Charles Kilmer
C/o Old Colony Planning Council
70 School Street
Brockton, MA 02301
7/20/10

The 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 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.

For FTA projects that are not routine, i.e. Section 5307 applications that require an environmental assessment or an environmental impact statement the public involvement provided for herein for the TIP review is not sufficient. FTA will require additional public involvement, as presented in the joint FHWA/FTA environmental regulations, 23 C.F.R. part 771 for grant approval.

Comments received from the thirty-day public review can be obtained by contacting Charles Kilmer at 508-583-1833, Extension 206.

4. *Transportation Funding Programs*

The major sources are the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and the Federal Aviation Administration (FAA). The United States Congress authorizes funding for these transportation projects through federal legislation. For highways and mass transportation, the most recent authorization was the SAFETEA-LU (2005). Federal funding received from SAFETEA-LU is allocated to different funding programs. State funds are also a key component for transportation purposes. Some of these programs are listed below.

Highway Funding Programs

American Recovery and Reinvestment Act (ARRA) is an economic stimulus package enacted by the 111th United States Congress in February 2009 that intended to provide a stimulus to the U.S. economy in the wake of the economic downturn.

National Highway System (NHS) consists primarily of existing Interstate routes and portions of the Primary System. The program was established to focus federal resources on roads that are the most important to interstate travel and national defense, roads that connect with other modes of transportation, and others that are essential for international commerce.

Interstate Maintenance (IM) includes resurfacing, restoration, and rehabilitation as eligible activities for maintaining Interstate facilities. Reconstruction is also eligible if it does not add capacity. However, high-occupancy-vehicle (HOV) and auxiliary lanes can be added.

Surface Transportation Program (STP) is a block grant program that may be used for any roads (including NHS) that are not functionally classified as local or rural minor collectors. These roads are collectively referred to as federal-aid eligible roads. Bridge projects paid for with STP funds are not restricted to federal-aid roads but may be on any public road. Transit capital projects are also eligible under this program.

Congestion Mitigation and Air Quality Improvement Program (CMAQ) directs funds toward transportation projects in Clean Air Act non-attainment areas for ozone and carbon monoxide. These projects will contribute to meeting the attainment of national ambient air quality standards. The state receives funds based on its share of the population of air quality non-attainment areas weighted by degree of air pollution.

Highway Safety Improvement Program (HSIP) is a program that aims to reduce the number of fatal and injury crashes by targeting high crash locations. Projects, using (HSIP) funding, are required, by SAFETEA-LU, the Federal Legislation, to be selected based a data driven process.

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. Eligible are bridge painting, seismic retrofitting, and calcium magnesium applications.

Other Federal Aid includes projects that received federal funding outside the federal-aid program. Funds in this category are generally approved as line items appended to various pieces of federal legislation. Projects in this category are generally intended to improve public safety within a specified region that might not qualify for funding through other sources.

Non-Federal Aid (NFA) contains all projects not receiving federal funds. Various categories of state funding are included in this group such as bikeways, State Aid (Chapter 90) and highway construction, and maintenance (Chapter 497).

Public Works Economic Development (PWED) projects are funded entirely with state funds and are often part of state grant projects targeting downtown revitalization.

Transit Funding Programs

49 U.S.C. Section 5307 provides capital, preventative maintenance, and operating assistance to transit systems in urbanized areas.

49 U.S.C. Section 5309 provides funding for the construction or extension of new transit service projects, modernization of existing rail systems, and major bus purchases and related facilities.

49 U.S.C. Section 5310 is the Elderly and Persons with Disabilities program, which provides capital assistance to private non-profit service carriers.

49 U.S.C. Section 5311 provides funding capital and operating assistance to transit systems in non-urbanized areas (Rural Transit).

49 U.S.C. Section 5316 provides funding for transportation services designed to transport welfare recipients and low income individuals to and from jobs and to develop transportation services for residents of urban centers and rural and suburban areas to suburban employment opportunities.

49 U.S.C. Section 5317 provides funding to encourage service and facility improvements to address the transportation needs of persons with disabilities that go beyond those required by the Americans with Disabilities Act.

Mobility Assistance Program (MAP) is a state funded program similar to Section 5310, but provides capital assistance to public non-profit service carriers. MAP funds are intended for use by public agencies, such as Councils on Aging, South Shore Community Action Council, and the Brockton Area Transit Authority (BAT), to provide van service to elderly and disabled persons.

Part B. Highway and Bridge Project Listing by Community

- OLD COLONY MPO TRANSPORTATION IMPROVEMENT PROGRAM -

The following list is not a prioritized list of projects for funding. This is an informational list of identified projects regardless of funding sources.

1. Project List

COMMUNITY	DESCRIPTION	ID	TIP LOCATION
ABINGTON	SAFE ROUTES TO SCHOOL (CENTER SCHOOL)	605693	APPENDIX
ABINGTON / WEYMOUTH	RECONSTRUCTION & WIDENING ON ROUTE 18 (MAIN STREET) FROM HIGHLAND PLACE TO ROUTE 139 (4.0 MILES) INCLUDES REHAB OF W-32-013, ROUTE 18 OVER THE OLD COLONY RAILROAD (MBTA)	601630	APPENDIX
ABINGTON/ WHITMAN	ROUTE 18 CAPACITY ENHANCEMENT FROM ROUTE 139 TO ROUTE 14	PRE - PRC	POTENTIAL PROJECTS
AVON	ROUTE 28 (EAST MAIN STREET) AT EAST/WEST SPRING STREET SIGNALIZATION AND GEOMETRIC IMPROVEMENT	PRE - PRC	POTENTIAL PROJECTS
AVON	WEST MAIN STREET RECONSTRUCTION (HARRISON BOULEVARD TO ROUTE 28)	PRE - PRC	POTENTIAL PROJECTS
BRIDGEWATER	BRIDGE REHABILITATION, B-23-009, OAK STREET OVER THE TOWN RIVER	53430	APPENDIX
BRIDGEWATER	BRIDGE REPLACEMENT, B-23-005=M-18-002, SUMMER STREET OVER THE TAUNTON RIVER	604415	APPENDIX
BRIDGEWATER	HIGH STREET RECONSTRUCTION FROM HAYWARD STREET TO PLYMOUTH STREET	PRE - PRC	POTENTIAL PROJECTS
BRIDGEWATER	MILL STREET RECONSTRUCTION FROM PLYMOUTH STREET TO HIGH STREET	PRE - PRC	POTENTIAL PROJECTS
BRIDGEWATER	SIGNAL & INTERSECTION IMPROVEMENTS AT STATE ROUTE 18 & HIGH STREET	603660	APPENDIX
BRIDGEWATER	SOUTH STREET@ ROUTE 104 SIGNALIZATION AND GEOMETRIC IMPROVEMENT	PRE - PRC	POTENTIAL PROJECTS
BRIDGEWATER	SUMMER STREET RECONSTRUCTION FROM GROVE STREET TO FLAGG STREET	PRE - PRC	POTENTIAL PROJECTS
BRIDGEWATER	TITICUT STREET BRIDGE REPLACEMENT OVER TAUNTON RIVER	PRE - PRC	POTENTIAL PROJECTS
BRIDGEWATER	TOWN RIVER LANDING PEDESTRIAN BRIDGE ENHANCEMENT PROJECT	PRE - PRC	POTENTIAL PROJECTS
BROCKTON	DESIGN AND CONTRUCT DOWNTOWN ROADWAY AND STREETScape IMPROVMENTS - DEMO ID: MA-214.	604764	2013
BROCKTON	DOWNTOWN RECIRCULATION PROJECT (PHASE I)	603675	APPENDIX
BROCKTON	ITS REVENUE COLLECTION EQUIPMENT	PRE - PRC	POTENTIAL PROJECTS
BROCKTON	MAIN STREET AT FOREST AVENUE TRAFFIC SIGNALS AND GEOMETRIC IMPROVEMENTS	PRE - PRC	POTENTIAL PROJECTS
BROCKTON	MAIN STREET RECONSTRUCTION FROM WHITE AVENUE TO HAYWARD AVENUE	PRE - PRC	POTENTIAL PROJECTS
BROCKTON	N MAIN STREET RECONSTRUCTION FROM PROSPECT TO COURT WAY	PRE - PRC	POTENTIAL PROJECTS
BROCKTON	PEDESTRIAN/ BIKEWAY CONNECTIONS TO THE INTERMODAL TRANSPORTATION CENTRE	PRE - PRC	POTENTIAL PROJECTS
BROCKTON	RECONSTRUCTION OF COURT STREET, FROM MAIN STREET TO NORTH CARY STREET ("3R" PROJECT)	601342	APPENDIX
BROCKTON	RECONSTRUCTION OF FOREST AVENUE, FROM WARREN AVENUE TO BELMONT STREET ("3R" PROJECT)	601344	APPENDIX
BROCKTON	REHABILITATION OF ROUTE 123 (CENTRE STREET), FROM MONTELLO STREET TO NORTH CARY STREET (2,900 FEET - 3R PROJECT)	601346	APPENDIX

- OLD COLONY MPO TRANSPORTATION IMPROVEMENT PROGRAM -

BROCKTON	RESURFACING & RELATED WORK ON A SECTION OF ROUTE 27 (PLEASANT STREET & CRESCENT STREET)	600365	2012
BROCKTON	RESURFACING & RELATED WORK ON FIELD STREET, FROM MONTELLO STREET TO WINTER STREET (4,000 FT.)	601639	APPENDIX
BROCKTON	RESURFACING & RELATED WORK ON PERKINS AVENUE, FROM SUMMER STREET TO MAIN STREET (2,800 FT.)	601642	APPENDIX
BROCKTON	RESURFACING & RELATED WORK ON WEST ELM STREET, FROM WARREN AVENUE TO WEST STREET (6,800 FT.)	601644	2013
BROCKTON	ROUTE 27 - CRESCENT STREET @ QUINCY STREET AND MASSASOIT BOULEVARD	606143	APPENDIX
BROCKTON	ROUTE 28 RECONSTRUCTION FROM EAST ASHLAND STREET TO PLAIN STREET	PRE - PRC	POTENTIAL PROJECTS
BROCKTON	SIGNAL & INTERSECTION IMPROVEMENTS @ ROUTE 123 (BELMONT STREET)/LINWOOD STREET/LORRAINE AVENUE	606036	2014
BROCKTON	SIGNAL & INTERSECTION IMPROVEMENTS AT MAIN STREET (ROUTE 28) & PLAIN STREET/KEITH AVENUE	604741	2011
BROCKTON	SIGNAL UPGRADES AT ROUTE 123 (BELMONT STREET), V.A. HOSPITAL & THE ROUTE 123/MANLEY STREET INTERSECTION	602606	2011
BROCKTON/ EAST BRIDGEWATER	SIGNS AND PAVEMENT MARKINGS TO REDUCE LANE DEPARTURE CRASHES		2011
DISTRICT WIDE	PEDESTRIAN SIGNS AND PAVEMENT MARKINGS FOR CROSSWALKS AT HIGH CRASH LOCATIONS		2011
EAST BRIDGEWATER	ROUTE 106 RECONSTRUCTION WHITMAN STREET TO HALIFAX TOWN LINE	PRE - PRC	POTENTIAL PROJECTS
EASTON	CENTRAL STREET RESURFACING FROM WASHINGTON TO DEPOT	PRE - PRC	POTENTIAL PROJECTS
EASTON	INTERSECTION IMPROVEMENTS @ FOUNDRY STREET (ROUTE 106) & PROSPECT STREET	605746	APPENDIX
EASTON	INTERSECTION IMPROVEMENTS @ ROUTE 138 & TURNPIKE AVENUE	604098	APPENDIX
EASTON	ROUTE 106 - EASTMAN STREET, MANSFIELD TOWN LINE TO ROUTE 123	PRE - PRC	POTENTIAL PROJECTS
EASTON	ROUTE 106 - FOUNDRY STREET, BAY ROAD TO MORSE ROAD	PRE - PRC	POTENTIAL PROJECTS
EASTON	ROUTE 106 - FOUNDRY STREET, EASTMAN STREET TO BAY ROAD	PRE - PRC	POTENTIAL PROJECTS
EASTON	ROUTE 138 @ ELM STREET SIGNALIZATION AND GEOMETRIC IMPROVEMENT	PRE - PRC	POTENTIAL PROJECTS
EASTON	ROUTE 138 @ PLYMOUTH STREET SIGNALIZATION AND GEOMETRIC IMPROVEMENT	PRE - PRC	POTENTIAL PROJECTS
EASTON	ROUTE 138 @ UNION STREET SIGNALIZATION AND GEOMETRIC IMPROVEMENT	PRE - PRC	POTENTIAL PROJECTS
EASTON	SAFE ROUTES TO SCHOOL (F.L. OLMSTED ELEMENTARY SCHOOL)	606225	2012
EASTON	SIGNAL & INTERSECTION IMPROVEMENTS @ ROUTE 138 (TURNPIKE STREET) AND ROUTE 106 (FOUNDRY STREET)	606071	2014
HALIFAX	ROUTE 106 RECONSTRUCTION (ROUTE 105 TO BRIDGEWATER TOWN LINE)	PRE - PRC	POTENTIAL PROJECTS
HALIFAX	ROUTE 58 RECONSTRUCTION (ROUTE 106 TO HANSON TOWN LINE)	PRE - PRC	POTENTIAL PROJECTS

- OLD COLONY MPO TRANSPORTATION IMPROVEMENT PROGRAM -

I-495, ROUTE 24	HIGHWAY ASSISTANCE PATROLS, AREAS 4, 4 ROUTES, 3 YEAR CONTRACT		2013
KINGSTON	BRIDGE REPLACEMENT, K-01-002, ELM STREET OVER THE JONES RIVER	24090	2011
KINGSTON	BRIDGE REPLACEMENT, K-01-005, HOWLANDS LANE OVER MBTA OLD COLONY RAIL LINE	602377	APPENDIX
KINGSTON	RECONSTRUCTION ON ROUTE 106 (MAIN STREET, WAPPING ROAD) (5,300 FEET)	601164	APPENDIX
KINGSTON	ROUTE 27 @ ROUTE 106 SIGNAL REPLACEMENT AND GEOMETRIC IMPROVEMENTS	PRE - PRC	POTENTIAL PROJECTS
KINGSTON	ROUTE 3A AT CRESCENT STREET SIGNALIZATION AND GEOMETRIC IMPROVEMENTS	PRE - PRC	POTENTIAL PROJECTS
KINGSTON	ROUTE 3A AT HOWLANDS LANE SIGNALIZATION AND GEOMETRIC IMPROVEMENTS	PRE - PRC	POTENTIAL PROJECTS
KINGSTON	SIGNAL & INTERSECTION IMPROVEMENTS @ ROUTE 3A & ROUTE 53 AT KINGSBURY PLAZA	600865	APPENDIX
PEMBROKE	RECONSTRUCTION ON ROUTE 14, FROM THE HANSON T.L. TO WASHINGTON STREET (ROUTE 53)	604957	APPENDIX
PEMBROKE	REHABILITATION ON ROUTE 36 (CENTER STREET)	600380	APPENDIX
PEMBROKE	ROUTE 53 AT PLEASANT STREET SIGNALIZATION AND GEOMETRIC IMPROVEMENTS	PRE - PRC	POTENTIAL PROJECTS
PLYMOUTH	BRIDGE PRESERVATION, P-13-026, ROUTE 3 (PILGRIM HIGHWAY) OVER BILLINGTON STREET	605100	APPENDIX
PLYMOUTH	CARVER ROAD/SUMMER ST/FEDERAL FURNACE/SLEEPY HOLLOW ROAD SIGNALIZATION	PRE - PRC	POTENTIAL PROJECTS
PLYMOUTH	CHERRY STREET RECONSTRUCTION FROM INDUSTRIAL PARK ROAD TO COMMERCE WAY	PRE - PRC	POTENTIAL PROJECTS
PLYMOUTH	FEDERAL FURNACE ROAD RECONSTRUCTION FROM CARVER TOWN LINE TO SOUTH MEADOW ROAD	PRE - PRC	POTENTIAL PROJECTS
PLYMOUTH	INTERSECTION IMPROVEMENTS @ ROUTE 3A, MANOMET POINT ROAD, STRAND AVENUE	603468	2011
PLYMOUTH	JENNY GRIST MILL/ BILLINGTON SEA WALKWAY	PRE - PRC	POTENTIAL PROJECTS
PLYMOUTH	LONG POND ROAD RECONSTRUCTION (DREW ROAD TO CLARK ROAD)	PRE - PRC	POTENTIAL PROJECTS
PLYMOUTH	NELSON STREET TO STEVENS FIELD PEDESTRIAN CONNECTION	PRE - PRC	POTENTIAL PROJECTS
PLYMOUTH	OBERY STREET RECONSTRUCTION FROM NORTH HIGH SCHOOL TO SOUTH STREET	PRE - PRC	POTENTIAL PROJECTS
PLYMOUTH	RECONSTRUCTION OF ROUTE 44 (SAMOSET STREET) FROM ROUTE 3 (NB RAMP) EASTERLY TO WATER STREET	600426	APPENDIX
PLYMOUTH	RECONSTRUCTION OF TAYLOR AVENUE, FROM WHITE HORSE ROAD TO MANOMET POINT ROAD, INCLUDES P-13-010	605038	APPENDIX
PLYMOUTH	ROUTE 3 AT EXIT 3 INTERCHANGE AND VICINITY ACCESS IMPROVEMENTS	PRE - PRC	POTENTIAL PROJECTS
PLYMOUTH	ROUTE 3A AT SOUTH STREET SIGNALIZATION	PRE - PRC	POTENTIAL PROJECTS
PLYMOUTH	ROUTE 3A MAIN STREET @ WATER STREET SIGNALIZATION	PRE - PRC	POTENTIAL PROJECTS
PLYMOUTH	ROUTE 3A STATE ROAD AND HERRING POND ROAD SIGNALIZATION	PRE - PRC	POTENTIAL PROJECTS
PLYMOUTH	SAMOSET STREET @ MARC DRIVE/ MOBILE HOME ESTATES SIGNALIZATION	PRE - PRC	POTENTIAL PROJECTS

- OLD COLONY MPO TRANSPORTATION IMPROVEMENT PROGRAM -

PLYMOUTH	TOWN PIER BOARDWALK (NELSON TO BURIAL HILL)	PRE - PRC	POTENTIAL PROJECTS
PLYMOUTH	TOWN WHARF PEDESTRIAN AND ROADWAY IMPROVEMENTS	PRE - PRC	POTENTIAL PROJECTS
PLYMOUTH	WATER STREET RECONSTRUCTION (ROUTE 3A TO NELSON STREET)	PRE - PRC	POTENTIAL PROJECTS
STOUGHTON	BAY ROAD RECONSTRUCTION	PRE - PRC	POTENTIAL PROJECTS
STOUGHTON	CANTON (ROUTE 27) & SCHOOL STREET SIGNALIZATION	PRE - PRC	POTENTIAL PROJECTS
STOUGHTON	CANTON (ROUTE 27)/TOSCA/CENTRAL INTERSECTION IMPROVEMENTS	PRE - PRC	POTENTIAL PROJECTS
STOUGHTON	RESURFACING & RELATED WORK ON ROUTE 138, FROM CANTON TL TO 300' NORTH OF THOMAS STREET	601109	APPENDIX
STOUGHTON	TURNPIKE AND CENTRAL STREETS RESURFACING	PRE - PRC	POTENTIAL PROJECTS
WEST BRIDGEWATER	BELMONT STREET BRIDGE REHABILITATION	PRE - PRC	POTENTIAL PROJECTS
WEST BRIDGEWATER	BRIDGE REHABILITATION ARCH STREET	PRE - PRC	POTENTIAL PROJECTS
WEST BRIDGEWATER	BRIDGE REHABILITATION, W-18-012, SR 106 (WEST CENTER STREET) OVER THE HOCKOMOCK RIVER	605351	APPENDIX
WEST BRIDGEWATER	INTERSECTION IMPROVEMENTS AT ROUTE 106 & ROUTE 28 (CENTRAL SQUARE)	603457	2013
WEST BRIDGEWATER	RECONSTRUCTION ON ROUTE 106, FROM ROUTE 28 (CENTRAL SQUARE) TO EASTON T.L.	603456	APPENDIX
WEST BRIDGEWATER	ROUTE 106 @ EAST STREET SIGNALIZATION	PRE - PRC	POTENTIAL PROJECTS
WEST BRIDGEWATER	ROUTE 106 @ HOWARD STREET SIGNALIZATION	PRE - PRC	POTENTIAL PROJECTS
WEST BRIDGEWATER	ROUTE 28 @ MATFIELD STREET SIGNALIZATION	PRE - PRC	POTENTIAL PROJECTS
WEST BRIDGEWATER	SOUTH STREET RESURFACING AND SIDEWALKS	PRE - PRC	POTENTIAL PROJECTS
WEST BRIDGEWATER	WEST STREET BRIDGE REHABILITATION	PRE - PRC	POTENTIAL PROJECTS

Part C. TIP - Federal Requirements and Project List

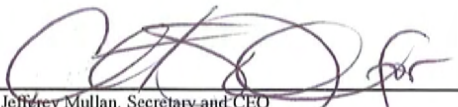
1. Endorsement of the FFY 2011-2014 Transportation Improvement Program and Air Quality Conformity Determination

Whereas, the 1990 Clean Air Act Amendments (CAAA) require Metropolitan Planning Organizations within non-attainment areas and/or attainment areas with maintenance plans to perform air quality conformity determinations prior to the approval of transportation plans and transportation improvement programs, and at such other times as required by regulation.

Whereas, the air quality conformity analysis prepared for the 2011-2014 Transportation Improvement Program also demonstrates air quality conformity of the Old Colony 2007 Regional Transportation Plan, and that all regionally significant transportation projects in the 2011-2014 Transportation Improvement Program are contained in the 2007 Regional Transportation Plan, and that all regionally significant projects in the 2014 to 2030 timeframe of the Regional Transportation Plan are modeled in the 2011-2014 Transportation Improvement Program's air quality conformity analyses;

Whereas, the Old Colony MPO has completed its review accordance with Section 176(c) (4) of the Clean Air Act as amended in 1990 [42 U.S.C. 7251 (a)}, and hereby certifies that implementation of the Old Colony 2007 Regional Transportation Plan satisfies the conformity criteria specified in both 40 CFR Part 51 and 93 (8/15/1997) and 310 CMR 60.03 (12/30/1994). Based on the results of the conformity analyses, the Old Colony 2007 Regional Transportation Plan and FFY 2011-2014 TIP are consistent with the air quality goals of, and in conformity with, the Massachusetts State Implementation Plan;

Therefore, in accordance with 23 CFR Part 450 Section 322 (Development and content of the Metropolitan Transportation Plan) of the March 16, 2007 Final Rules for Statewide and Metropolitan Planning, the MPO hereby endorses the FFY 2011-2014 Transportation Improvement Program.



Jeffrey Mullan, Secretary and CEO
Massachusetts Department of Transportation
24 Aug 10
Date

Linda Balzotti, Mayor
City of Brockton

Date



Luisa M. Paiewonsky, Highway Administrator
Massachusetts Department of Transportation
8/24/10
Date



for William Hallisey, Jr., Chairman
Town of Plymouth Board of Selectmen
8/24/10
Date



Reinald G. Ledoux, Jr., Administrator
Brockton Area Transit
8/24/10
Date

Joseph A. Freitas
Town of Plympton Board of Selectmen

Date



Robert Moran, Jr., President
Old Colony Planning Council
8.24.10
Date




Daniel Salvucci
Town of Whitman Board of Selectmen
8/24/10
Date

- OLD COLONY MPO TRANSPORTATION IMPROVEMENT PROGRAM -

2. Old Colony MPO Self Certification Compliance Statement

This will certify that the Comprehensive, Continuing, Cooperative Transportation Planning Process for the Old Colony Metropolitan Planning Organization is addressing major issues facing the region and certifies that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements including:

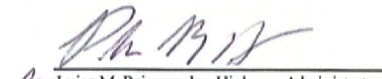
1. 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
2. In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 1101(b) of the SAFETEA-LU (Pub. L. 109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in US DOT funded projects;
6. 23 CFR 230, regarding the implementation of an Equal Employment Opportunity Program on Federal and Federal-aid Highway construction contracts.
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.
11. Anti-lobbying restrictions found in 49 USC Part 20. No appropriated funds may be expended by a recipient to influence or attempt to influence an officer or employee of any agency, a Member of Congress, in connection with the awarding of any Federal contract.


Jeffrey Mullins, Secretary and CEO
Massachusetts Department of Transportation


24 Aug 10
Date

Linda Balzotti, Mayor
City of Brockton

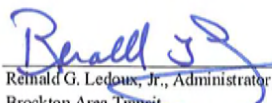
Date


Luisa M. Paiewonsky, Highway Administrator
Massachusetts Department of Transportation

8/24/10
Date


William Hallisey, Jr., Chairman
Town of Plymouth Board of Selectmen

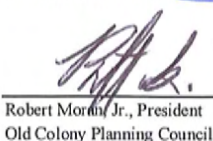
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Date


Renald G. Ledoux, Jr., Administrator
Brockton Area Transit

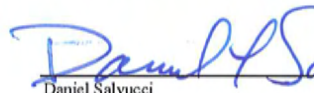
8/24/10
Date

Joseph A. Freitas
Town of Plympton Board of Selectmen

Date


Robert Moran, Jr., President
Old Colony Planning Council

8.24.10
Date


Daniel Salvucci
Town of Whitman Board of Selectmen

8/24/10
Date

- OLD COLONY MPO TRANSPORTATION IMPROVEMENT PROGRAM -

The currently endorsed Unified Planning Work Program, Regional Transportation Plan, and Transportation Improvement Program, together with any amendments, were developed in accordance with FHWA/FTA regulations governing the implementation of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) and EPA regulations governing the implementation of the Clean Air Act Amendments of 1990, and fully incorporate the applicable requirements of the 1964 Civil Rights Act and the Americans with Disabilities Act of 1990. From a certification review conducted in 2006, 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.

3. Amendment / Adjustment / Administrative Modification Procedures & Substitutions

Transportation Improvement Programs, no matter how well planned may need to be changed from their original MPO endorsed form. There are different actions that may be taken in order to change the endorsed TIP. These actions vary, depending on the extent of the change, and have different impacts on the TIP.

The procedures for changing the TIP are:

TIP Amendment

- A TIP Amendment is the most extensive change procedure that a TIP may be required to go through. A TIP amendment requires the proposed changes to undergo a thirty-day public review period and be formally endorsed at a MPO meeting by the MPO if no significant comments are received. However, the Old Colony MPO, at their discretion, may vote to abbreviate the public comment period under what they consider extraordinary circumstances beyond the MPO's control.

The following triggers TIP Amendments;

- Significant funding changes in a project
- A project not programmed on the TIP is requested to be put on the TIP. (Moving a project back from the previous TIP to the current TIP is an exception – see below)

TIP Adjustment/ Administrative Modification

- A TIP Adjustment/ Administrative Modification is a minor Amendment. The Adjustment procedure requires an administrative action (the change), Joint Transportation Committee advice, and MPO signatory notification of the change. Adjustments or Administrative Modifications to the RTP are minor amendments such as adding projects to the Illustrative Project Listing, and the procedure requires an administrative action (the change), JTC advice, and Old Colony MPO notification of the change.

The following triggers TIP Adjustments;

- A project currently on the TIP is moved into the active year element (FFY 2010), including Mega projects as long as the TIP remains financially constrained
- A modest funding change
- A project is split into one or more projects
- A project listed in the FFY 2010-2013 TIP, and listed in the 2010 *Remaining Projects* that is not advertised in FFY 2010 is moved into the FFY 2011-2014 TIP.

4. Financial Summary and Targets

Highway Projects - Federal Aid

Fiscal Year	Federal Target	Federal Programmed
2011	\$ 6,356,115	\$ 6,244,163
2012	\$ 5,642,542	\$ 3,674,032
2013	\$ 5,594,948	\$ 8,528,238
2014	\$ 5,331,381	\$ 3,480,995
Totals	\$ 22,924,986	\$ 21,927,428

Transit Projects

Fiscal Year	Federal Apportionment	Federal Programmed*
2011	---	\$ 13,444,050
2012	---	\$ 7,792,000
2013	---	\$ 17,477,001
2014	---	\$ 7,780,651
Totals	\$ -	\$ 46,493,702

*MAP, & State Funds totals not included.

The Old Colony MPO Transportation Improvement Program is financially constrained for FFY 2011 and FFY 2012 according to the definition in the Federal Register 23 CFR Part 450.324. The projects programmed for this region meet the funding estimates of federal and state funds available in each of these fiscal years. These estimates were provided by the state and refined as part of the State Transportation Improvement Program (STIP) development process.

The financial plan contained herein is financially constrained, and indicates that the Old Colony MPO Transportation Improvement Program reflects the highway program emphasis on the maintenance and operation of the current roadway and bridge system with the ability to provide for additional capital improvements.

Only projects for which funds can be expected have been included.

- OLD COLONY MPO TRANSPORTATION IMPROVEMENT PROGRAM -

5. Summary of Funding Categories (FFY 2011-2014)

Funding Category	2011	2012	2013	2014	Total
BRIDGE	\$ 2,889,660	\$ -	\$ -		\$ 2,889,660
CMAQ	\$ 569,943	\$ -	\$ 911,909	\$ 911,909	\$ 2,393,761
NHS	\$ -	\$ -	\$ -	\$ -	\$ -
STP	\$ 5,330,218	\$ 5,186,588	\$ 4,227,058	\$ 3,963,518	\$ 18,707,382
HSIP	\$ 1,855,954	\$ 455,954	\$ 455,954	\$ 455,954	\$ 3,223,816
STP/Enh	\$ -	\$ -	\$ -	\$ -	\$ -
ITS			\$ 1,600,000		\$ 1,600,000
SRTS		\$ 353,000			\$ 353,000
HPP, TI and/ or S117			\$ 3,802,244	\$ -	\$ 3,802,244
Subtotal FHWA	\$ 10,645,775	\$ 5,995,542	\$ 10,997,165	\$ 5,331,381	\$ 32,969,863
5307 - Operating	\$ 3,300,000	\$ 3,500,000	\$ 3,800,000	\$ 4,000,000	\$ 14,600,000
5307 - Capital	\$ 1,385,000	\$ 365,000	\$ 300,000	\$ 300,000	\$ 2,350,000
5309	\$ -	\$ -	\$ 7,637,001	\$ -	\$ 7,637,001
5310	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 800,000
5311	\$ -	\$ 100,000	\$ 100,000	\$ 100,000	\$ 300,000
5316 - JARC	\$ 1,568,794	\$ 1,600,000	\$ 2,600,000	\$ 1,841,507	\$ 7,610,301
5317 - New Freedom	\$ 2,053,020	\$ 2,100,000	\$ 2,900,000	\$ 1,399,144	\$ 8,452,164
Other Priority Projects*					
Subtotal FTA	\$ 8,506,814	\$ 7,865,000	\$ 16,371,814	\$ 7,840,651	\$ 41,749,466
Grand Total	\$ 19,152,589	\$ 13,860,542	\$ 27,368,979	\$ 13,172,032	\$ 74,719,329

6. Operating vs. Capital Expenditures

2011	Highway	Transit	Total
Operating	\$ 10,645,775	\$22,087,184	\$ 32,732,959
Capital	\$ -	\$6,705,680	\$ 6,705,680
Total	\$ 10,645,775	\$ 28,792,864	\$ 39,438,639
Total Percent Operating		83.00%	
Total Percent Capital		17.00%	

2012	Highway	Transit	Total
Operating	\$ 5,995,542	\$22,100,000	\$ 28,095,542
Capital	\$ -	\$1,315,000	\$ 1,315,000
Total	\$ 5,995,542	\$ 23,415,000	\$ 29,410,542
Total Percent Operating		95.53%	
Total Percent Capital		4.47%	

2013	Highway	Transit	Total
Operating	\$ 10,997,165	\$26,200,000	\$ 37,197,165
Capital	\$ -	\$8,767,001	\$ 8,767,001
Total	\$ 10,997,165	\$ 34,967,001	\$ 45,964,166
Total Percent Operating		80.93%	
Total Percent Capital		19.07%	

2014	Highway	Transit	Total
Operating	\$ 5,331,381	\$22,181,302	\$ 27,512,683
Capital	\$ -	\$1,250,000	\$ 1,250,000
Total	\$ 5,331,381	\$ 23,431,302	\$ 28,762,683
Total Percent Operating		95.65%	
Total Percent Capital		4.35%	

Includes Federal and Non-Federal Funds

2011 Old Colony MPO Transportation Improvement Program

July 20, 2010 - Draft Old Colony TIP Released
 August 24, 2010 - Old Colony TIP Endorsed

\$ 6,356,115 ◀ Total Target Allocation
 \$ 5,330,218 ◀ Maximum STP
 \$ 455,954 ◀ Minimum HSIP
 \$ 569,943 ◀ Minimum CMAQ

ID	Location	Project Description	Highway District	Funding Category	Earmark Details	Total Estimated Cost	Federal Funds	Non-Federal Match	TEC Score	Additional Information
Section 1A / Federal Aid Target Projects										
STP - Surface Transportation Program										
604741	BROCKTON	SIGNAL & INTERSECTION IMPROVEMENTS AT MAIN STREET (ROUTE 28) & PLAIN STREET/KEITH AVENUE	5	STP		\$905,067	\$724,054	\$181,013	8.00	100% DESIGN
602606	BROCKTON	SIGNAL UPGRADES AT ROUTE 123 (BELMONT STREET), V.A. HOSPITAL & THE ROUTE 123/MANLEY STREET INTERSECTION	5	STP		\$2,847,976	\$2,278,381	\$569,595	10.00	25% DESIGN
603468	PLYMOUTH	INTERSECTION IMPROVEMENTS @ ROUTE 3A, MANOMET POINT ROAD, STRAND AVENUE	5	STP		\$1,394,270	\$1,115,416	\$278,854	8.00	75% DESIGN
STP Subtotal ▶						\$5,147,313	\$4,117,850	\$1,029,463		◀ 80% Federal + 20% Non-Federal Match
Fiscal Constraint Analysis ▶						-\$182,905				
HSIP - Highway Safety Improvement Program										
602606	BROCKTON	SIGNAL UPGRADES AT ROUTE 123 (BELMONT STREET), V.A. HOSPITAL & THE ROUTE 123/MANLEY STREET INTERSECTION	5	HSIP		\$455,954	\$410,359	\$45,595	10.00	25% DESIGN
HSIP Subtotal ▶						\$0	\$0	\$0	0.00	
Fiscal Constraint Analysis ▶						\$455,954	\$410,359	\$45,595		◀ 90% Federal + 10% Non-Federal Match
CMAQ - Congestion Mitigation and Air Quality Program										
604741	BROCKTON	SIGNAL & INTERSECTION IMPROVEMENTS AT MAIN STREET (ROUTE 28) & PLAIN STREET/KEITH AVENUE	5	CMAQ		\$569,943	\$455,954	\$113,989	8.00	100% DESIGN
CMAQ Subtotal ▶						\$0	\$0	\$0	0.00	
Fiscal Constraint Analysis ▶						\$569,943	\$455,954	\$113,989		◀ 80% Federal + 20% Non-Federal Match
Total Federal Aid Target Funds Programmed ▶						\$6,173,210	\$4,984,163	\$1,189,047		
Total Target Fiscal Constraint Analysis ▶						-\$182,905				
Section 1B / Federal Aid Bridge Projects										
BR - Bridge										
NO PROJECTS PROGRAMMED						\$0	\$0	\$0	0.00	
BR Subtotal ▶						\$0	\$0	\$0	0.00	
Total Federal Aid Bridge Funds Programmed ▶						\$0	\$0	\$0		◀ 80% Federal + 20% Non-Federal Match
Section 1C / Federal Aid Non-Target Projects										
Earmarks										
NO PROJECTS PROGRAMMED						\$0	\$0	\$0	0.00	
Earmarked Subtotal ▶						\$0	\$0	\$0	0.00	
Funding Split Varies by Earmark										
Other										
	EAST BRIDGEWATER/BROCKTON DISTRICT WIDE	SIGNS AND PAVEMENT MARKINGS TO REDUCE LANE DEPARTURE CRASHES	5	HSIP		\$400,000	\$360,000	\$40,000	0.00	
		PEDESTRIAN SIGNS AND PAVEMENT MARKINGS FOR CROSSWALKS AT HIGH CRASH LOCATIONS	Multiple	HSIP		\$1,000,000	\$900,000	\$100,000	0.00	
Other Subtotal ▶						\$1,400,000	\$1,260,000	\$140,000		◀ Funding Split Varies by Funding Source
Total Federal Non-Target Funds Programmed ▶						\$1,400,000	\$1,260,000	\$140,000		
Section 1D / Federal Aid Major & State Category Projects										
IM - Interstate Maintenance										
NO PROJECTS PROGRAMMED						\$0	\$0	\$0	0.00	
IM Subtotal ▶						\$0	\$0	\$0	0.00	
Total Federal Aid Major & State Category Funds Programmed ▶						\$0	\$0	\$0		◀ 90% Federal + 10% Non-Federal Match
NHS - National Highway System										
NO PROJECTS PROGRAMMED						\$0	\$0	\$0	0.00	
NHS Subtotal ▶						\$0	\$0	\$0	0.00	
Total Federal Aid Major & State Category Funds Programmed ▶						\$0	\$0	\$0		◀ 80% Federal + 20% Non-Federal Match
Section 2A / Non-Federally Funded Projects										
NO PROJECTS PROGRAMMED						\$0	\$0	\$0	0.00	
Non-Federally Funded Projects Subtotal ▶						\$0	\$0	\$0	0.00	
Total Non-Federally Funded Projects Programmed ▶						\$0	\$0	\$0		◀ 100% Non-Federal
Section 2B / Non-Federally Aided Bridge Projects										
24090	KINGSTON	BRIDGE REPLACEMENT, K-01-002, ELM STREET OVER THE JONES RIVER	5	ABP-GANS		\$2,889,660		\$2,889,660	0.00	25% DESIGN
Non-Federally Aided Bridges Subtotal ▶						\$2,889,660	\$0	\$2,889,660		◀ 100% Non-Federal
Total Non-Federally Funded Bridge Projects Programmed ▶						\$2,889,660	\$0	\$2,889,660		
Section 1: Total Federal Projects						\$7,573,210	\$2,889,660	\$10,462,870		◀ Total Spending in Region
Section 2: Total Non-Federal Projects						\$6,244,163	\$2,889,660	\$6,244,163		◀ Total Federal Spending in Region
Total						\$1,329,047	\$2,889,660	\$4,218,707		◀ Total Non-Federal Spending in Region

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2012 Old Colony MPO Transportation Improvement Program

July 20, 2010 - Draft Old Colony TIP Released
 August 24, 2010 - Old Colony TIP Endorsed

\$ 5,642,542	◀ Total Target Allocation
\$ 5,186,588	◀ Maximum STP
\$ 455,954	◀ Minimum HSIP
\$ -	◀ Minimum CMAQ

ID	Location	Project Description	Highway District	Funding Category	Earmark Details	Total Estimated Cost	Federal Funds	Non-Federal Match	TEC Score	Additional Information
Section 1A / Federal Aid Target Projects										
STP - Surface Transportation Program										
600365	BROCKTON	RESURFACING & RELATED WORK ON A SECTION OF ROUTE 27 (PLEASANT STREET & CRESCENT STREET)	5	STP		\$4,151,290	\$3,321,032	\$830,258	13.00	75% DESIGN
			5	STP			\$0	\$0	0.00	
STP Subtotal ▶						\$4,151,290	\$3,321,032	\$830,258		◀ 80% Federal + 20% Non-Federal Match
Fiscal Constraint Analysis ▶						-\$1,035,298				
HSIP - Highway Safety Improvement Program										
		NO PROJECTS PROGRAMMED				\$0	\$0	\$0	0.00	
HSIP Subtotal ▶						\$0	\$0	\$0	0.00	◀ 90% Federal + 10% Non-Federal Match
Fiscal Constraint Analysis ▶						-\$455,954				
CMAQ - Congestion Mitigation and Air Quality Program										
		NO PROJECTS PROGRAMMED				\$0	\$0	\$0	0.00	
CMAQ Subtotal ▶						\$0	\$0	\$0	0.00	◀ 80% Federal + 20% Non-Federal Match
Fiscal Constraint Analysis ▶						\$0				
Total Federal Aid Target Funds Programmed ▶						\$4,151,290	\$3,321,032	\$830,258		
Total Target Fiscal Constraint Analysis ▶						-\$1,491,252				
Section 1B / Federal Aid Bridge Projects										
BR - Bridge										
		NO PROJECTS PROGRAMMED				\$0	\$0	\$0	0.00	
BR Subtotal ▶						\$0	\$0	\$0	0.00	◀ 80% Federal + 20% Non-Federal Match
Total Federal Aid Bridge Funds Programmed ▶						\$0	\$0	\$0		
Section 1C / Federal Aid Non-Target Projects										
Earmarks										
		NO PROJECTS PROGRAMMED				\$0	\$0	\$0	0.00	
Earmarked Subtotal ▶						\$0	\$0	\$0	0.00	◀ Funding Split Varies by Earmark
Other										
606225	EASTON	SAFE ROUTES TO SCHOOL (F.L. OLMSTED ELEMENTARY SCHOOL)	5	SRTS		\$353,000	\$353,000	\$0	0.00	
Other Subtotal ▶						\$353,000	\$353,000	\$0	0.00	◀ Funding Split Varies by Funding Source
Total Federal Non-Target Funds Programmed ▶						\$353,000	\$353,000	\$0		
Section 1D / Federal Aid Major & State Category Projects										
IM - Interstate Maintenance										
		NO PROJECTS PROGRAMMED				\$0	\$0	\$0	0.00	
IM Subtotal ▶						\$0	\$0	\$0	0.00	◀ 90% Federal + 10% Non-Federal Match
NHS - National Highway System										
		NO PROJECTS PROGRAMMED				\$0	\$0	\$0	0.00	
NHS Subtotal ▶						\$0	\$0	\$0	0.00	◀ 80% Federal + 20% Non-Federal Match
Other										
		NO PROJECTS PROGRAMMED				\$0	\$0	\$0	0.00	
Other Subtotal ▶						\$0	\$0	\$0	0.00	◀ Funding Split Varies by Funding Source
Total Federal Aid Major & State Category Funds Programmed ▶						\$0	\$0	\$0		
Section 2A / Non-Federally Funded Projects										
		NO PROJECTS PROGRAMMED				\$0	\$0	\$0	0.00	
Non-Federally Funded Projects Subtotal ▶						\$0	\$0	\$0	0.00	◀ 100% Non-Federal
Total Non-Federally Funded Projects Programmed ▶						\$0	\$0	\$0		
Section 2B / Non-Federally Aided Bridge Projects										
		NO PROJECTS PROGRAMMED				\$0	\$0	\$0	0.00	
Non-Federally Aided Bridges Subtotal ▶						\$0	\$0	\$0	0.00	◀ 100% Non-Federal
Total Non-Federally Funded Bridge Projects Programmed ▶						\$0	\$0	\$0		
						Section 1:	Section 2:	Total		
						Total Federal Projects ▼	Total Non-Federal Projects ▼	of All Projects ▼		
Total ▶						\$4,504,290	\$0	\$4,504,290	◀ Total Spending in Region	
Federal Funds ▶						\$3,674,032		\$3,674,032	◀ Total Federal Spending in Region	
Non-Federal Funds ▶						\$830,258	\$0	\$830,258	◀ Total Non-Federal Spending in Region	

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2013 Old Colony MPO Transportation Improvement Program

July 20, 2010 - Draft Old Colony TIP Released
August 24, 2010 - Old Colony TIP Endorsed

\$ 5,594,948 ◀ Total Target Allocation
\$ 4,227,085 ◀ Maximum STP
\$ 455,954 ◀ Minimum HSIP
\$ 911,909 ◀ Minimum CMAQ

ID ▼	Location ▼	Project Description ▼	Highway District ▼	Funding Category ▼	Earmark Details ▼	Total Estimated Cost ▼	Federal Funds ▼	Non-Federal Match ▼	TEC Score ▼	Additional Information ▼
▶ Section 1A / Federal Aid Target Projects										
STP - Surface Transportation Program										
601644	BROCKTON	RESURFACING & RELATED WORK ON WEST ELM STREET, FROM WARREN AVENUE TO WEST STREET (6,800 FT.)	5	STP		\$3,833,196	\$3,066,557	\$766,639	10.00	25% DESIGN
						\$0	\$0	\$0	0.00	
STP Subtotal ▶						\$3,833,196	\$3,066,557	\$766,639		◀ 80% Federal + 20% Non-Federal Match
Fiscal Constraint Analysis ▶						-\$393,889				
HSIP - Highway Safety Improvement Program										
601644	BROCKTON	RESURFACING & RELATED WORK ON WEST ELM STREET, FROM WARREN AVENUE TO WEST STREET (6,800 FT.)	5	HSIP		\$455,954	\$410,359	\$45,595	0.00	25% DESIGN
						\$0	\$0	\$0	0.00	
HSIP Subtotal ▶						\$455,954	\$410,359	\$45,595		◀ 90% Federal + 10% Non-Federal Match
Fiscal Constraint Analysis ▶						\$0				
CMAQ - Congestion Mitigation and Air Quality Program										
603457	WEST BRIDGEWATER	INTERSECTION IMPROVEMENTS AT ROUTE 106 & ROUTE 28 (CENTRAL SQUARE)	5	CMAQ		\$911,909	\$729,527	\$182,382	10.00	25% DESIGN
						\$0	\$0	\$0	0.00	
CMAQ Subtotal ▶						\$911,909	\$729,527	\$182,382		◀ 80% Federal + 20% Non-Federal Match
Fiscal Constraint Analysis ▶						\$0				
Total Federal Aid Target Funds Programmed ▶						\$5,201,059	\$4,206,443	\$994,616		
Total Target Fiscal Constraint Analysis ▶						-\$393,889				
▶ Section 1B / Federal Aid Bridge Projects										
BR - Bridge										
		NO PROJECTS PROGRAMMED				\$0	\$0	\$0	0.00	
						\$0	\$0	\$0	0.00	
BR Subtotal ▶						\$0	\$0	\$0		◀ 80% Federal + 20% Non-Federal Match
Total Federal Aid Bridge Funds Programmed ▶						\$0	\$0	\$0		
▶ Section 1C / Federal Aid Non-Target Projects										
Earmarks										
604764	BROCKTON	DESIGN AND CONSTRUCT DOWNTOWN ROADWAY AND STREETScape IMPROVEMENTS	5	TI (2005)	178	\$2,505,854	\$2,004,683	\$501,171	0.00	0% DESIGN
603457	WEST BRIDGEWATER	INTERSECTION IMPROVEMENTS AT ROUTE 106 & ROUTE 28 (CENTRAL SQUARE)	5	HPP (2005)	1931	\$1,296,390	\$1,037,112	\$259,278	10.00	25% DESIGN
Earmarked Subtotal ▶						\$3,802,244	\$3,041,795	\$760,449		◀ Funding Split Varies by Earmark
Other										
	I-495, ROUTE 24	HIGHWAY ASSISTANCE PATROLS, AREAS 4, 4 ROUTES, 3 YEAR CONTRACT	5	ITS		\$1,600,000	\$1,280,000	\$320,000	0.00	
						\$0	\$0	\$0	0.00	
Other Subtotal ▶						\$1,600,000	\$1,280,000	\$320,000		◀ Funding Split Varies by Funding Source
Total Federal Non-Target Funds Programmed ▶						\$5,402,244	\$4,321,795	\$1,080,449		
▶ Section 1D / Federal Aid Major & State Category Projects										
IM - Interstate Maintenance										
		NO PROJECTS PROGRAMMED				\$0	\$0	\$0	0.00	
						\$0	\$0	\$0	0.00	
IM Subtotal ▶						\$0	\$0	\$0		◀ 90% Federal + 10% Non-Federal Match
NHS - National Highway System										
		NO PROJECTS PROGRAMMED				\$0	\$0	\$0	0.00	
						\$0	\$0	\$0	0.00	
NHS Subtotal ▶						\$0	\$0	\$0		◀ 80% Federal + 20% Non-Federal Match
Other										
		NO PROJECTS PROGRAMMED				\$0	\$0	\$0	0.00	
						\$0	\$0	\$0	0.00	
Other Subtotal ▶						\$0	\$0	\$0		◀ Funding Split Varies by Funding Source
Total Federal Aid Major & State Category Funds Programmed ▶						\$0	\$0	\$0		
▶ Section 2A / Non-Federally Funded Projects										
		NO PROJECTS PROGRAMMED				\$0	\$0	\$0	0.00	
						\$0	\$0	\$0	0.00	
Non-Federally Funded Projects Subtotal ▶						\$0	\$0	\$0		◀ 100% Non-Federal
Total Non-Federally Funded Projects Programmed ▶						\$0	\$0	\$0		
▶ Section 2B / Non-Federally Aided Bridge Projects										
		NO PROJECTS PROGRAMMED				\$0	\$0	\$0	0.00	
						\$0	\$0	\$0	0.00	
Non-Federally Aided Bridges Subtotal ▶						\$0	\$0	\$0		◀ 100% Non-Federal
Total Non-Federally Funded Bridge Projects Programmed ▶						\$0	\$0	\$0		
						Section 1:	Section 2:	Total		
						Total Federal Projects ▼	Total Non-Federal Projects ▼	of All Projects ▼		
Total ▶						\$10,603,303	\$0	\$10,603,303		◀ Total Spending in Region
Federal Funds ▶						\$8,528,238	\$8,528,238			◀ Total Federal Spending in Region
Non-Federal Funds ▶						\$2,075,065	\$0	\$2,075,065		◀ Total Non-Federal Spending in Region

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2014 Old Colony MPO Transportation Improvement Program

July 20, 2010 - Draft Old Colony TIP Released
 August 24, 2010 - Old Colony TIP Endorsed

\$ 5,331,381	◀ Total Target Allocation
\$ 3,963,518	◀ Maximum STP
\$ 455,954	◀ Minimum HSIP
\$ 911,909	◀ Minimum CMAQ

ID	Location	Project Description	Highway District	Funding Category	Earmark Details	Total Estimated Cost	Federal Funds	Non-Federal Match	TEC Score	Additional Information
▶ Section 1A / Federal Aid Target Projects										
STP - Surface Transportation Program										
606071	EASTON	SIGNAL & INTERSECTION IMPROVEMENTS @ ROUTE 138 (TURNPIKE STREET) AND ROUTE 106 (FOUNDRY STREET)	5	STP		\$1,088,091	\$870,473	\$217,618	9.00	0% DESIGN
606036	BROCKTON	SIGNAL & INTERSECTION IMPROVEMENTS @ ROUTE 123 (BELMONT STREET)/LINWOOD STREET/LORRAINE AVENUE	5	STP		\$1,838,296	\$1,470,637	\$367,659	8.10	25% DESIGN
STP Subtotal ▶						\$2,926,387	\$2,341,110	\$585,277	◀ 80% Federal + 20% Non-Federal Match	
Fiscal Constraint Analysis ▶						-\$1,037,131				
HSIP - Highway Safety Improvement Program										
606036	BROCKTON	SIGNAL & INTERSECTION IMPROVEMENTS @ ROUTE 123 (BELMONT STREET)/LINWOOD STREET/LORRAINE AVENUE	5	HSIP		\$455,954	\$410,359	\$45,595	8.10	25% DESIGN
HSIP Subtotal ▶						\$455,954	\$410,359	\$45,595	◀ 90% Federal + 10% Non-Federal Match	
Fiscal Constraint Analysis ▶						\$0				
CMAQ - Congestion Mitigation and Air Quality Program										
606071	EASTON	SIGNAL & INTERSECTION IMPROVEMENTS @ ROUTE 138 (TURNPIKE STREET) AND ROUTE 106 (FOUNDRY STREET)	5	CMAQ		\$911,909	\$729,527	\$182,382	0.00	0% DESIGN
CMAQ Subtotal ▶						\$911,909	\$729,527	\$182,382	◀ 80% Federal + 20% Non-Federal Match	
Fiscal Constraint Analysis ▶						\$0				
Total Federal Aid Target Funds Programmed ▶						\$4,294,250	\$3,480,995	\$813,255		
Total Target Fiscal Constraint Analysis ▶						-\$1,037,131				
▶ Section 1B / Federal Aid Bridge Projects										
BR - Bridge										
		NO PROJECTS PROGRAMMED				\$0	\$0	\$0	0.00	
BR Subtotal ▶						\$0	\$0	\$0	◀ 80% Federal + 20% Non-Federal Match	
Total Federal Aid Bridge Funds Programmed ▶						\$0	\$0	\$0		
▶ Section 1C / Federal Aid Non-Target Projects										
Earmarks										
		NO PROJECTS PROGRAMMED				\$0	\$0	\$0	0.00	
Earmarked Subtotal ▶						\$0	\$0	\$0	◀ Funding Split Varies by Earmark	
Other										
		NO PROJECTS PROGRAMMED				\$0	\$0	\$0	0.00	
Other Subtotal ▶						\$0	\$0	\$0	◀ Funding Split Varies by Funding Source	
Total Federal Non-Target Funds Programmed ▶						\$0	\$0	\$0		
▶ Section 1D / Federal Aid Major & State Category Projects										
IM - Interstate Maintenance										
		NO PROJECTS PROGRAMMED				\$0	\$0	\$0	0.00	
IM Subtotal ▶						\$0	\$0	\$0	◀ 90% Federal + 10% Non-Federal Match	
NHS - National Highway System										
		NO PROJECTS PROGRAMMED				\$0	\$0	\$0	0.00	
NHS Subtotal ▶						\$0	\$0	\$0	◀ 80% Federal + 20% Non-Federal Match	
Other										
		NO PROJECTS PROGRAMMED				\$0	\$0	\$0	0.00	
Other Subtotal ▶						\$0	\$0	\$0	◀ Funding Split Varies by Funding Source	
Total Federal Aid Major & State Category Funds Programmed ▶						\$0	\$0	\$0		
▶ Section 2A / Non-Federally Funded Projects										
		NO PROJECTS PROGRAMMED				\$0	\$0	\$0	0.00	
Non-Federally Funded Projects Subtotal ▶						\$0	\$0	\$0	◀ 100% Non-Federal	
Total Non-Federally Funded Projects Programmed ▶						\$0	\$0	\$0		
▶ Section 2B / Non-Federally Aided Bridge Projects										
		NO PROJECTS PROGRAMMED				\$0	\$0	\$0	0.00	
Non-Federally Aided Bridges Subtotal ▶						\$0	\$0	\$0	◀ 100% Non-Federal	
Total Non-Federally Funded Bridge Projects Programmed ▶						\$0	\$0	\$0		
						Section 1:	Section 2:	Total		
						Total Federal Projects	Total Non-Federal Projects	of All Projects		
Total ▶						\$4,294,250	\$0	\$4,294,250	◀ Total Spending in Region	
Federal Funds ▶						\$3,480,995	\$3,480,995	\$3,480,995	◀ Total Federal Spending in Region	
Non-Federal Funds ▶						\$813,255	\$0	\$813,255	◀ Total Non-Federal Spending in Region	

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- OLD COLONY MPO TRANSPORTATION IMPROVEMENT PROGRAM -

8. Transit Project Listing

FFY 2011 PROJECTS:			Funding	Federal	Total
Agency	Project	Description	Category	Amount	Amount
BAT	Operating Assistance	Operating Assistance, Preventive Maintenance, ADA, and Planning	5307	\$3,300,000	\$14,000,000
BAT	Capital Assistance	Capital Parts	5307	\$120,000	\$150,000
BAT	Capital Assistance	Miscellaneous Support Equipment	5307	\$40,000	\$50,000
BAT	Capital Assistance	Fareboxes	5307	\$800,000	\$1,000,000
BAT	Capital Assistance	Waste Fuel Heating System	5307	\$12,000	\$15,000
BAT	Capital Assistance	Money Counting Machine	5307	\$17,600	\$22,000
BAT	Capital Assistance	Sweeper for Sand	5307	\$40,000	\$50,000
BAT	Capital Assistance	Telescoping Garage Doors	5307	\$12,800	\$16,000
BAT	Capital Assistance	Dump Equipped Service Truck	5307	\$56,000	\$70,000
BAT	Capital Assistance	Photocopiers (2)	5307	\$9,600	\$12,000
			Subtotal ►	\$4,408,000	\$15,385,000
Boston UZA**	Operating Assistance	Job Access and reverse commute (JARC)	5316	\$1,568,794	\$3,137,588
			Subtotal ►	\$1,568,794	\$3,137,588
Boston UZA**	Operating Assistance	New Freedom Capital and Operating Assistance	5317	\$2,053,020	\$4,106,040
			Subtotal ►	\$2,053,020	\$4,106,040
SSCAC	New passenger mini-buses	System preservation purchase of 5 lift equipped mini-buses	5310/ MAP	\$200,000	\$250,000
			Subtotal ►	\$200,000	\$250,000
BAT	New passenger mini-buses	Purchase of 7 mini-buses for BAT System Preservation	MAP	\$0	\$460,000
BAT	New passenger mini-buses	Purchase of 4 mini-buses/ for COA System Preservation	MAP	\$0	\$240,000
			Subtotal ►	\$0	\$700,000
BAT	*Capital Assistance	Carryover - bus support equipment, preventative maintenance, planning, bus replacements, miscellaneous support equipment, includes Flex Funds, CMAQ capital bus purchase, and operating assistance	5307	\$843,556	\$843,556
Boston UZA**	*Operating Assistance	Carryover - Job Access and reverse commute (JARC) (extension of existing service)	5316	\$2,317,660	\$2,317,660
Boston UZA**	*Operating Assistance	Carryover - New Freedom Capital and Operating Assistance	5317	\$2,053,020	\$2,053,020
			Subtotal ►	\$5,214,236	\$5,214,236
			FFY 2011 TRANSIT PROJECT TOTAL ►	\$13,444,050	\$28,792,864

***Urbanized area total. Funds distributed via competitive selection process.*

**Carryover amounts will be adjusted once final numbers are obtained.*

- OLD COLONY MPO TRANSPORTATION IMPROVEMENT PROGRAM -

FFY 2012 PROJECTS:			Funding	Federal	Total
Agency	Project	Description	Category	Amount	Amount
BAT	Operating Assistance	Operating Assistance, Preventive Maintenance, ADA, and Planning	5307	\$3,500,000	\$14,500,000
BAT	Capital Assistance	Capital Parts	5307	\$120,000	\$150,000
BAT	Capital Assistance	Miscellaneous Support Equipment	5307	\$80,000	\$100,000
BAT	Capital Assistance	Intermodal Improvements	5307	\$40,000	\$50,000
BAT	Capital Assistance	Two Support Vehicles	5307	\$52,000	\$65,000
			Subtotal ►	\$3,792,000	\$14,865,000
Boston UZA**	Operating Assistance	Job Access and reverse commute (JARC)	5316	\$1,600,000	\$3,200,000
			Subtotal ►	\$1,600,000	\$3,200,000
Boston UZA**	Operating Assistance	New Freedom Capital and Operating Assistance	5317	\$2,100,000	\$4,200,000
			Subtotal ►	\$2,100,000	\$4,200,000
BAT	Operating Assistance	South Shore Community Transit Implementation	5311	\$100,000	\$200,000
			Subtotal ►	\$100,000	\$200,000
SSCAC	New passenger mini-buses	System preservation purchase of 5 lift equipped mini-buses	5310/ MAP	\$200,000	\$250,000
			Subtotal ►	\$200,000	\$250,000
BAT	New passenger mini-buses	Purchase of 7 mini-buses for BAT System Preservation	MAP	\$0	\$460,000
BAT	New passenger mini-buses	Purchase of 4 mini-buses/ for COA System Preservation	MAP	\$0	\$240,000
			Subtotal ►	\$0	\$700,000
FFY 2012 TRANSIT PROJECT TOTAL ►				\$7,792,000	\$23,415,000

**Urbanized area total. Funds distributed via competitive selection process.

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FFY 2013 PROJECTS:			Funding	Federal	Total
Agency	Project	Description	Category	Amount	Amount
BAT	Operating Assistance	Operating Assistance, Preventive Maintenance, ADA, and Planning	5307	\$3,800,000	\$15,000,000
BAT	Capital Assistance	Capital Parts	5307	\$120,000	\$150,000
BAT	Capital Assistance	Miscellaneous Support Equipment	5307	\$80,000	\$100,000
BAT	Capital Assistance	Intermodal Improvements	5307	\$40,000	\$50,000
			Subtotal ►	\$4,040,000	\$15,300,000
BAT	Capital Assistance	Commuter Coaches (3)	5309	\$1,280,000	\$1,280,000
BAT	Capital Assistance	AVL for Fixed Route System	5309	\$250,000	\$250,000
BAT	Capital Assistance	Paving of Maintenance Facility	5309	\$250,000	\$250,000
BAT	Capital Assistance	ITC Repairs	5309	\$450,000	\$450,000
BAT	Capital Assistance	Maintenance Center Repairs	5309	\$700,000	\$700,000
BAT	Capital Assistance	Signal Prioritization	5309	\$150,000	\$150,000
BAT	Capital Assistance	Solar Power at Maintenance Facility	5309	\$1,000,000	\$1,000,000
BAT	Capital Assistance	Support Equipment	5309	\$200,000	\$200,000
BAT	Capital Assistance	Hybrid Buses (3)	5309	\$1,900,000	\$1,900,000
BAT	Capital Assistance	CMAQ Transit Coaches (2) and Earmark Transit Coach	5309	\$1,098,225	\$1,098,225
BAT	Capital Assistance	Transit Coach (1) MA-90-X565 & MA-04-0034	5309	\$358,776	\$358,776
			Subtotal ►	\$7,637,001	\$7,637,001
Boston UZA**	Operating Assistance	Job Access and reverse commute (JARC)	5316	\$1,600,000	\$3,200,000
BAT	Operating Assistance	Job Access and reverse commute (JARC) - Sunday Service	5316	\$1,000,000	\$2,000,000
			Subtotal ►	\$2,600,000	\$5,200,000
Boston UZA**	Operating Assistance	New Freedom Capital and Operating Assistance	5317	\$2,100,000	\$4,200,000
BAT	Operating Assistance	New Freedom Capital and Operating Assistance	5317	\$800,000	\$1,600,000
			Subtotal ►	\$2,900,000	\$5,800,000
SSCAC	Vehicles	System preservation purchase of 5 lift equipped mini-buses	5310/ MAP	\$200,000	\$250,000
			Subtotal ►	\$200,000	\$250,000
BAT	Operating Assistance	South Shore Community Transit Operation	5311	\$100,000	\$200,000
			Subtotal ►	\$100,000	\$200,000
BAT	New passenger mini-buses	Purchase of 7 mini-buses for BAT System Preservation	MAP	\$0	\$460,000
BAT	New passenger mini-buses	Purchase of 2 mini-buses/ for COA System Preservation	MAP	\$0	\$120,000
			Subtotal ►	\$0	\$580,000
			FFY 2013 TRANSIT PROJECT TOTAL ►	\$17,477,001	\$34,967,001

**Urbanized area total. Funds distributed via competitive selection process.

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FFY 2014 PROJECTS:			Funding	Federal	Total
Agency	Project	Description	Category	Amount	Amount
BAT	Operating Assistance	Operating Assistance, Preventive Maintenance, ADA, and Planning	5307	\$4,000,000	\$15,500,000
BAT	Capital Assistance	Capital Parts	5307	\$120,000	\$150,000
BAT	Capital Assistance	Miscellaneous Support Equipment	5307	\$80,000	\$100,000
BAT	Capital Assistance	Intermodal Improvements	5307	\$40,000	\$50,000
			Subtotal ►	\$4,240,000	\$15,800,000
Boston UZA**	Operating Assistance	Job Access and reverse commute (JARC)	5316	\$1,841,507	\$3,683,014
			Subtotal ►	\$1,841,507	\$3,683,014
Boston UZA**	Operating Assistance	New Freedom Capital and Operating Assistance	5317	\$1,399,144	\$2,798,288
			Subtotal ►	\$1,399,144	\$2,798,288
SSCAC	Vehicles	System preservation purchase of 5 lift equipped mini-buses	5310/ MAP	\$200,000	\$250,000
			Subtotal ►	\$200,000	\$250,000
BAT	Operating Assistance	South Shore Community Transit Operation	5311	\$100,000	\$200,000
			Subtotal ►	\$100,000	\$200,000
BAT	New passenger mini-buses	Purchase of 7 mini-buses for BAT System Preservation	MAP	\$0	\$460,000
BAT	New passenger mini-buses	Purchase of 4 mini-buses/ for COA System Preservation	MAP	\$0	\$240,000
			Subtotal ►	\$0	\$700,000
FFY 2014 TRANSIT PROJECT TOTAL ►				\$7,780,651	\$23,431,302

***Urbanized area total. Funds distributed via competitive selection process.*

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9. Statewide TIP Project Listing

FFY 2011:		Federal Cost	Total Cost
Statewide Infrastructure Program (Including Noise Barriers)	STP Flex	\$4,800,000	\$6,000,000
Statewide Safety Program	STP Safety	\$0	\$0
Statewide HSIP	STP Safety	\$4,000,000	\$5,000,000
Statewide Safe Routes to School Program	SRS	\$3,500,000	\$3,500,000
Statewide CMAQ	CMAQ	\$10,000,000	\$12,500,000
Statewide Transportation Enhancements	STP ENH	\$2,800,000	\$3,500,000
Statewide Recreational Trails		\$626,400	\$783,000
Statewide ITS (Includes I-91)	CMAQ	\$9,300,000	\$11,625,000
Statewide Design And Right Of Way	STP Flex	\$0	\$0
Statewide Interstate Maintenance Program	IM	\$56,000,000	\$70,000,000
Statewide NHS Preservation Program	NHS	\$11,600,000	\$14,500,000
Statewide Railroad Grade Crossings	STP Safety	\$400,000	\$500,000
Statewide Transit		\$25,000,000	\$31,250,000
Statewide Bridge Replacement and Rehabilitation		\$97,186,662	\$121,483,328
Statewide Bridge Preservation Program	BR On/Off	\$0	\$0
Statewide Bridge Inspection	BR On/Off	\$5,000,000	\$6,250,000
GANS Bridge Program		TBD	TBD
		\$230,213,062	\$286,891,328

FFY 2012:		Federal Cost	Total Cost
Statewide Infrastructure Program (Including Noise Barriers)	STP Flex	\$1,200,000	\$1,500,000
Statewide Safety Program	STP Safety	\$0	\$0
Statewide HSIP	STP Safety	\$2,000,000	\$2,500,000
Statewide Safe Routes to School Program	SRS	\$3,500,000	\$3,500,000
Statewide CMAQ	CMAQ	\$7,600,000	\$9,500,000
Statewide Transportation Enhancements	STP ENH	\$2,800,000	\$3,500,000
Statewide Recreational Trails		\$626,400	\$783,000
Statewide ITS (Includes I-91)	CMAQ	\$5,100,000	\$6,375,000
Statewide Design And Right Of Way	STP Flex	\$0	\$0
Statewide Interstate Maintenance Program	IM	\$56,000,000	\$70,000,000
Statewide NHS Preservation Program	NHS	\$9,600,000	\$12,000,000
Statewide Railroad Grade Crossings	STP Safety	\$400,000	\$500,000
Statewide Transit		\$20,000,000	\$25,000,000
Statewide Bridge Replacement and Rehabilitation		\$93,436,662	\$116,795,828
Statewide Bridge Preservation Program	BR On/Off	\$0	\$0
Statewide Bridge Inspection	BR On/Off	\$5,000,000	\$6,250,000
GANS Bridge Program		TBD	TBD
		\$207,263,062	\$258,203,828

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FFY 2013:		Federal Cost	Total Cost
Statewide Infrastructure Program (Including Noise Barriers)	STP Flex	\$4,800,000	\$6,000,000
Statewide Safety Program	STP Safety	\$0	\$0
Statewide HSIP	STP Safety	\$4,000,000	\$5,000,000
Statewide Safe Routes to School Program	SRS	\$3,500,000	\$3,500,000
Statewide CMAQ	CMAQ	\$5,000,000	\$6,250,000
Statewide Transportation Enhancements	STP ENH	\$400,000	\$500,000
Statewide Recreational Trails		\$626,400	\$783,000
Statewide ITS	CMAQ	\$5,000,000	\$6,250,000
Statewide Design And Right Of Way	STP Flex	\$2,400,000	\$3,000,000
Statewide Interstate Maintenance Program	IM	\$56,000,000	\$70,000,000
Statewide NHS Preservation Program	NHS	\$7,343,000	\$9,178,750
Statewide Railroad Grade Crossings	STP Safety	\$400,000	\$500,000
Statewide Transit		\$0	\$0
Statewide Bridge Replacement and Rehabilitation		\$97,186,662	\$121,483,328
Statewide Bridge Preservation Program	BR On/Off	\$0	\$0
Statewide Bridge Inspection	BR On/Off	\$5,000,000	\$6,250,000
GANS Bridge Program		TBD	TBD
		\$191,656,062	\$238,695,078

FFY 2014:		Federal Cost	Total Cost
Statewide Infrastructure Program (Including Noise Barriers)	STP Flex	\$4,800,000	\$6,000,000
Statewide Safety Program	STP Safety	\$0	\$0
Statewide HSIP	STP Safety	\$4,000,000	\$5,000,000
Statewide Safe Routes to School Program	SRS	\$3,500,000	\$3,500,000
Statewide CMAQ	CMAQ	\$5,000,000	\$6,250,000
Statewide Transportation Enhancements	STP ENH	\$400,000	\$500,000
Statewide Recreational Trails		\$626,400	\$783,000
Statewide ITS	CMAQ	\$5,000,000	\$6,250,000
Statewide Design And Right Of Way	STP Flex	\$2,400,000	\$3,000,000
Statewide Interstate Maintenance Program	IM	\$56,000,000	\$70,000,000
Statewide NHS Preservation Program	NHS	\$7,343,000	\$9,178,750
Statewide Railroad Grade Crossings	STP Safety	\$400,000	\$500,000
Statewide Transit		\$0	\$0
Statewide Bridge Replacement and Rehabilitation		\$97,186,662	\$121,483,328
Statewide Bridge Preservation Program	BR On/Off	\$0	\$0
Statewide Bridge Inspection	BR On/Off	\$5,000,000	\$6,250,000
GANS Bridge Program		TBD	TBD
		\$191,656,062	\$238,695,078

10. FFY 2011-2014 Federal Aid Mega Projects

No Federal Aid Mega Projects within the Old Colony Region are currently programmed in FFY 2011-2014.

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11. Annual Listing of Obligated Projects (FFY 2010 Advertisements)

Status of FFY 2010 Projects

ID #	COMMUNITY	ADVERTISED	DESCRIPTION	TOTAL COST	FEDERAL	STATE
604958	BRIDGEWATER	12/5/2009	RECONSTRUCTION OF NORTH STREET, FROM PLEASANT STREET (ROUTE 104) TO VILLAGE GATE DRIVE	\$ 1,655,430	\$ 1,655,430	\$ -
604658	EASTON	6/5/2010	RECONSTRUCTION & IMPROVEMENTS AT ROUTE 106 AND ROUTE 123 (FIVE CORNERS)	\$ 2,333,619	\$ 1,866,895	\$ 466,724
600413	KINGSTON	9/8/2007	RECONSTRUCTION OF ROUTE 27 (PEMBROKE STREET)	\$ 3,429,179	\$ 2,743,343	\$ 685,836
Total Cost of Projects Advertised:				\$ 7,418,228	\$ 6,265,668	\$ 1,152,560

As of the endorsement of the FFY 2011-2014 TIP on August 23, 2010, all of the projects programmed in FFY 2010 of the FFY 2010-2013 TIP were advertised for construction bids.

12. Air Quality Conformity Documentation

The Commonwealth of Massachusetts is classified as serious nonattainment for ozone, and is divided into two nonattainment areas. The Eastern Massachusetts ozone nonattainment area includes Barnstable, Bristol, Dukes, Essex, Middlesex, Nantucket, Norfolk, Suffolk, and Worcester counties. Berkshire, Franklin, Hampden, and Hampshire counties comprise 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 (NO_x), the two major precursors to ozone formation to achieve attainment of the ozone standard.

In April 2002, the cities of Lowell, Waltham, Worcester, and Springfield were re-designated to attainment for carbon monoxide with EPA-approved limited maintenance plans. In April 1996, the communities of Boston, Cambridge, Chelsea, Everett, Malden, Medford, Quincy, Revere, and Somerville were classified as attainment for carbon monoxide (CO). Air quality conformity analysis must still be completed in these communities, as they have a carbon monoxide maintenance plan approved into the state implementation plan (SIP). The year 2010 carbon monoxide motor vehicle emission budget established for the Boston CO attainment area with a maintenance plan is 228.33 tons of carbon monoxide per winter day.

The CAAA also required Metropolitan Planning Organizations (MPOs) within nonattainment areas to perform conformity determinations prior to the approval of their Regional Transportation Plans (RTPs) and Transportation Improvement Programs (TIPs). The most recent prior conformity determination occurred in the summer of 2007, when the Federal Highway Administration (FHWA) – in consultation with the Environmental Protection Agency (EPA New England) and the Massachusetts Department of Environmental Protection (DEP) – confirmed that all 13 of the RTPs for the year 2007 in Massachusetts were in conformity with the Massachusetts State Implementation Plan (SIP). A brief summary of major conformity milestones in recent years is as follows (more details are provided in the 2007 RTPs and related documents):

Between 2003 and 2006, several new conformity determinations were made that were triggered by various events, including: The 2003 regional transportation plans, a change in designation from the one-hour ozone standard to an eight-hour ozone standard, and various changes to regional TIPs that involved reprogramming transportation projects across analysis years.

In 2007, air quality analyses were conducted on behalf of all the 2007 Regional Transportation Plans (RTPs), the purposes of which were to evaluate the RTPs' air quality impacts on the SIP. Conformity determinations were performed to ensure that all regionally significant projects were included in the RTPs. The Massachusetts Department of Transportation found the emission levels from the 2007 Regional Transportation Plans to be in conformance with the SIP. Each MPO had certified (and continues to certify) that all activities outlined in its Plan and its TIP:

- will not cause or contribute to any new violation of any standard in any area;
- will not increase the frequency or severity of any existing violation of any standard in any area; and,
- will not delay the timely attainment of any standard or any required interim emission reductions or other milestones in any area.

On April 2, 2008, EPA found that the 2008 and 2009 motor vehicle emissions budgets in the January 31, 2008 Massachusetts 8-hour ozone State Implementation Plan revision were adequate for transportation conformity purposes. The submittal included 2008 and 2009 motor vehicle emission budgets for the Boston-Lawrence-Worcester (Eastern Massachusetts) and Springfield (Western Massachusetts) 8-hour

ozone nonattainment areas. Massachusetts submitted these budgets as part of the 8-hour ozone attainment demonstration and reasonable further progress plan for both nonattainment areas, and as a result of EPA's adequacy finding, these budgets are required to be used for this and future conformity determinations.

Conformity Test

The conformity test is to show consistency with the emissions budgets set forth in the SIP, and to contribute to reductions in CO nonattainment areas. In addition, the format of the conformity test is determined by evolving regulations. These regulations set specific requirements for different time periods depending on the timeframe of the Commonwealth's SIP submittals to EPA. These periods are defined as follows:

Control Strategy Period: Once a control strategy SIP has been submitted to EPA, EPA has to make a positive adequacy determination of the mobile source emission budget before such budget can be used for conformity purposes. The conformity test in this period is consistency with the mobile source emission budget.

Maintenance Period is the period of time beginning when the Commonwealth submits and EPA approves a request for redesignation to an attainment area, and lasting for 20 years. The conformity test in this period is consistency with the mobile source emission budget.

Horizon years for regional and state model analyses have been established following 40 CFR 93.106(a) of the Federal Conformity Regulations. The years for which the regional and state transportation models were run for emission estimates are shown below:

- 2007: Milestone Year – This year is now being used by the statewide travel demand model as the new base year for calculation of emission reductions of VOCs and NOx.
- 2017: Milestone Year and Analysis Year: This year is used to show conformity with the 2009 emission budgets for ozone precursors in eastern Massachusetts
- 2020: Analysis Year
- 2030: Horizon Year – last forecast year of the regional transportation plan

Changes in Project Design since the Last Conformity Determination Analysis

The Commonwealth requires that any change in project design from the previous conformity determination for the region is identified. Changes that have occurred since the last conformity determination in 2009 are as follows:

- The modeled base year has changed from 2000 to 2007.
- A new analysis year has been included in the conformity determination. An air quality analysis has been completed for 2017. This complies with the conformity guidelines for no more than ten years between analysis years (2007 base to 2017 analysis year).
- Emission factors have been developed for 2017 using Mobile 6.2 with inputs approved by DEP and EPA.
- New HPMS adjustment factors have been developed for the new 2007 base year.

As stated in EPA guidance, all areas of serious ozone and carbon monoxide nonattainment must use FHWA's Performance Monitoring System (HPMS) to track daily vehicle-miles of travel (VMT) prior to attainment to ensure that the state is in line with commitments made in reaching attainment of the ambient air quality standards by the required attainment dates. MassDOT provided HPMS information to DEP. DEP used this information in setting mobile-source budgets for VOC, NOx, and CO in all SIP revisions prior to 1997. DEP has since revised its VOC and NOx budgets using transportation-demand model runs. However, the models must still be compared to HPMS data since HPMS remains the accepted tracking

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procedure as outlined in the regulations.

The conformity regulations require that all model-based VMT be compared with the HPMS VMT to ensure that the region is in line with VMT and emission projections made by DEP. An adjustment factor that compares the 2007 HPMS VMT to the 2007 transportation model VMT has been developed. This adjustment factor is then applied to all modeled VOC and NOx emissions for the years 2017 through 2030 to ensure consistency with EPA-accepted procedures.

$$\frac{\text{2007 HPMS 6,932,000 VMT}}{\text{2007 Modeled 6,889,967 VMT}} = 1.006 \text{ Adjustment factor for Old Colony Region for VOC and NOx}$$

HPMS adjustment factors, calculated on a regional basis, are applied to the model output of future scenarios, and they change as base-year models are updated or improved, or as HPMS data is revised or updated.

The milestone and analysis year transportation model networks are composed of projects proposed in this FFY 2011-2014 TIP. Projects in these networks consist of all in-place “regionally significant” projects that can reasonably be expected to be completed by a given analysis/horizon year with consideration of available funding commitments. This project group would include, but not be limited to, regionally significant projects where at least one of the following steps has occurred within the past three years:

- Comes from the first year of a previously conforming TIP,
- Completed the NEPA process, or
- Currently under construction or are undergoing right-of-way acquisition

The Commonwealth requires that any changes in project design from the previous conformity determination for the region be identified. The last conformity determination was performed on the 2007 Regional Transportation Plan.

A complete listing of future regionally significant projects for the entire Eastern Massachusetts Ozone Non-Attainment Area is provided below:

Regionally Significant Projects Included in the Transportation Models for the Eastern Massachusetts Ozone Non-Attainment Area

Analysis Year	Community	Project Description – Boston Region
2017	Bedford	Middlesex Turnpike Improvements Phase 3 – widening Plank St. to Manning Rd.
2017	Boston	East Boston Haul Road/Chelsea Truck Route (new grade separated roadway)
2017*	Boston	Fairmount Line Improvements, including new stations
2017*	Boston	Russia Wharf Ferry Terminal
2017	Boston Logan Airport	Consolidated Rental Car Facility (Boston Logan Airport)
2017	Canton	I-95 (NB)/Dedham Street Ramp/Dedham Street Corridor (new ramp with widening on Dedham St. from I-95 to University Ave.)
2017	Concord, Lincoln	Route 2/Crosby's Corner (grade separation)
2017	Hanover	Route 53 Final Phase (widening to 4 lanes between Rt 3 and Rt 123)
2017	Hudson	Route 85 (capacity improvements from Marlborough TL to Rt 62)
2017	Marshfield	Route 139 Widening (to 4 lanes between School St. and Furnace St.)
2017	Quincy	Quincy Center Concourse, Phase 2 (new roadway: Parking Way to Hancock St.)
2017	Revere	Wonderland Parking Garage
2017	Salem	Bridge Street (widening to 4 lanes between Flint and Washington St.)
2017*	Regionwide	1000 Additional Park and Ride Spaces

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2017	Somerville	Assembly Square Orange Line Station
2017	Somerville	Assembly Square Roadways (new and reconfigured)
2017*	Somerville, Cambridge	Green Line Extension from Lechmere Station to College Avenue
2017	Weymouth, Hingham, Rockland	South Weymouth Naval Air Station Access Improvements
2017	Weymouth	Route 18 Improvements (widening between Rt 3 and Rt 139)
2017	Woburn	Montvale Avenue (widening between Central St. to east of Washington St.)
2020	Boston	Sullivan Square Improvements
2020	Braintree	Braintree Split - I-93/Route 3 Interchange
2020	Somerville, Medford	Green Line Extension from College Ave. to Mystic Valley Parkway (Route 16)
2020	Wilmington	Tri-Town Interchange (new “Lowell Junction” interchange on I-93 between Route 125 and Dascomb Rd.)
2020	Woburn	New Boston Street Bridge (reestablish connection over MBTA Lowell line)
2030	Boston	Rutherford Avenue (new 4 lane bypass road)
2030	Canton	I-95/I-93 Interchange (new direct connect ramps)
2030	Framingham	Route 126/135 Grade Separation
2030	Malden, Revere, Saugus	Route 1 (widening from 4 to 6 lanes between Copeland Circle and Rt. 99)
2030	Newton, Needham	Needham Street/Highland Avenue (includes widening Charles River Bridge)
2030	Reading, Woburn, Stoneham	I-93/I-95 Interchange (new direct connect ramps)
TBD*	Boston	Red Line/Blue Line Connector – Design Only
Analysis Year	Community	Project Description - Cape Cod Region
2020	Barnstable	Barnstable Airport Access
2020	Barnstable	Yarmouth Rd. /Rt 28 (widening to 4 lanes) with Hyannis Rotary improvements
2030	Bourne	Bourne Rotary Long-Term Improvements
2030	Bourne, Sandwich	Bourne-Sandwich Parkway (widening to 4 lanes)
Analysis Year	Community	Project Description - Central Massachusetts Region
2020	Charlton, Oxford	Route 20 Widening
2020	Auburn, Shrewsbury, Worcester	Route 20 Widening – selected locations
2020	Worcester	I-290 / Vernon St. / Kelley Square (new interchange and square realignment)
2030	Millbury, Sutton	Route 146 Improvements – add frontage roads to create limited access roadway between a new interchange (at Boston Rd.) and existing I-90 interchange
Analysis Year	Community	Project Description – Martha’s Vineyard Region
n/a	n/a	None
Analysis Year	Community	Project Description – Merrimack Valley Region
2017	Amesbury	Route 110 from I-495 to I-95 (widen from 2 lanes to 4)
2017	Georgetown	Georgetown Industrial Park Access Road from Route 133
2017	Lawrence	I-495 over Merrimack River (widening and add new ramps)
2020	Andover	Burt Road extension – improve access to Route 125
2020	Andover	Tri-Town Interchange (new “Lowell Junction” interchange on I-93 between Route 125 and Dascomb Rd.) and I-93 widening to 4 lanes in each direction from new interchange/current “lane drop” area to I-495.
2020	Lawrence	Route 114 (widening from I-495 to Waverly Road)
2020	Methuen	Route 110/113 (Methuen Rotary – new interchange ramps at I-93)
2020	Newburyport, Amesbury	I-95 over Merrimack River (Whittier Bridge widening from 6 to 8 lanes)
2030	Andover, Methuen	I-93 – widening to 4 travel lanes in each direction from I-495 to NH line
2030	Newburyport	Hale Street Industrial Park access from I-95
Analysis Year	Community	Project Description – Montachusett Region
2017	Fitchburg	New Wachusett Commuter Rail Station
2020	Athol	New Interchange on Route 2 at South Athol Road
2020	Fitchburg, Leominster, Sterling	Routes 12 and 13 (various improvements to on and off ramps)

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Analysis Year	Community	Project Description – Nantucket Region
n/a	n/a	None
Analysis Year	Community	Project Description – Northern Middlesex Region
2017	Billerica	Middlesex Turnpike Improvements Phase 3 – widening Plank St. to Manning Rd.
2020	Tewksbury	Tri-Town Interchange (new “Lowell Junction” interchange on I-93 between Route 125 and Dascomb Rd.)
Analysis Year	Community	Project Description – Old Colony Region
2020	Abington	Route 18 - Widening to 4 Lanes from Route 139 to Highland Place
2020	Brockton	Route 123 - Widen from Route 24 to Linwood Street
2030	Bridgewater n/a	Route 24 - Add Northbound Slip Ramp from Route 104 WB to Route 24 NB Northbound
2030	Brockton	Main Street, Warren Avenue, Spring Street, West Elm Street, Belmont Street - Reestablish Two-Way Circulation
2030	Kingston, Plymouth	Route 3 - Widening from 4 to 6 Lanes between Hingham and Rt 44
2030	Plymouth	Route 25 - Add New Interchange Before Exit 1 and connect to Bourne Road
2030	Plymouth	Route 3 - Add NB Off-ramp to Plimouth Plantation Hwy. and SB On/off Ramp to Camelot Dr.
2030	Plymouth	Route 3 - Add Northbound on-Ramp at Long Pond Road (Exit 5)
2030	West Bridgewater	Route 106 - Widening from 2 to 4 Lanes between Route 24 and Route 28
Analysis Year	Community	Project Description – Southeastern Massachusetts Region
2017	Fall River, Somerset	New Brightman Street Bridge - capacity improvements to 4 lane divided facility
2020	Dartmouth	Route 6 (Fauce Corner Rd) / I-195 Interchange - Bridge Widening to 5 Lanes
2020	Freetown	Route 24 - New Interchange (Exit 8 ½)
2020	Mansfield	Route 140 / I-495 New Southbound On-Ramp
2020	Middleborough	Route 44 - Widening from Rt 24 to Rt 58 and Remove Middleboro Rotary
2030	Fall River	Route 79/Davol Street (interchange improvements and new traffic circulation)
2030	New Bedford	Kings Highway - Corridor Widening
2030	Taunton	Route 24 / 140 - Interchange Reconstruction
2030	Taunton, Raynham	Route 24 - Widening from Route 140 to I-495

Note: * = Listed as SIP Commitment (State Implementation Plan)

Air Quality Conformity Analysis

Additional specific information regarding the analysis and modeling methods, latest planning assumptions, and consultation procedures are all detailed in the 2007 RTP. The emissions from the following MPOs have been combined to show conformity with the SIP for the Eastern Massachusetts Ozone Nonattainment Area:

- Cape Cod MPO
- Central Massachusetts MPO
- Merrimack Valley MPO
- Boston MPO
- Montachusett Region MPO
- Northern Middlesex MPO
- Old Colony MPO
- Southeastern Region MPO

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- Martha's Vineyard Commission*
- Nantucket Planning and Economic Development Commission*

* These regions do not contain any official urbanized areas, but are considered to be MPOs for planning purposes.

Using the latest planning assumptions, the Massachusetts Department of Transportation, Office of Transportation Planning, estimated the emissions for VOC and NOx for all areas and all MPOs through a combination of the statewide and selected regional travel demand models (and with assistance from MPO staff). The VOC mobile source emission budget for 2009 and beyond for the Eastern Massachusetts Nonattainment Area has been set at 63.50 tons per summer day and the 2009 (and beyond) mobile source budget for NOx is 174.96 tons per summer day. As shown in Tables 1 and 2, the results of the air quality analysis demonstrate that the VOC and NOx emissions from all Action scenarios are less than the VOC and NOx emissions budgets for the Eastern Massachusetts Nonattainment Area:

TABLE 1
VOC Emissions Estimates for the Eastern Massachusetts Ozone Nonattainment Area
(all emissions in tons per summer day)

Year	Old Colony Action Emissions	Eastern MA Action Emissions	Budget	Difference (Action – Budget)
2007	n/a	86.558	n/a	n/a
2017	2.0212	41.389	63.50	-22.111
2020	1.9220	34.293	63.50	-29.207
2030	1.8317	32.157	63.50	-31.343

TABLE 2
NOx Emissions Estimates for the Eastern Massachusetts Ozone Nonattainment Area
(all emissions in tons per summer day)

Year	Old Colony MPO Action Emissions	Eastern MA Action Emissions	Budget	Difference (Action – Budget)
2007	n/a	234.850	n/a	n/a
2017	3.1090	66.418	174.96	-108.542
2020	2.3979	50.694	174.96	-124.266
2030	1.5957	34.259	174.96	-140.701

This conformity determination analysis has been prepared in accordance with EPA’s final conformity regulations. The air quality analyses outlined in this document demonstrate that the implementation of the TIP satisfies the conformity criteria where applicable and is consistent with the air quality goals in the Massachusetts SIP. Specifically, the Old Colony MPO has found the emission levels from this FY 2011-2014 TIP, in combination with the emission levels from the other MPOs in its nonattainment area,

demonstrate conformity with the SIP. Therefore, the FFY 2011-2014 Transportation Improvement Program (TIP) is in conformity with the SIP where required.

Congestion Mitigation and Air Quality Improvement (CMAQ) Program

The Congestion Mitigation and Air Quality Improvement (CMAQ) Program was created under the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991, continued under the Transportation Equity Act for the 21st Century (TEA-21), and reauthorized by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) in 2005. SAFETEA-LU placed a renewed focus on advancing cost-effective transportation projects that improve air quality. Specifically, the bill highlighted diesel engine retrofits as a priority for CMAQ expenditures, due to the cost-effective emissions reduction benefits that can be achieved through many retrofit technologies. SAFETEA-LU also established priority-funding consideration for cost-effective congestion mitigation activities that improve air quality. The goals of the CMAQ program support this initiative in three main ways: promoting operational and technological improvements, targeting major freight bottlenecks, and relieving urban congestion.

The purpose of the CMAQ program is to fund transportation projects or programs that will contribute to attainment or maintenance of the national ambient air quality standards (NAAQS) for ozone, carbon monoxide (CO), and particulate matter (PM). The main goal of the CMAQ program is to reduce emissions in nonattainment and maintenance areas and to mitigate congestion. Congestion relief can contribute to improvements in air quality by reducing travel delays, engine idle time, and unproductive fuel consumption.

Since congestion relief projects also reduce idling, the negative emissions affects of “stop and go” driving, and the number of vehicles on the road, they have a corollary benefit of improving air quality. Based on their emissions reductions, these types of projects, including investments in improved system pricing and operations, are eligible for CMAQ funding.

Eligible projects and programs include:

- Transportation Control Measures (TCMs)
- Traffic Flow Improvements
- Extreme Low-Temperature Cold Start Programs
- Alternate Fuels and Vehicles
- Congestion Reduction & Traffic Flow Improvements
- Transit Improvements
- Bicycle and Pedestrian Facilities and Programs
- Travel Demand Management
- Public Education and Outreach Activities
- Transportation Management Associations
- Carpooling and Vanpooling
- Freight/Intermodal
- Diesel Engine Retrofits & Other Advanced Truck Technologies
- Idle Reduction
- Training
- Inspection/Maintenance (I/M) Programs
- Experimental Pilot Programs

13. *Special Efforts*

The Brockton Area Transit Authority

Brockton Area Transit: Accessible Transportation Program

The US Department of Transportation, in 1986, published a final rule entitled, “Non-discrimination on the Basis of Handicap in Financial Assistance Programs.” The rule carried out section 504 of the Rehabilitation Act of 1973 and section 317 © of the Surface Transportation Assistance Act of 1982. The rule requires recipients of the FTA financial assistance to establish programs to provide transit services to handicapped persons, establishes service criteria, and places a limit on the amount of money recipients must spend to meet these criteria.

BAT is required to develop a five (5) year plan addressing transportation for the physically disabled.

Program Background

Planning for accessible transportation has been an integral part of the Brockton Area Transit Development Program. Developed jointly in 1975 by the Old Colony Planning Council, the City of Brockton, and a consulting firm, funding assistance for this study was provided under a FTA Technical Studies Grant (Section 9, now 5307).

A principal tenet of this planning effort was to identify the transportation needs of elderly and handicapped individuals and the social service agencies with which a coordinated service could be developed. The study produced estimates of the number of potential elderly and handicapped transit users within the area and denoted the locations containing large concentrations of potential users. Data collection for this identification involved meeting with social service agency representatives, the surveying of the general public and the use of secondary sources.

This study created the overall design and schedule for the implementation of a two faceted Dial-a-Bat service namely, Dial-a-Ride and subscription service. In addition, it formed the basis for ensuring the routing of regularly scheduled services to areas with high concentrations of elderly and handicapped individuals.

The specific strategies adopted from Elderly and Disabled efforts are as follows:

- 50% fare for elderly and disabled users of regular BAT service.
- Routing of regular BAT service to serve elderly and disabled individuals without accessible transportation needs. All elderly and handicapped public housing sites have been included as stops on regular BAT routes. One particular route, the Mini-Maller connects three sites with the Westgate Mall, a major retail shopping center.
- The institution of both advance and reservation Dial-a-Ride and subscription service for the elderly, disabled, and clients of social service agencies in the Brockton area known as Dial-a-Bat, began service in February 1977.
- Coordination of Dial-a-Bat with the transportation services of approximately 16 social service agencies.
- Develop and modify the Section 504 program in an effort to improve transit services for the elderly and disabled.

This planning effort also produced the following capital plans for developing accessible transportation facilities:

- Incorporation of wheelchair accessible improvements into the plans for the development of a Brockton BAT Centre, which made all the docking facilities 100% accessible. BAT commenced operation at the new terminal in February 1999.
- As of 1991, the Dial-a-Bat fleet included 33 paratransit vehicles, all of which are lifts equipped vans.

- Creation of accessible fixed route service through the anticipated purchase of six (6) wheelchair equipped commuter coaches with FTA Section 3 funds. The vehicles have been leased to private inter-city bus companies such as Plymouth and Brockton Street Railway Company and Interstate Coach.

Accessible Transportation Service and Facilities

Section 223 of the American with Disabilities Act (ADA) requires public entities operating fixed route systems to provide paratransit as a complement to their fixed route service. This service is intended for persons with disabilities who are unable to use accessible fixed route transit. The paratransit level of service is to be “comparable,” not identical, to fixed route service as the operations of fixed route service and paratransit differ markedly.

The first category of “ADA Paratransit Eligible” people consists of individuals who as a result of their disabilities, cannot independently board, ride, or disembark from accessible vehicles. Persons with mental or visual impairments, as well as physical disabilities, may be eligible in this category (e.g., persons who are unable to determine where to get off the bus).

The second category of ADA Paratransit Eligibility concerns individuals who have a “specific impairment-related condition” which prevents them from getting to a boarding or disembarking location. Examples are people with chronic fatigue syndrome, visual or mental impairments, or special temperature sensitivities whose disabilities do not allow them to get to a stop or from a stop to their destination.

The third eligibility category includes individuals who need a level change mechanism to use a bus or other vehicle during times when an accessible bus that the person can use is not being employed on the route on which they want to travel.

The US Department of Transportation is amending its existing Section 504 rule to avoid potential overlapping, duplication, or confusion between ADA and 504 requirements. For this reason, a number of provisions of the 504 rule are being removed. The basic relationship between Section 504 and ADA is that a recipient of DOT funds complies with its Section 504 obligations. In 1996, Brockton Area Transit Authority completed the update of its fleet. The BAT fleet is now 100% accessible.

- OLD COLONY MPO TRANSPORTATION IMPROVEMENT PROGRAM -

14. FFY 2010 TIP Project Status

Highway

Status of FFY 2010 Projects

ID #	COMMUNITY	ADVERTISED	DESCRIPTION	TOTAL COST	FEDERAL	STATE
604958	BRIDGEWATER	12/5/2009	RECONSTRUCTION OF NORTH STREET, FROM PLEASANT STREET (ROUTE 104) TO VILLAGE GATE DRIVE	\$ 1,655,430	\$ 1,655,430	\$ -
604658	EASTON	6/5/2010	RECONSTRUCTION & IMPROVEMENTS AT ROUTE 106 AND ROUTE 123 (FIVE CORNERS)	\$ 2,333,619	\$ 1,866,895	\$ 466,724
600413	KINGSTON	9/8/2007	RECONSTRUCTION OF ROUTE 27 (PEMBROKE STREET)	\$ 3,429,179	\$ 2,743,343	\$ 685,836
Total Cost of Projects Advertised:				\$ 7,418,228	\$ 6,265,668	\$ 1,152,560

- OLD COLONY MPO TRANSPORTATION IMPROVEMENT PROGRAM -

Transit

Federal						
RTA	Section	Description	Approval		Grant #	Comments
			Federal Funds	Status		
BAT	5307	Fare Collection Equip. Support Equip., Service Vehicle,	\$960,000	Approved	MA-90-X555	\$805,837 remaining
BAT	5307	Capital Parts, Intermodal Paving and support equipment	\$396,168	Approved	MA-90-X502	\$75,037 remaining
BAT		Operating and Preventative Maintenance	\$66,398	Approved	MA-90-X572	\$66,398 remaining
BAT	5307	Bus Replacement	\$261,000	Approved	MA-90-X565	\$261,000 remaining
BAT	ARRA	Bus Replacement, AVL, Cameras	\$3,335,235	Approved	MA-96-X007	\$3,335,235 remaining
BAT	ARRA	Capital parts and tools, Operating, Preventative Maintenance, Intermodal Repair	\$387,500	Approved	MA-66-X007	\$387,500 remaining
BAT	5309	Bus Replacement (1)	\$237,500	Approved	MA-04-0034	\$237,500 remaining
BAT	5309	Bus Replacement (1)	\$1,117,000	Approved	MA-04-0016-01	\$650,843 remaining
SSCAC	5310	Capital – Purchase of 3 (8-12) passenger lift equipped minivans	\$121,600		See State	

State						
RTA	Section	Description	Approval		Grant #	Comments
			State Funds	Status		
BAT	MAP	Mobility Assistance	\$400,000	Awarded	See State	
Easton	MAP	Mobility Assistance	\$48,000	Awarded	See State	
Whitman	MAP	Mobility Assistance	\$55,000	Awarded	See State	

- OLD COLONY MPO TRANSPORTATION IMPROVEMENT PROGRAM -

Transit Continued

FTA Funding Program	Estimated Authorization FFY 2010	Regional Programmed FFY 2010	BALANCE FFY 2010
Section 5307			
Planning	\$ -	\$ -	\$ -
Capital	\$ 300,000	\$ 300,000	\$ -
Operating/Preventive Maintenance	\$ 3,000,000	\$ 3,000,000	\$ -
Transit Enhancement	\$ -	\$ -	\$ -
Subtotal	\$ 3,300,000	\$ 3,300,000	\$ -
Carryover*			
<u>5307 Carry over - bus support equipment, preventative maintenance, planning, bus replacements, and operating assistance</u>	\$ 1,727,935	\$ 1,727,935	\$ -
<u>CMAQ Flex Carryover - CMAQ capital bus purchase (2) - Flexed from FHWA on 9/1/2009</u>	\$ 520,000	\$ 520,000	\$ -
Subtotal	\$ 2,247,935	\$ 2,247,935	\$ -
SECTION 5307 TOTALS	\$ 5,547,935	\$ 5,547,935	\$ -
ARRA			
Preventative Maintenance Operating, Operating Assistance, 3 Hybrid buses, 2 transit coaches, 1 cutaway bus, AVL/ GPS for paratransit, Intermodal signage & repair, capital parts & tools, cameras for fixed route buses, support equipment	\$ 4,238,336	\$ 4,238,336	\$ -
Capital Transit Projects and Preventive Maintenance	\$ 387,500	\$ 387,500	\$ -
Subtotal	\$ 4,625,836	\$ 4,625,836	\$ -
ARRA TOTALS	\$ 4,625,836	\$ 4,625,836	\$ -
Section 5309			
Fixed Route Bus Replacement and related parts (SAFETEA-LU)	\$ 860,000	\$ 860,000	\$ -
Subtotal	\$ 860,000	\$ 860,000	\$ -
SECTION 5309 TOTALS	\$ 860,000	\$ 860,000	\$ -
Section 5310			
Capital (SSCAC -- Purchase of lift equipped passenger mini-busses)	\$ 250,000	\$ 250,000	\$ -
Section 5316 (Boston UZA)			
Job Access and Reverse Commuting (JARC)	\$ 1,568,794	\$ 1,568,794	\$ -
Carryover*	\$ 2,317,660	\$ 2,317,660	\$ -
Section 3037			
Job Access and Reverse Commuting (JARC)	\$ 170,000	\$ 170,000	\$ -
Section 5317 (Boston UZA)			
New Freedom	\$ 2,053,020	\$ 2,053,020	\$ -
Carryover*	\$ 2,053,020	\$ 2,053,020	\$ -
OTHER TOTALS	\$ 8,412,494	\$ 8,412,494	\$ -
Other Transit Funding			
CMAQ FHWA TO FTA	\$0	\$0	\$0
STP FHWA TO FTA	\$0	\$0	\$0

- OLD COLONY MPO TRANSPORTATION IMPROVEMENT PROGRAM -

Part D. Appendix

1. Other Regional Priorities

Community	ID Number	Description	Design Status	Funding Source	Project Cost
ABINGTON	605693	SAFE ROUTES TO SCHOOL (CENTER SCHOOL)	100	SRTS	\$ 463,160
ABINGTON / WEYMOUTH	601630	RECONSTRUCTION & WIDENING ON ROUTE 18 (MAIN STREET) FROM HIGHLAND PLACE TO ROUTE 139 (4.0 MILES) INCLUDES REHAB OF W-32-013, ROUTE 18 OVER THE OLD COLONY RAILROAD (MBTA)	0	Boston MPO TIP	\$ 26,100,000
BRIDGEWATER	53430	BRIDGE REHABILITATION, B-23-009, OAK STREET OVER THE TOWN RIVER	0	TBD	\$ 800,000
BRIDGEWATER	603660	SIGNAL & INTERSECTION IMPROVEMENTS AT STATE ROUTE 18 & HIGH STREET	0	TBD	\$ 1,236,000
BRIDGEWATER	604415	BRIDGE REPLACEMENT, B-23-005=M-18-002, SUMMER STREET OVER THE TAUNTON RIVER	100	ABP**	\$ 3,236,940
BROCKTON	601342	RECONSTRUCTION OF COURT STREET, FROM MAIN STREET TO NORTH CARY STREET ("3R" PROJECT)	0	TBD	\$ 843,750
BROCKTON	601344	RECONSTRUCTION OF FOREST AVENUE, FROM WARREN AVENUE TO BELMONT STREET ("3R" PROJECT)	0	TBD	\$ 1,125,000
BROCKTON	601346	REHABILITATION OF ROUTE 123 (CENTRE STREET), FROM MONTELLO STREET TO NORTH CARY STREET (2,900 FEET - 3R PROJECT)	0	TBD	\$ 570,000
BROCKTON	601639	RESURFACING & RELATED WORK ON FIELD STREET, FROM MONTELLO STREET TO WINTER STREET (4,000 FT.)	0	TBD	\$ 525,000
BROCKTON	601642	RESURFACING & RELATED WORK ON PERKINS AVENUE, FROM SUMMER STREET TO MAIN STREET (2,800 FT.)	0	TBD	\$ 500,000
BROCKTON	603675	DOWNTOWN RECIRCULATION PROJECT (PHASE I)	0	TBD	\$ 3,100,000
BROCKTON	606143	ROUTE 27 - CRESCENT STREET @ QUINCY STREET AND MASSASOIT BOULEVARD	0	TBD	\$ 3,000,000
EASTON	604098	INTERSECTION IMPROVEMENTS @ ROUTE 138 & TURNPIKE AVENUE	0	TBD	\$ 1,500,000
EASTON	605746	INTERSECTION IMPROVEMENTS @ FOUNDRY STREET (ROUTE 106) & PROSPECT STREET	0	TBD	\$ 1,500,000
KINGSTON	600865	SIGNAL & INTERSECTION IMPROVEMENTS @ ROUTE 3A & ROUTE 53 AT KINGSBURY PLAZA	0	TBD	\$ 750,000
KINGSTON	601164	RECONSTRUCTION ON ROUTE 106 (MAIN STREET, WAPPING ROAD) (5,300 FEET)	25	TBD	\$ 3,750,000

- OLD COLONY MPO TRANSPORTATION IMPROVEMENT PROGRAM -

KINGSTON	602377	BRIDGE REPLACEMENT, K-01-005, HOWLANDS LANE OVER MBTA OLD COLONY RAIL LINE	75	TBD	\$ 1,000,000
PEMBROKE	600380	REHABILITATION ON ROUTE 36 (CENTER STREET)	0	TBD	\$ 1,211,000
PEMBROKE	604957	RECONSTRUCTION ON ROUTE 14, FROM THE HANSON T.L. TO WASHINGTON STREET (ROUTE 53)	75	TBD	\$ 7,947,258
PLYMOUTH	600426	RECONSTRUCTION OF ROUTE 44 (SAMOSET STREET) FROM ROUTE 3 (NB RAMP) EASTERLY TO WATER STREET	25	TBD	\$ 5,369,280
PLYMOUTH	605038	RECONSTRUCTION OF TAYLOR AVENUE, FROM WHITE HORSE ROAD TO MANOMET POINT ROAD, INCLUDES P-13-010	25	TBD	\$ 6,125,590
PLYMOUTH	605100	BRIDGE PRESERVATION, P-13-026, ROUTE 3 (PILGRIM HIGHWAY) OVER BILLINGTON STREET	0	TBD	\$ 2,767,700
STOUGHTON	601109	RESURFACING & RELATED WORK ON ROUTE 138, FROM CANTON TL TO 300' NORTH OF THOMAS STREET	0	TBD	\$ 500,000
WEST BRIDGEWATER	603456	RECONSTRUCTION ON ROUTE 106, FROM ROUTE 28 (CENTRAL SQUARE) TO EASTON T.L.	0	TBD	\$ 6,000,000
WEST BRIDGEWATER	605351	BRIDGE REHABILITATION, W-18-012, SR 106 (WEST CENTER STREET) OVER THE HOCKOMOCK RIVER	0	ABP**	\$ 837,689
Total of Other Regional Priority Projects					\$ 80,758,367

* This is an Informational List of Other Regional Priorities Regardless of Funding Source

**Accelerated Bridge Program

- OLD COLONY MPO TRANSPORTATION IMPROVEMENT PROGRAM -

2. Potential Projects Identified by Communities and/ or Studies Conducted by OCPC as Part of the Unified Planning Work Program. In order for projects to advance, communities must follow the project initiation process identified in the MassDOT Project Development & Design Guide Book.

COMMUNITY	DESCRIPTION	ID	FUNDING	COST
ABINGTON/ WHITMAN	ROUTE 18 CAPACITY ENHANCEMENT FROM ROUTE 139 TO ROUTE 14	PRE - PRC	TBD	\$ 3,000,000
AVON	ROUTE 28 (EAST MAIN STREET) AT EAST/WEST SPRING STREET SIGNALIZATION AND GEOMETRIC IMPROVEMENT	PRE - PRC	TBD	\$ 750,000
AVON	WEST MAIN STREET RECONSTRUCTION (HARRISON BOULEVARD TO ROUTE 28)	PRE - PRC	TBD	\$ 500,000
BRIDGEWATER	HIGH STREET RECONSTRUCTION FROM HAYWARD STREET TO PLYMOUTH STREET	PRE - PRC	TBD	\$ 5,500,000
BRIDGEWATER	MILL STREET RECONSTRUCTION FROM PLYMOUTH STREET TO HIGH STREET	PRE - PRC	TBD	\$ 1,100,000
BRIDGEWATER	SOUTH STREET@ ROUTE 104 SIGNALIZATION AND GEOMETRIC IMPROVEMENT	PRE - PRC	TBD	\$ 750,000
BRIDGEWATER	SUMMER STREET RECONSTRUCTION FROM GROVE STREET TO FLAGG STREET	PRE - PRC	TBD	\$ 5,100,000
BRIDGEWATER	TITICUT STREET BRIDGE REPLACEMENT OVER TAUNTON RIVER	PRE - PRC	TBD	\$ 500,000
BRIDGEWATER	TOWN RIVER LANDING PEDESTRIAN BRIDGE ENHANCEMENT PROJECT	PRE - PRC	TBD	\$ 880,660
BROCKTON	ITS REVENUE COLLECTION EQUIPMENT	PRE - PRC	TBD	\$ 500,000
BROCKTON	MAIN STREET AT FOREST AVENUE TRAFFIC SIGNALS AND GEOMETRIC IMPROVEMENTS	PRE - PRC	TBD	\$ 750,000
BROCKTON	MAIN STREET RECONSTRUCTION FROM WHITE AVENUE TO HAYWARD AVENUE	PRE - PRC	TBD	\$ 2,000,000
BROCKTON	N MAIN STREET RECONSTRUCTION FROM PROSPECT TO COURT WAY	PRE - PRC	TBD	\$ 1,500,000
BROCKTON	PEDESTRIAN/ BIKEWAY CONNECTIONS TO THE INTERMODAL TRANSPORTATION CENTRE	PRE - PRC	TBD	\$ 300,000
BROCKTON	ROUTE 28 RECONSTRUCTION FROM EAST ASHLAND STREET TO PLAIN STREET	PRE - PRC	TBD	\$ 2,500,000
EAST BRIDGEWATER	ROUTE 106 RECONSTRUCTION WHITMAN STREET TO HALIFAX TOWN LINE	PRE - PRC	TBD	\$ 4,500,000
EASTON	CENTRAL STREET RESURFACING FROM WASHINGTON TO DEPOT	PRE - PRC	TBD	\$ 550,000
EASTON	ROUTE 106 - EASTMAN STREET, MANSFIELD TOWN LINE TO ROUTE 123	PRE - PRC	TBD	\$ 280,715
EASTON	ROUTE 106 - FOUNDRY STREET, BAY ROAD TO MORSE ROAD	PRE - PRC	TBD	\$ 1,689,350
EASTON	ROUTE 106 - FOUNDRY STREET, EASTMAN STREET TO BAY ROAD	PRE - PRC	TBD	\$ 1,400,000
EASTON	ROUTE 138 @ ELM STREET SIGNALIZATION AND GEOMETRIC IMPROVEMENT	PRE - PRC	TBD	\$ 750,000

- OLD COLONY MPO TRANSPORTATION IMPROVEMENT PROGRAM -

EASTON	ROUTE 138 @ PLYMOUTH STREET SIGNALIZATION AND GEOMETRIC IMPROVEMENT	PRE - PRC	TBD	\$ 750,000
EASTON	ROUTE 138 @ UNION STREET SIGNALIZATION AND GEOMETRIC IMPROVEMENT	PRE - PRC	TBD	\$ 750,000
HALIFAX	ROUTE 106 RECONSTRUCTION (ROUTE 105 TO BRIDGEWATER TOWN LINE)	PRE - PRC	TBD	\$ 1,000,000
HALIFAX	ROUTE 58 RECONSTRUCTION (ROUTE 106 TO HANSON TOWN LINE)	PRE - PRC	TBD	\$ 1,000,000
KINGSTON	ROUTE 27 @ ROUTE 106 SIGNAL REPLACEMENT AND GEOMETRIC IMPROVEMENTS	PRE - PRC	TBD	\$ 750,000
KINGSTON	ROUTE 3A AT CRESCENT STREET SIGNALIZATION AND GEOMETRIC IMPROVEMENTS	PRE - PRC	TBD	\$ 750,000
KINGSTON	ROUTE 3A AT HOWLANDS LANE SIGNALIZATION AND GEOMETRIC IMPROVEMENTS	PRE - PRC	TBD	\$ 750,000
PEMBROKE	ROUTE 53 AT PLEASANT STREET SIGNALIZATION AND GEOMETRIC IMPROVEMENTS	PRE - PRC	TBD	\$ 750,000
PLYMOUTH	CARVER ROAD/SUMMER ST/FEDERAL FURNACE/SLEEPY HOLLOW ROAD SIGNALIZATION	PRE - PRC	TBD	\$ 750,000
PLYMOUTH	CHERRY STREET RECONSTRUCTION FROM INDUSTRIAL PARK ROAD TO COMMERCE WAY	PRE - PRC	TBD	\$ 2,600,000
PLYMOUTH	FEDERAL FURNACE ROAD RECONSTRUCTION FROM CARVER TOWN LINE TO SOUTH MEADOW ROAD	PRE - PRC	TBD	\$ 5,500,000
PLYMOUTH	JENNY GRIST MILL/ BILLINGTON SEA WALKWAY	PRE - PRC	TBD	\$ 1,500,000
PLYMOUTH	LONG POND ROAD RECONSTRUCTION (DREW ROAD TO CLARK ROAD)	PRE - PRC	TBD	\$ 5,000,000
PLYMOUTH	NELSON STREET TO STEVENS FIELD PEDESTRIAN CONNECTION	PRE - PRC	TBD	\$ 3,000,000
PLYMOUTH	OBERY STREET RECONSTRUCTION FROM NORTH HIGH SCHOOL TO SOUTH STREET	PRE - PRC	TBD	\$ 3,500,000
PLYMOUTH	ROUTE 3 AT EXIT 3 INTERCHANGE AND VICINITY ACCESS IMPROVEMENTS	PRE - PRC	TBD	\$ 28,000,000
PLYMOUTH	ROUTE 3A AT SOUTH STREET SIGNALIZATION	PRE - PRC	TBD	\$ 750,000
PLYMOUTH	ROUTE 3A MAIN STREET @ WATER STREET SIGNALIZATION	PRE - PRC	TBD	\$ 750,000
PLYMOUTH	ROUTE 3A STATE ROAD AND HERRING POND ROAD SIGNALIZATION	PRE - PRC	TBD	\$ 750,000
PLYMOUTH	SAMOSSET STREET @ MARC DRIVE/ MOBILE HOME ESTATES SIGNALIZATION	PRE - PRC	TBD	\$ 750,000
PLYMOUTH	TOWN PIER BOARDWALK (NELSON TO BURIAL HILL)	PRE - PRC	TBD	\$ 300,000
PLYMOUTH	TOWN WHARF PEDESTRIAN AND ROADWAY IMPROVEMENTS	PRE - PRC	TBD	\$ 750,000

- OLD COLONY MPO TRANSPORTATION IMPROVEMENT PROGRAM -

PLYMOUTH	WATER STREET RECONSTRUCTION (ROUTE 3A TO NELSON STREET)	PRE - PRC	TBD	\$ 1,500,000
STOUGHTON	BAY ROAD RECONSTRUCTION	PRE - PRC	TBD	\$ 1,000,000
STOUGHTON	CANTON (ROUTE 27) & SCHOOL STREET SIGNALIZATION	PRE - PRC	TBD	\$ 750,000
STOUGHTON	CANTON (ROUTE 27)/TOSCA/CENTRAL INTERSECTION IMPROVEMENTS	PRE - PRC	TBD	\$ 750,000
STOUGHTON	TURNPIKE AND CENTRAL STREETS RESURFACING	PRE - PRC	TBD	\$ 522,000
WEST BRIDGEWATER	BELMONT STREET BRIDGE REHABILITATION	PRE - PRC	TBD	\$ 500,000
WEST BRIDGEWATER	BRIDGE REHABILITATION ARCH STREET	PRE - PRC	TBD	\$ 500,000
WEST BRIDGEWATER	ROUTE 106 @ EAST STREET SIGNALIZATION	PRE - PRC	TBD	\$ 750,000
WEST BRIDGEWATER	ROUTE 106 @ HOWARD STREET SIGNALIZATION	PRE - PRC	TBD	\$ 750,000
WEST BRIDGEWATER	ROUTE 28 @ MATFIELD STREET SIGNALIZATION	PRE - PRC	TBD	\$ 750,000
WEST BRIDGEWATER	SOUTH STREET RESURFACING AND SIDEWALKS	PRE - PRC	TBD	\$ 300,000
WEST BRIDGEWATER	WEST STREET BRIDGE REHABILITATION	PRE - PRC	TBD	\$ 500,000
	Total of All Potential Projects			\$ 103,772,725

3. *Thirty Day Public Review – Notice of Availability and Comments*

**NOTICE OF PUBLIC COMMENT/REVIEW
FOR THE DRAFT FFY 2011-2014
TRANSPORTATION IMPROVEMENT PROGRAM**

In accordance with the Public Participation Process developed by the Old Colony Metropolitan Planning Organization (MPO), OCPC is making the DRAFT FFY 2011-2014 Transportation Improvement Program (TIP) available for public review. The TIP serves as a prioritized listing of highway, bridge, and transit projects proposed for implementation during the next several federal fiscal years (FFY 2011-2014). Copies of the TIP are available for review at the OCPC Offices (8:30 a.m. to 4:00 p.m.), at <http://www.ocpcrpa.org/>, and/or upon request. This notice will initiate a Public Review Period. Written comments will be accepted until 9:00 AM on August 23, 2010. This process will also be used as Brockton Area Transit Authority (BAT's) public participation process. A public meeting of the OCPC and MPO advisory committee, the Joint Transportation Committee, will be held if needed. Please contact Charles Kilmer at 508-583-1833 Extension 206 for further information.

Written comments should be sent to:

Old Colony Planning Council
70 School Street
Brockton, MA 02301

Attention: Charles Kilmer

Summary of Comments Received on Draft FFY 2011-2014 Transportation Improvement Program (TIP) and Response

Date	Name	Representation	Comment	Response
July 21, 2010	Kitty Doherty	Bridgewater	<ol style="list-style-type: none"> 1. Bridgewater's Town River Landing Pedestrian Bridge Project is not listed. 2. Was the Oak Street Bridge in Bridgewater already repaired just a few years ago (this project is still listed)? 	
August 5, 2010	David Mohler, AICP, Executive Director	MassDOT – Office of Transportation Planning	<ol style="list-style-type: none"> 1. Page 18 – Amendment / Adjustment Procedures & Substitutions: Please change the language regarding a requisite 30-day public comment period for an amendment to reflect the amended Public Participation Plan that allows for an abbreviated comment period, should the MPO deem it necessary. 2. Page 22-25 – Federal Aid TIP: By Year, By Fund with Subtotals: For all funding categories that do not have project programmed, please indicate as such with language stating: “No Project Programmed” in the project description column. 3. Page 23 – 2012 – Section 1A / Federal Aid Target Projects: There is \$1,464,852 in available funding. Please work with MassDOT Highway Division to identify a project to utilize these funds. 4. Page 23 – 2012 – Section 1C / Federal Aid Non-Target Projects: The earmarks listed do not properly identify the federal / non-federal funding split. Project 603457 should be listed as: \$1,037,112 federal and \$259,278 non-federal. Project 604764 should be listed as: \$2,004,688 and \$501,170 non-federal. 5. Page 24 – 2013 – Section 1A / Federal Aid Target Projects: Highway Safety Improvement Program (HSIP) – There are no projects programmed; MassDOT 	

Summary of Comments Received on Draft FFY 2011-2014 Transportation Improvement Program (TIP) and Response

	<p>Highway Division District 5 commented that Project 601644 might have HSIP eligible components. Please work with the Highway Division to consider this or another project for HSIP funding.</p>		
6.	<p>Page 25 – 2014 – Section 1A / Federal Aid Target Projects: The projects listed are over programmed by \$168,619. The TIP must be fiscally constrained document.</p>		
7.	<p>Page 32 – FFY 2011-2014 Federal Aid Mega Projects: This page is blank; please include some language indicating no projects are programmed.</p>		
8.	<p>Page 46 – Part D. Appendix: A review of the projects listed in the appendix reveal that the list is not up to date:</p> <ul style="list-style-type: none"> ▪ 601603 – This project is programmed in the Boston MPO TIP in 2012 and 2013. ▪ 602577, 603676, 601337, 604815, 601164 – These projects are no longer carried as active projects in Project Info. ▪ 601333 – This project was advertised 12/3/05 ▪ 604415 & 605351 – These projects are Accelerated Bridge Program projects. ▪ Please remove these projects from the Appendix. The value of the projects in the Old Colony MPO listed in the Appendix will still be \$46,554,749, approximately nine years worth of projects at current funding levels. 		

Summary of Comments Received on Draft FFY 2011-2014 Transportation Improvement Program (TIP) and Response

	<ul style="list-style-type: none"> ▪ There are eight other projects listed with PRC approval dates from the 1990s with 0% design status. Does MPO staff regularly contact municipal sponsors to see if the project is still a priority of the community? <p>9. Page 47 – Projects that Require MassDOT Approval and/ or More Data – Please indicate the purpose and value of such an exhaustive table in the TIP.</p> <ul style="list-style-type: none"> ▪ The table does not indicate if Project Information Forms (PIF)/ Project Need Forms (PNF) have been submitted to MassDOT. Therefore, there is no indication if the projects are actually awaiting MassDOT Project Review Committee (PRC) approval, or if the municipality sponsors are yet to submit request PIF/ PNF forms to the PRC. ▪ The list serves to inform the MPO of the universe of potential projects in the region, and would be better listed in the RTP. 			
<p>August 17, 2010</p>	<p>Paul Maloney, P.E., Metropolitan Planner</p>	<p>FHWA</p>	<ol style="list-style-type: none"> 1. Please make the typeface larger on the TIP elements. The project descriptions and other pertinent text are difficult to read. 2. There are no HSIP projects programmed on elements 2011 and 2013. FHWA encourages the development of HSIP eligible projects for inclusion on annual elements of the TIP. 3. On the 2014 element, the Brockton HSIP Project may be eligible to receive 100% federal share, rather than the 	

Summary of Comments Received on Draft FFY 2011-2014 Transportation Improvement Program (TIP) and Response

			<p>90% currently shown. We understand that Mass DOT and some RPA representatives comprise an HSIP Committee that will meet this Fall to discuss HSIP funded projects and will consider which projects may be programmed at 100% federal share.</p> <p>4. Please see page 46, which begins Part D, the Appendix. The Table called Other Regional Priorities should be made larger. As it is currently shown, its font is very small and difficult to read.</p> <p>5. Page 51 is entitled Administrative Modifications and Amendments. Should there be information shared in this section? Aside from the title, there is no information provided.</p>	
<p>August 18, 2010</p>	<p>Timothy Kochan, Transportation Planner</p>	<p>MassDOT District 5</p>	<p>1. 2011 - Sec. 1C - Easton (SRTS) project - as this project was just approved at PRC this month, it is at a pre-25% design stage. Therefore, it may make sense to move it to 2012 Sec. 1C.</p>	

4. *Operations and Maintenance Expenditures Summary*

Mass DOT - Highway Division
Summary of Operating and Maintenance Expenditures
Old Colony - Part 1: Non-Federal Aid

Section I - Non Federal Aid Maintenance Projects - State Bondfunds

7/14/10

Program Group/Sub Group	SFY 2008 NFA Expenditures	SFY 2009 NFA Expenditures	SFY 2010 NFA Expenditures
01 - Bridge Repair & Replacement			
New Bridge (Excluded)			
Bridge Replacement (Excluded)			
Bridge Reconstruction/Rehab	\$6,083	\$60,307	\$1,936,730
Drawbridge Maintenance	\$111,216	\$106,116	\$161,171
Structure Maintenance	\$1,547,524	\$1,415,627	\$2,708,194
02 - Bridge Painting			
Painting - Structural	\$0	\$58,093	\$0
03 - Roadway Reconstruction			
Hwy Relocation (Excluded)			
Hwy Recon. - Added Capacity(Excluded)			
Hwy Recon - Added Capacity(Excluded)			
New Construction (Excluded)			
Hwy Reconstr - Restr and Rehab	\$126,617	\$72,887	\$10,070
Hwy Reconstr - No Added Capacity	\$0	\$0	\$0
Hwy Reconstr - Minor Widening	\$8,637	\$5,367	\$0
Hwy Reconstr - Major Widening	\$0	\$12,316	\$0
04 - Roadway Resurfacing			
Resurfacing	\$0	\$246,851	\$190,805
05 - Intersection & Safety			
Impact Attenuators	\$9,196	\$19,824	\$0
Safety Improvements	\$88,916	\$148,207	\$54,852
Traffic Signals	\$6,241	\$14,372	\$0
06 - Signs & Lighting			
Lighting and Electrical	\$26,279	\$43,497	\$54,395
Sign Installation / Upgrading	\$19,631	\$23,811	\$0
Structural Signing	\$0	\$14,430	\$0
07 - Guardrail			
Guard Rail and Fencing	\$0	\$34,184	\$0
08 - Maintenance			
Catch Basin Cleaning	\$21,354	\$99,064	\$0
Crack Sealing	\$97,085	\$70,577	\$0
Landscape and Roadside Develop	\$0	\$44,496	\$0
Mowing and Spraying	\$131,338	\$71,263	\$162,279
Pavement Marking	\$39,295	\$116,192	\$0
Sewer and Water	\$3,085	\$20,033	\$0
Process/Recycle/Trnsprt Soils			
Contract Hwy Maint.			
09 - Facilities			
Chemical Storage Sheds	\$0	\$5,586	\$145,707
Vertical Construction			
10 - Bikeways (Excluded)			
11 - Other			
Miscellaneous / No Prequal	\$0	\$20,972	\$0
Asbestos Removal			\$0
Demolition			\$0
Drilling and Boring			\$0
Section I Total:	\$2,242,497	\$2,724,073	\$5,424,202

Section II - Non Federal Aid Highway Operations - State Operating Budget Funding

12 - Snow and Ice Operations & Materials	\$4,826,814	\$3,584,333	\$3,408,023
13 - District Maintenance	\$917,114	\$808,131	\$825,318
(Mowing, Litter Management, Sight Distance Clearing, Etc.)			
Section II Total:	\$5,743,927	\$4,392,465	\$4,233,341

Grand Total NFA: \$7,986,424 \$7,116,538 \$9,657,543

**Old Colony MPO
Operations and Maintenance Summary Table
For the Brockton Area Transit Authority
State Fiscal Year 2011**

The numbers below represent actual numbers for the previous year, the current year budget/forecast approved by the RTA Advisory Board, and Projections for the out-years as used in the Program Preview meetings with the State. The figures provided in the below table are estimates and a forecast of projected funds necessary to meet the operating needs of the regional transit authority.

<i>Operating Revenue</i>	<i>Previous</i>	<i>Current</i>	<i>Year Two</i>	<i>Year Three</i>	<i>Year Four</i>
	2010	2011	2012	2013	2014
Farebox	3,240,850	3,337,000	3,420,425	3,505,936	3,593,584
Section 5307	2,300,000	2,385,620	2,416,438	2,476,848	2,538,769
Section 5311					
CMAQ/TDM					
Fully Funded *					
Job Access/Reverse Commute	175,000	160,000	183,859	188,456	193,167
New Freedom		65,000			
Advertising	90,000	92,250	94,556	96,920	99,343
Interest Income	40,000	10,000	52,531	53,845	55,191
Rental Income	20,000	20,500	21,013	21,538	22,077
State Contract Assistance **	5,275,000	5,094,380	5,247,211	5,404,627	5,539,743
Local Assessment	2,218,000	2,303,000	2,360,575	2,419,589	2,480,079
Other: (Define)	80,000	127,250	141,834	145,380	149,014
TOTAL	13,438,850	13,595,000	13,938,442	14,313,139	14,670,967
Operating Expenses ***					
	2010	2011	2012	2013	2014
TOTAL (See Description Below)	13,438,850	13,595,000	13,938,442	14,313,139	14,670,967

Footnotes:

* Fully funded refers to contract work often to Human Service Agencies

** Operating assistance provided by the State

*** Description of Operating Expenses: Salaries and Wages; Fringe Benefits; Legal, Accounting and Professional Services; Promotion/Marketing; Insurance; Equipment Leases and Rentals; Real Property Leases and Rentals; Non-capitalized Maintenance/Repair; Fuel costs; Tire costs; Office Supplies and Equipment; Interest Expense; Utilities; Management Fees; Travel and Training; and Other miscellaneous expense items.

5. Federal Funding Targets (FFY 2011-2014)

Summary of Proposed FFY 2010 - 2014 MPO Targets
6/9/2010

	Current 2010	Current 2011	Proposed 2011	Current 2012	Proposed 2012	Current 2013	Proposed 2013	Proposed 2014
Base Obligation Authority								
Special Bridge Program O/A, as Estimated by FHWA	\$532,000,000	\$532,000,000	\$560,000,000	\$532,000,000	\$560,000,000	\$532,000,000	\$560,000,000	\$560,000,000
Redistribution, as Estimated by FHWA	\$37,000,000	\$37,000,000	\$40,000,000	\$37,000,000	\$40,000,000	\$37,000,000	\$40,000,000	\$40,000,000
Total Estimated Obligation Authority Available:	\$569,000,000	\$569,000,000	\$600,000,000	\$569,000,000	\$600,000,000	\$569,000,000	\$600,000,000	\$600,000,000
Central Artery/Tunnel Obligation Authority	-\$151,290,000	-\$159,365,000	-\$159,365,000	-\$165,960,000	-\$165,960,000	-\$176,555,000	-\$176,555,000	-\$183,795,000
Total Non-Earmarked O/A Available Statewide	\$417,710,000	\$409,635,000	\$440,635,000	\$403,040,000	\$434,040,000	\$392,445,000	\$423,445,000	\$416,205,000
Total Non-Earmarked Available Statewide (Including State Match)	\$511,433,611	\$502,106,250	\$539,043,750	\$493,862,500	\$524,862,500	\$408,306,250	\$511,056,250	\$504,066,250
Statewide Infrastructure Items:								
Statewide Infrastructure Program (Includes Noise Barriers)	\$1,500,000	\$1,500,000	\$6,000,000	\$1,500,000	\$1,500,000	\$6,000,000	\$6,000,000	\$6,000,000
Statewide Safety Program	\$4,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Statewide HSIP Program	\$2,500,000	\$2,500,000	\$5,000,000	\$2,500,000	\$2,500,000	\$5,000,000	\$5,000,000	\$5,000,000
Statewide Safe Routes to Schools Program	\$3,260,000	\$3,500,000	\$3,500,000	\$3,500,000	\$3,500,000	\$3,500,000	\$3,500,000	\$3,500,000
Statewide CMAQ	\$3,800,000	\$9,500,000	\$12,500,000	\$9,500,000	\$9,500,000	\$6,250,000	\$6,250,000	\$6,250,000
Statewide Transportation Enhancements	\$500,000	\$3,500,000	\$3,500,000	\$3,500,000	\$3,500,000	\$500,000	\$500,000	\$500,000
Statewide Recreational Trails	\$783,000	\$783,000	\$783,000	\$783,000	\$783,000	\$783,000	\$783,000	\$783,000
Statewide ITS Includes Rte I-91 in 2010 & 2011	\$12,687,500	\$11,625,000	\$11,625,000	\$6,375,000	\$6,375,000	\$6,250,000	\$6,250,000	\$6,250,000
Statewide Design and Right of Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Statewide Interstate Maintenance Program	\$72,611,111	\$70,000,000	\$70,000,000	\$70,000,000	\$70,000,000	\$3,000,000	\$3,000,000	\$3,000,000
Statewide NHS Preservation Program	\$14,500,000	\$14,500,000	\$14,500,000	\$12,000,000	\$12,000,000	\$9,178,750	\$9,178,750	\$9,178,750
Statewide Railroad Grade Crossings	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000
Statewide Transit	\$37,250,000	\$31,250,000	\$31,250,000	\$25,000,000	\$25,000,000	\$0	\$0	\$0
Subtotal Statewide Infrastructure Items:	\$154,141,611	\$149,158,000	\$159,158,000	\$135,158,000	\$135,158,000	\$110,961,750	\$110,961,750	\$110,961,750
Other Statewide Items:								
Award Adjustments, Change Orders, Project Value Changes, Etc.	\$43,750,000	\$43,750,000	\$43,750,000	\$43,750,000	\$43,750,000	\$45,000,000	\$43,750,000	\$45,000,000
Planning	\$23,000,000	\$23,000,000	\$23,000,000	\$23,000,000	\$23,000,000	\$23,000,000	\$23,000,000	\$23,000,000
DBEs, CEPO, Pavement Lab Retrofits, and Misc. Programs	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal Other Statewide Items:	\$66,750,000	\$66,750,000	\$66,750,000	\$66,750,000	\$66,750,000	\$68,750,000	\$66,750,000	\$68,000,000
Regional Major Infrastructure Projects:	\$41,000,000	\$40,000,000	\$40,000,000	\$40,000,000	\$40,000,000	\$40,000,000	\$40,000,000	\$40,000,000
Bridge Program:								
Statewide Bridge Repl. / Rehab Program	\$111,545,828	\$113,045,828	\$121,483,328	\$116,795,828	\$116,795,828	\$121,483,328	\$121,483,328	\$121,483,328
Statewide Bridge Preservation Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal Federal Aid Bridge Program:	\$117,795,828	\$119,295,828	\$127,733,328	\$123,045,828	\$123,045,828	\$127,733,328	\$127,733,328	\$127,733,328
Regional Targets:								
Minimum Regional CMAQ Component:	\$0	\$0	\$12,500,000	\$0	\$0	\$0	\$0	\$0
Minimum Regional HSIP Component:	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000
Maximum Regional Non-CMAQ / HSIP Component:	\$121,746,173	\$116,902,423	\$116,902,423	\$118,908,673	\$118,908,673	\$103,611,173	\$103,611,173	\$103,611,173
Total Regional Target (Un-Adjusted)	\$131,746,173	\$126,902,423	\$139,402,423	\$128,908,673	\$128,908,673	\$133,611,173	\$133,611,173	\$133,611,173
Year of Expenditure factor			4%				8.16%	12.48%
Total Regional Target with Year of Expenditure adjustment			123,752,326				122,708,501	116,936,498

TITLE 23 - TRANSPORTATION FUNDING
Statewide Highway-Funded Program

FEDERAL FISCAL YEAR 2010
FEDERAL REGIONAL TARGETS
June 9, 2010

	Obligation Authority	Obl. Auth. Matching State Funds	Total Funding Based On Obl. Auth.
Base Obligation Authority	\$532,000,000		
Redistribution, as Estimated by FHWA	\$37,000,000		
Total Estimated Obligation Authority Available:	\$569,000,000		
Central Artery/Tunnel Obligation Authority	(151,290,000)		
Total Non-Earmarked Available Statewide - (Including Redistribution)	417,710,000	93,723,611	511,433,611
Statewide Infrastructure Items:			
Statewide Infrastructure Program	\$1,200,000	\$300,000	\$1,500,000
Statewide STP - Safety Program	3,600,000	\$400,000	\$4,000,000
Statewide HSIP Program	2,250,000	\$250,000	\$2,500,000
Statewide Safe Routes to Schools Program	3,260,000	\$0	\$3,260,000
Statewide CMAQ	3,040,000	\$760,000	\$3,800,000
Statewide Transportation Enhancements	400,000	\$100,000	\$500,000
Statewide Recreational Trails	626,400	\$156,600	\$783,000
Statewide ITS (Incl. Rte I-91 A/C \$4.6 M)	10,150,000	\$2,537,500	\$12,687,500
Statewide Design and Right of Way	0	\$0	\$0
Statewide Interstate Maintenance Program	65,350,000	\$7,261,111	\$72,611,111
Statewide NHS Preservation Program	11,600,000	\$2,900,000	\$14,500,000
Statewide Railroad Grade Crossings	400,000	\$100,000	\$500,000
Statewide Transit	30,000,000	\$7,500,000	\$37,500,000
Subtotal Statewide Infrastructure Items:	\$131,876,400	\$22,265,211	\$154,141,611
Other Statewide Items:			
Award Adjustments, Change Orders, Project Value Changes, Etc.	\$35,000,000	\$8,750,000	\$43,750,000
Planning	18,400,000	\$4,600,000	\$23,000,000
DBEs, CEPO, Pavement Lab Retrofits, and Misc. Programs	0	\$0	\$0
Subtotal Other Statewide Items:	\$53,400,000	\$13,350,000	\$66,750,000
Regional Major Infrastructure Projects:	\$32,800,000	\$8,200,000	\$41,000,000
Bridge Program:			
Statewide Bridge Repl. / Rehab Program	\$89,236,662	\$22,309,166	\$111,545,828
Statewide Bridge Preservation Program	0	\$0	\$0
Statewide Bridge Inspection Program	5,000,000	\$1,250,000	\$6,250,000
Subtotal Federal Aid Bridge Program:	\$94,236,662	\$23,559,166	\$117,795,828
Total Regional Targets:	\$105,396,938	\$26,349,235	\$131,746,173
Minimum Regional CMAQ Component:	\$0	\$0	\$0
Minimum Regional HSIP Component:	\$8,000,000	\$2,000,000	\$10,000,000

Region	Regional Share (%)	Regional Minimum HSIP Component With State Match	Regional Minimum CMAQ Component With State Match	Total Regional Target With State Match
Berkshire Region	3.5596	\$355,964	\$0	\$4,689,695
Boston Region	42.9671	\$4,296,710	\$0	\$56,607,514
Cape Cod	4.5851	\$458,514	\$0	\$6,040,748
Central Mass	8.6901	\$869,013	\$0	\$11,448,915
Franklin Region	2.5397	\$253,975	\$0	\$3,346,018
Martha's Vineyard	0.3100	\$30,997	\$0	\$408,372
Merrimack Valley	4.4296	\$442,956	\$0	\$5,835,772
Montachusett	4.4596	\$445,955	\$0	\$5,875,292
Nantucket	0.2200	\$21,998	\$0	\$289,813
Northern Middlesex	3.9096	\$390,961	\$0	\$5,150,760
Old Colony	4.5595	\$455,954	\$0	\$6,007,025
Pioneer Valley	10.8099	\$1,080,992	\$0	\$14,241,655
Southeastern Mass	8.9601	\$896,010	\$0	\$11,804,594
Total:	100.00	\$10,000,000	\$0	\$131,746,173

Note 1: Base Obligation Authority includes Estimated Equity Bonus Exempt from Limitation

TITLE 23 - TRANSPORTATION FUNDING
Statewide Highway-Funded Program

FEDERAL FISCAL YEAR 2011
FEDERAL REGIONAL TARGETS
June 9, 2010

	Obligation Authority	Obl. Auth. Matching State Funds	Total Funding Based On Obl. Auth.
Base Obligation Authority	\$560,000,000		
Redistribution, as Estimated by FHWA	\$40,000,000		
Total Estimated Obligation Authority Available:	\$600,000,000		
Central Artery/Tunnel Obligation Authority	(159,365,000)		
Total Non-Earmarked Available Statewide - (Including Redistribution)	440,635,000	98,408,750	539,043,750
Statewide Infrastructure Items:			
Statewide Infrastructure Program	\$4,800,000	\$1,200,000	\$6,000,000
Statewide STP - Safety Program	0	\$0	\$0
Statewide HSIP Program	4,500,000	\$500,000	\$5,000,000
Statewide Safe Routes to Schools Program	3,500,000	\$0	\$3,500,000
Statewide CMAQ	10,000,000	\$2,500,000	\$12,500,000
Statewide Transportation Enhancements	2,800,000	\$700,000	\$3,500,000
Statewide Recreational Trails	626,400	\$156,600	\$783,000
Statewide ITS (Incl. Rte I-91 A/C \$4.7M)	9,300,000	\$2,325,000	\$11,625,000
Statewide Design and Right of Way	0	\$0	\$0
Statewide Interstate Maintenance Program	63,000,000	\$7,000,000	\$70,000,000
Statewide NHS Preservation Program	11,600,000	\$2,900,000	\$14,500,000
Statewide Railroad Grade Crossings	400,000	\$100,000	\$500,000
Statewide Transit	25,000,000	\$6,250,000	\$31,250,000
Subtotal Statewide Infrastructure Items:	\$135,526,400	\$23,631,600	\$159,158,000
Other Statewide Items:			
Award Adjustments, Change Orders, Project Value Changes, Etc.	\$35,000,000	\$8,750,000	\$43,750,000
Planning	18,400,000	\$4,600,000	\$23,000,000
DBEs, CEPO, Pavement Lab Retrofits, and Misc. Programs	0	\$0	\$0
Subtotal Other Statewide Items:	\$53,400,000	\$13,350,000	\$66,750,000
Regional Major Infrastructure Projects:	\$32,000,000	\$8,000,000	\$40,000,000
Bridge Program:			
Statewide Bridge Repl. / Rehab Program	\$97,186,662	\$24,296,666	\$121,483,328
Statewide Bridge Preservation Program	0	\$0	\$0
Statewide Bridge Inspection Program	5,000,000	\$1,250,000	\$6,250,000
Subtotal Federal Aid Bridge Program:	\$102,186,662	\$25,546,666	\$127,733,328
Total Regional Targets:	\$111,521,938	\$27,880,485	\$139,402,423
Minimum Regional CMAQ Component:	\$10,000,000	\$2,500,000	\$12,500,000
Minimum Regional HSIP Component:	\$8,000,000	\$2,000,000	\$10,000,000

Region	Regional Share (%)	Regional Minimum HSIP Component With State Match	Regional Minimum CMAQ Component With State Match	Total Regional Target With State Match
Berkshire Region	3.5596	\$355,964	\$444,956	\$4,962,230
Boston Region	42.9671	\$4,296,710	\$5,370,888	\$59,897,183
Cape Cod	4.5851	\$458,514	\$573,143	\$6,391,798
Central Mass	8.6901	\$869,013	\$1,086,266	\$12,114,253
Franklin Region	2.5397	\$253,975	\$317,468	\$3,540,467
Martha's Vineyard	0.3100	\$30,997	\$38,746	\$432,104
Merrimack Valley	4.4296	\$442,956	\$553,695	\$6,174,910
Montachusett	4.4596	\$445,955	\$557,444	\$6,216,726
Nantucket	0.2200	\$21,998	\$27,497	\$306,655
Northern Middlesex	3.9096	\$390,961	\$488,701	\$5,450,090
Old Colony	4.5595	\$455,954	\$569,943	\$6,356,115
Pioneer Valley	10.8099	\$1,080,992	\$1,351,240	\$15,069,289
Southeastern Mass	8.9601	\$896,010	\$1,120,013	\$12,490,602
Total:	100.00	\$10,000,000	\$12,500,000	\$139,402,423

Note 1: Base Obligation Authority includes Estimated Equity Bonus Exempt from Limitation

TITLE 23 - TRANSPORTATION FUNDING
Statewide Highway-Funded Program

FEDERAL FISCAL YEAR 2012
FEDERAL REGIONAL TARGETS
June 9, 2010

	Obligation Authority	Obl. Auth. Matching State Funds	Total Funding Based On Obl. Auth.	
Base Obligation Authority	\$560,000,000			
Redistribution, as Estimated by FHWA	\$40,000,000			
Total Estimated Obligation Authority Available:	\$600,000,000			
Central Artery/Tunnel Obligation Authority	(165,960,000)			
Total Non-Earmarked Available Statewide - (Including Redistribution)	434,040,000	90,822,500	524,862,500	
Statewide Infrastructure Items:				
Statewide Infrastructure Program	\$1,200,000	\$300,000	\$1,500,000	
Statewide STP - Safety Program	0	\$0	\$0	
Statewide HSIP Program	2,250,000	\$250,000	\$2,500,000	
Statewide Safe Routes to Schools Program	3,500,000	\$0	\$3,500,000	
Statewide CMAQ	7,600,000	\$1,900,000	\$9,500,000	
Statewide Transportation Enhancements	2,800,000	\$700,000	\$3,500,000	
Statewide Recreational Trails	626,400	\$156,600	\$783,000	
Statewide ITS	5,100,000	\$1,275,000	\$6,375,000	
Statewide Design and Right of Way	0	\$0	\$0	
Statewide Interstate Maintenance Program	63,000,000	\$7,000,000	\$70,000,000	
Statewide NHS Preservation Program	9,600,000	\$2,400,000	\$12,000,000	
Statewide Railroad Grade Crossings	400,000	\$100,000	\$500,000	
Statewide Transit	20,000,000	\$5,000,000	\$25,000,000	
Subtotal Statewide Infrastructure Items:	\$116,076,400	\$19,081,600	\$135,158,000	
Other Statewide Items:				
Award Adjustments, Change Orders, Project Value Changes, Etc.	\$35,000,000	\$8,750,000	\$43,750,000	
Planning	18,400,000	\$4,600,000	\$23,000,000	
DBEs, CEPO, Pavement Lab Retrofits, and Misc. Programs	0	\$0	\$0	
Subtotal Other Statewide Items:	\$53,400,000	\$13,350,000	\$66,750,000	
Regional Major Infrastructure Projects:	\$32,000,000	\$8,000,000	\$40,000,000	
Bridge Program:				
Statewide Bridge Repl. / Rehab Program	\$93,436,662	\$23,359,166	\$116,795,828	Total Adjusted Target 115,931,994
Statewide Bridge Preservation Program	0	\$0	\$0	\$0
Statewide Bridge Inspection Program	5,000,000	\$1,250,000	\$6,250,000	
Subtotal Federal Aid Bridge Program:	\$98,436,662	\$24,609,166	\$123,045,828	
				-4.0000% Adjusted Target 123,752,326
Total Regional Targets:	\$103,126,938	\$25,781,735	\$128,908,673	
Minimum Regional CMAQ Component:	\$0	\$0	\$0	
Minimum Regional HSIP Component:	\$8,000,000	\$2,000,000	\$10,000,000	

Region	Regional Share (%)	Regional Minimum HSIP Component With State Match	Regional Minimum CMAQ Component With State Match	Total Regional Target With State Match	Adjusted Total Regional Target With State Match
Berkshire Region	3.5596	\$355,964	\$0	\$4,588,690	\$4,405,142
Boston Region	42.9671	\$4,296,710	\$0	\$55,388,323	\$53,172,790
Cape Cod	4.5851	\$458,514	\$0	\$5,910,645	\$5,674,219
Central Mass	8.6901	\$869,013	\$0	\$11,202,333	\$10,754,239
Franklin Region	2.5397	\$253,975	\$0	\$3,273,953	\$3,142,995
Martha's Vineyard	0.3100	\$30,997	\$0	\$399,577	\$383,594
Merrimack Valley	4.4296	\$442,956	\$0	\$5,710,083	\$5,481,680
Montachusett	4.4596	\$445,955	\$0	\$5,748,752	\$5,518,802
Nantucket	0.2200	\$21,998	\$0	\$283,571	\$272,228
Northern Middlesex	3.9096	\$390,961	\$0	\$5,039,825	\$4,838,232
Old Colony	4.5595	\$455,954	\$0	\$5,877,648	\$5,642,542
Pioneer Valley	10.8099	\$1,080,992	\$0	\$13,934,923	\$13,377,526
Southeastern Mass	8.9601	\$896,010	\$0	\$11,550,351	\$11,088,337
Total:	100.00	\$10,000,000	\$0	\$128,908,673	\$123,752,326

Note 1: Base Obligation Authority includes Estimated Equity Bonus Exempt from Limitation

TITLE 23 - TRANSPORTATION FUNDING
Statewide Highway-Funded Program

FEDERAL FISCAL YEAR 2013
FEDERAL REGIONAL TARGETS
June 9, 2010

	Obligation Authority	Obl. Auth. Matching State Funds	Total Funding Based On Obl. Auth.
Base Obligation Authority	\$560,000,000		
Redistribution, as Estimated by FHWA	\$40,000,000		
Total Estimated Obligation Authority Available:	\$600,000,000		
Central Artery/Tunnel Obligation Authority	(176,555,000)		
Total Non-Earmarked Available Statewide - (Including Redistribution)	423,445,000	87,611,250	511,056,250
Statewide Infrastructure Items:			
Statewide Infrastructure Program	\$4,800,000	\$1,200,000	\$6,000,000
Statewide STP - Safety Program	0	\$0	\$0
Statewide HSIP Program	4,500,000	\$500,000	\$5,000,000
Statewide Safe Routes to Schools Program	3,500,000	\$0	\$3,500,000
Statewide CMAQ	5,000,000	\$1,250,000	\$6,250,000
Statewide Transportation Enhancements	400,000	\$100,000	\$500,000
Statewide Recreational Trails	626,400	\$156,600	\$783,000
Statewide ITS	5,000,000	\$1,250,000	\$6,250,000
Statewide Design and Right of Way	2,400,000	\$600,000	\$3,000,000
Statewide Interstate Maintenance Program	63,000,000	\$7,000,000	\$70,000,000
Statewide NHS Preservation Program	7,343,000	\$1,835,750	\$9,178,750
Statewide Railroad Grade Crossings	400,000	\$100,000	\$500,000
Statewide Transit			
Subtotal Statewide Infrastructure Items:	\$96,969,400	\$13,992,350	\$110,961,750
Other Statewide Items:			
Award Adjustments, Change Orders, Project Value Changes, Etc.	\$35,000,000	\$8,750,000	\$43,750,000
Planning	18,400,000	\$4,600,000	\$23,000,000
DBEs, CEPO, Pavement Lab Retrofits, and Misc. Programs	0	\$0	\$0
Subtotal Other Statewide Items:	\$53,400,000	\$13,350,000	\$66,750,000
Regional Major Infrastructure Projects:	\$32,000,000	\$8,000,000	\$40,000,000
Bridge Program:			
Statewide Bridge Repl. / Rehab Program	\$97,186,662	\$24,296,666	\$121,483,328
Statewide Bridge Preservation Program	0	\$0	\$0
Statewide Bridge Inspection Program	5,000,000	\$1,250,000	\$6,250,000
Subtotal Federal Aid Bridge Program:	\$102,186,662	\$25,546,666	\$127,733,328
			Total Adjusted Target
			120,546,288
			-8.1600%
			Adjusted Target
			122,708,501
Total Regional Targets:	\$106,888,938	\$26,722,235	\$133,611,173
Minimum Regional CMAQ Component:	\$16,000,000	\$4,000,000	\$20,000,000
Minimum Regional HSIP Component:	\$8,000,000	\$2,000,000	\$10,000,000

Region	Regional Share (%)	Regional Minimum HSIP Component With State Match	Regional Minimum CMAQ Component With State Match	Total Regional Target With State Match	Adjusted Total Regional Target With State Match
Berkshire Region	3.5596	\$355,964	\$711,929	\$4,756,082	\$4,367,986
Boston Region	42.9671	\$4,296,710	\$8,593,421	\$57,408,851	\$52,724,289
Cape Cod	4.5851	\$458,514	\$917,028	\$6,126,261	\$5,626,358
Central Mass	8.6901	\$869,013	\$1,738,026	\$11,610,986	\$10,663,529
Franklin Region	2.5397	\$253,975	\$507,949	\$3,393,384	\$3,116,484
Martha's Vineyard	0.3100	\$30,997	\$61,994	\$414,153	\$380,358
Merrimack Valley	4.4296	\$442,956	\$885,911	\$5,918,383	\$5,435,443
Montachusett	4.4596	\$445,955	\$891,911	\$5,958,462	\$5,472,252
Nantucket	0.2200	\$21,998	\$43,996	\$293,915	\$269,932
Northern Middlesex	3.9096	\$390,961	\$781,922	\$5,223,674	\$4,797,423
Old Colony	4.5595	\$455,954	\$911,909	\$6,092,060	\$5,594,948
Pioneer Valley	10.8099	\$1,080,992	\$2,161,984	\$14,443,260	\$13,264,690
Southeastern Mass	8.9601	\$896,010	\$1,792,021	\$11,971,700	\$10,994,809
Total:	100.00	\$10,000,000	\$20,000,000	\$133,611,173	\$122,708,501

Note 1: Base Obligation Authority includes Estimated Equity Bonus Exempt from Limitation

TITLE 23 - TRANSPORTATION FUNDING
Statewide Highway-Funded Program

FEDERAL FISCAL YEAR 2014
FEDERAL REGIONAL TARGETS
June 9, 2010

	Obligation Authority	Obl. Auth. Matching State Funds	Total Funding Based On Obl. Auth.	
Base Obligation Authority	\$560,000,000			
Redistribution, as Estimated by FHWA	\$40,000,000			
Total Estimated Obligation Authority Available:	\$600,000,000			
Central Artery/Tunnel Obligation Authority	(183,795,000)			
Total Non-Earmarked Available Statewide - (Including Redistribution)	416,205,000	87,861,250	504,066,250	
Statewide Infrastructure Items:				
Statewide Infrastructure Program	\$4,800,000	\$1,200,000	\$6,000,000	
Statewide STP - Safety Program	0	\$0	\$0	
Statewide HSIP Program	4,500,000	\$500,000	\$5,000,000	
Statewide Safe Routes to Schools Program	3,500,000	\$0	\$3,500,000	
Statewide CMAQ	5,000,000	\$1,250,000	\$6,250,000	
Statewide Transportation Enhancements	400,000	\$100,000	\$500,000	
Statewide Recreational Trails	626,400	\$156,600	\$783,000	
Statewide ITS	5,000,000	\$1,250,000	\$6,250,000	
Statewide Design and Right of Way	2,400,000	\$600,000	\$3,000,000	
Statewide Interstate Maintenance Program	63,000,000	\$7,000,000	\$70,000,000	
Statewide NHS Preservation Program	7,343,000	\$1,835,750	\$9,178,750	
Statewide Railroad Grade Crossings	400,000	\$100,000	\$500,000	
Statewide Transit				
Subtotal Statewide Infrastructure Items:	\$96,969,400	\$13,992,350	\$110,961,750	
Other Statewide Items:				
Award Adjustments, Change Orders, Project Value Changes, Etc.	\$36,000,000	\$9,000,000	\$45,000,000	
Planning	18,400,000	\$4,600,000	\$23,000,000	
DBEs, CEPO, Pavement Lab Retrofits, and Misc. Programs	0	\$0	\$0	
Subtotal Other Statewide Items:	\$54,400,000	\$13,600,000	\$68,000,000	
Regional Major Infrastructure Projects:	\$32,000,000	\$8,000,000	\$40,000,000	
Bridge Program:				
Statewide Bridge Repl. / Rehab Program	\$97,186,662	\$24,296,666	\$121,483,328	Total Adjusted Target 117,814,408
Statewide Bridge Preservation Program	0	\$0	\$0	
Statewide Bridge Inspection Program	5,000,000	\$1,250,000	\$6,250,000	
Subtotal Federal Aid Bridge Program:	\$102,186,662	\$25,546,666	\$127,733,328	
				-12.4864%
Total Regional Targets:	\$106,888,938	\$26,722,235	\$133,611,173	Adjusted Target 116,927,947
Minimum Regional CMAQ Component:	\$16,000,000	\$4,000,000	\$20,000,000	
Minimum Regional HSIP Component:	\$8,000,000	\$2,000,000	\$10,000,000	

Region	Regional Share (%)	Regional Minimum HSIP Component With State Match	Regional Minimum CMAQ Component With State Match	Total Regional Target With State Match	Adjusted Total Regional Target With State Match
Berkshire Region	3.5596	\$355,964	\$711,929	\$4,756,082	\$4,162,219
Boston Region	42.9671	\$4,296,710	\$8,593,421	\$57,408,851	\$50,240,552
Cape Cod	4.5851	\$458,514	\$917,028	\$6,126,261	\$5,361,312
Central Mass	8.6901	\$869,013	\$1,738,026	\$11,610,986	\$10,161,192
Franklin Region	2.5397	\$253,975	\$507,949	\$3,393,384	\$2,969,673
Martha's Vineyard	0.3100	\$30,997	\$61,994	\$414,153	\$362,440
Merrimack Valley	4.4296	\$442,956	\$885,911	\$5,918,383	\$5,179,390
Montachusett	4.4596	\$445,955	\$891,911	\$5,958,462	\$5,214,465
Nantucket	0.2200	\$21,998	\$43,996	\$293,915	\$257,216
Northern Middlesex	3.9096	\$390,961	\$781,922	\$5,223,674	\$4,571,426
Old Colony	4.5595	\$455,954	\$911,909	\$6,092,060	\$5,331,381
Pioneer Valley	10.8099	\$1,080,992	\$2,161,984	\$14,443,260	\$12,639,816
Southeastern Mass	8.9601	\$896,010	\$1,792,021	\$11,971,700	\$10,476,866
Total:	100.00	\$10,000,000	\$20,000,000	\$133,611,173	\$116,927,947

Note 1: Base Obligation Authority includes Estimated Equity Bonus Exempt from Limitation

6. *Administrative Modifications and Amendments*

Administrative Modifications and/ or Amendments, should they take place during the course of FFY 2011, shall be included in this section.

7. *MassDOT Project Need Form (PNF)*

D. Facility Location

If the need and/or opportunity is related to a particular facility, please complete as much of the following information that applies. Please include a locus map if available.

Route Number(s): _____
Street Name(s): _____

From Cross Street: _____
To Cross Street: _____
Mile Marker: From: _____ To: _____
Intersection of: _____ and _____
Address: _____
Other Location Info: _____

If work is proposed on a bridge or bridges as part of the project, please complete the following:

Bridge ID Number(s): _____
Facility Carried on Bridge: _____
Facility Bridge is Over: _____

Part II: Project or Program Description

A. Summary of Need and/or Opportunity

Please briefly describe the issues, deficiencies, need, or opportunities that may warrant a transportation project or program:

B. Summary of Possible Alternatives to Address the Need and/or Opportunity

Please briefly describe possible transportation project(s) or program(s) that may address the need and/or opportunity summarized in the previous section. Please note if solutions have not yet been identified, or if there is more than one alternative.

C. Estimated Costs

If a transportation project(s) and/or program(s) has been identified, please include any available cost estimates or estimated cost ranges in current-year dollars:

<i>Estimated Construction Costs:</i>	<i>Estimated Other Costs:</i>
Construction Items: _____	Planning/Design: _____
Contingencies (@10%): _____	Right-of-way: _____
Other Constr. Costs (@10%): _____	Env. Mitigation: _____
Total Est. Construction Cost: _____	Total Other Costs: _____

D. Funding

Please identify any current or expected funding related to this need or opportunity, including federal earmarks in legislation, budget acts, or programs; state earmarks in bond bills, budget acts, or programs; funding provided by the municipality or other local agency; and/or funding provided by private entities:

Federal: _____	Year(s) _____	Amount: _____
Federal: _____	Year(s) _____	Amount: _____
State: _____	Year(s) _____	Amount: _____
State: _____	Year(s) _____	Amount: _____
Municipal: _____	Year(s) _____	Amount: _____
Private: _____	Year(s) _____	Amount: _____
Other: _____	Year(s) _____	Amount: _____

Part III: Detailed Project or Program Need Information

Please complete all applicable parts of Part II to the extent possible.

A. Condition of Existing Facilities

1. Please describe the surface condition of the roadway, path, or other horizontal facility, such as type of cracking (alligator, reflective, etc.), extent of cracking (percentage of surface, etc.), ride-ability, structural adequacy, or other surface defects such as raveling, shoving, bleeding, etc. This can be based on visual inspection or automatic detection methods.

2. Please describe the condition of any roadside/facility appurtenances, such as signs, signals, lighting, median barriers, guardrail, pavement markings, drainage facilities, curbs/sidewalks, fences, etc.

3. If the project/program includes a bridge or bridges, please describe its/their condition, such as bridge ratings, dates of inspection, weight restrictions, closings, structural adequacy, functional obsolescence, condition of other bridge elements, etc.

4. Please describe the condition of other facilities, structures, or equipment (buildings, noise barriers, bus shelters, bike racks, etc.)

5. Please describe the most recent repairs, preventive maintenance, rehabilitation, reconstruction, or replacement of the facility, including the extent and date.

B. Mobility and/or Usage Issues/Opportunities

1. Please describe any existing or prospective highway congestion issues or opportunities for improvement related to level-of-service, duration of congestion, delay, travel time, etc., and any opportunities related to the implementation of Intelligent Transportation System components, such as cameras, traffic detectors, etc.

2. Please describe usage issues or opportunities for improvement to other facilities related to crowding, occupancy rates, usage, trucks, access, etc.

C. Safety and Security Issues/Opportunities

1. Please describe any highway safety concerns, such as number and severity of crashes, crash rates, fatalities, etc.

2. Please describe any safety issues for other users such as pedestrians, bicyclists, persons with disabilities, transit riders, trucks, school children, etc.

3. Please describe any issues or deficiencies related to security, such as vulnerability, evacuation procedures, hazardous materials, etc.

D. Land Use and Economic Development Issues/Opportunities

Please describe any issues or opportunities that the project or program will address or impact such as land use and economic development, such as job creation, housing, freight access, parking availability, transit-oriented development, smart growth, etc.

E. Environmental Quality Issues/Opportunities

Please describe any environmental quality issues or opportunities that the project or program will address or impact such as air quality, climate change, water quality, water supply, wetlands, historic or cultural resources, hazardous materials, noise, wildlife habitat, endangered species, etc.

F. Community Issues/Opportunities

Please describe any community or neighborhood issues or opportunities that the project or program may address or impact such as emergency vehicle access, land takings, access to schools, cut-through traffic, environmental justice, etc.

**Thank you for completing this form. Please contact your
MassDOT Highway Division District office to submit the form.**