Thursday, March 5, 2020, 12:00 P.M. to 1:30 P.M.
Old Colony Planning Council, 70 School Street, Brockton, MA 02301

AGENDA

1. Call to Order and Introductions

2. Public Comments

3. Minutes of February 6, 2020 Meeting

4. Communications

5. Reports
   A. Brockton Area Regional Transit Authority (BAT)
   B. Greater Attleboro-Taunton Regional Transit Authority (GATRA)
   C. South Coast Rail (SCR) Project
   D. MBTA Rail Vision

6. Old Business
   A. FFY 2020-2024 Transportation Improvement Program (TIP) Implementation

7. New Business
   A. FFY 2020-2024 Transportation Improvement Program (TIP) Amendment 2
   B. Development of FFY 2021-2025 Transportation Improvement Program (TIP)
      ▪ Universe of Projects and Results of TIP Readiness Day
   C. Draft MBTA Public Engagement Plan

8. Other Business
   A. Community Local Technical Assistance Studies
   B. Staff Reviews on ENFs, EIRs and NPCs
   C. Regional Concerns and Local Community Transportation Issues

9. Adjournment

The Old Colony MPO fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. The Old Colony MPO operates without regard to race, color, or national origin (including limited English proficiency), age, sex, disability, ancestry, ethnicity, gender, gender identity or expression, sexual orientation, religion, creed, veteran’s status, or background. Any person who believes that they or any specific class of persons to be subject to discrimination prohibited by Title VI may by themselves or by a representative file a written complaint with the Old Colony MPO. Complaints are to be filed no later than 180 days from the date...
of the alleged discrimination. This meeting is accessible to people with disabilities and those with limited English proficiency. Accessibility accommodations and language services will be provided free of charge, upon request, as available. Please contact Mary Waldron at 508-583-1833 Extension 202 for more information.

- If this information is needed in another language, please contact Mary Waldron at 508-583-1833 Extension 202.
- Si se necesita esta información en otro idioma, por favor póngase en contacto con Mary Waldron al 508-583-1833 extensión 202.
- Si yo bezwen enfòmasyon sa a nan lòt lang, tanpri kontakte Mary Waldron nan 508-583-1833 Ekstansyon 202.

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

Public comments.

Attachment(s)
None
Summary

Old Colony JTC to consider approval of February 6, 2020 Old Colony JTC Meeting Minutes.
1. Call to Order and Introductions

Chairperson Noreen O’Toole called the meeting to order at 12:01 P.M. and then read the Meeting Accessibility Statement and the Title VI Notice of Protection Statement. Those present then introduced themselves.

Chairperson O’Toole welcomed Joanne Zygmunt to OCPC.

2. Public Comments

There were no public comments.

3. Minutes of the January 9, 2020 Meeting

Chairperson O’Toole asked if the members had reviewed the minutes of the January 9, 2020 Meeting. The members then voted to endorse the minutes of the January 9, 2020 Old Colony JTC Meeting.

4. Communications

Shawn Bailey reviewed the contents of the communications staff report. Included were letters of correspondence, as well as notices of workshops and conferences. They are as follows:

- MassDOT Announcement Regarding Traffic and Construction Updates for Route 18 TIP Project
- Public Information Meeting on February 11, 2020 for the Exit Renumbering Project - Boston
- Public Information Meeting on March 10, 2020 for the Exit Renumbering Project - New Bedford
- Flyer for OCPC Main Street Corridor Study Public Meeting on February 18, 2020
OLD COLONY JOINT TRANSPORTATION COMMITTEE (JTC)

5. Reports

A. Brockton Area Regional Transit Authority (BAT)

Glenn Geiler stated that ridership has been up across the board in January. BAT is working on an expanded student pass program. BAT has been awarded a Workforce Transportation Grant from MassDOT to expand its Rockland Flex Ride Service.

Dan Salvucci asked if BAT could look into adding a route that would run from Bridgewater to Weymouth along Route 18.

Don Howard asked if Hanson still has a bus trips. Glenn Geiler stated that Hanson has a trip on Mondays. The residents are able to call Dial-A-BAT or Council on Aging for a ride. There are many trips to Target since the Hanover mall is under construction.

Mayor Sullivan is the Chairman of the BAT Advisory and seeks to have a conference with the elected officials of the communities in the service area to share ideas so that nothing is lost in translation. Such a conference could happen within the next 3 to 4 weeks.

B. Greater Attleboro-Taunton Regional Transit Authority (GATRA)

Paul Chenard stated that GATRA is the recipient of $150,000 grant to implement micro transit operations in Plymouth. Paul Chenard then noted that the pilot program with Lyft has been seeing a steady growth in ridership. Next, Paul Chenard noted that there would be a change in leadership as a Frank Gay will be retiring.

C. South Coast Rail Project

Paul Chenard stated that culvert and track work is progressing.

D. MBTA Rail Vision

Paul Chenard provided an overview of the MBTA Rail Vision. Over the past year, the Rail Vision team has focused on learning about effective commuter rail service around the world, identifying service models we can test on our system, and understanding the constraints and opportunities with our current infrastructure. On November 4, 2019, six Rail Vision alternatives were presented to the MBTA Fiscal and Management Control Board for discussion and review. The Board voted to support the Urban Rail alternative, with electric locomotives being desirable. The Board also supported a resolution of electrifying the Providence/Stoughton lines, Fairmount Lines, and the Lynn to Boston Lines.

The Old Colony Planning Council and the City of Brockton submitted letters to the MBTA expressing their support in improving Commuter Rail service to the City of Brockton and the Old Colony region. It is the opinion of the City of Brockton and the Old Colony Planning Council that Alternative Six Full Transformation should be the preferred alternative.
Old Colony Joint Transportation Committee

Mayor Sullivan stated that he just returned from the national Mayor’s conference in Washington D.C. The Mayors from Massachusetts met to discuss Rail Vision and there was a shared vision amongst them.

6. Old Business

   A. FFY 2020-2

Charles Kilmer discussed the changes in the FFY 2020-2024 TIP. They are as follows:

**FFY 2020 Projects:**
- **RAYNHAM - BRIDGEWATER - WEST BRIDGEWATER - BROCKTON PAVEMENT PRESERVATION AND RELATED WORK ON ROUTE 24 (608820)**
  - Final Package delivered to Federal Aid Programming and Reimbursement Office (FAPRO) (as of 02/03/2020).

Charles Kilmer stated that WBZ News reported on Route 24. Bill McNulty provided crash data and studies that OCPC has done in the past. Charles Kilmer thanked MassDOT for all the improvements along the corridor over the years.

Bill Fitzgerald reported on the Harrison Boulevard project. The project has been extended down to Bodwell Avenue. There will be a special town meeting on February 24 regarding this project.

7. New Business

   A. FFY 2020-2024 Transportation Improvement Program (TIP) Amendment 1

Charles Kilmer reported on the FFY 2020-2024 TIP Amendment 1. The Amendment is as follows:

**AMENDMENT 1**

The FFY 2020-2024 Old Colony TIP Amendment 1 adds eight (8) projects that were awarded as part of the 2020 Community Transit Grant Program. They are as follows:

1. **BROCKTON AREA TRANSIT (BAT)**
   - AMENDMENT: ADD PROJECT - BUY REPLACEMENT <30 FT BUS (6)
   - COST IS $406,800 ($325,440 FEDERAL; $81,360 STATE)

2. **BROCKTON AREA TRANSIT (BAT)**
   - AMENDMENT: ADD PROJECT - OPERATING ASSISTANCE - AVON/STOUGHTON
   - COST IS $52,000 ($26,000 FEDERAL; $26,000 LOCAL)

3. **BROCKTON AREA TRANSIT (BAT)**
   - AMENDMENT: ADD PROJECT - OPERATING ASSISTANCE TO CONTINUE TO PROVIDE SERVICE TO THE TOWN OF ROCKLAND
   - COST IS $100,000 ($50,000 FEDERAL; $50,000 LOCAL)
OLD COLONY JOINT TRANSPORTATION COMMITTEE (JTC)

4. OLD COLONY PLANNING COUNCIL (OCPC)
   o AMENDMENT: ADD PROJECT - OPERATING ASSISTANCE FOR VOLUNTEER TRANSPORTATION PROGRAM (VTP)
   o COST IS $60,000 ($30,000 FEDERAL; $30,000 LOCAL)

5. SOUTH SHORE COMMUNITY ACTION COUNCIL (SSCAC)
   o AMENDMENT: ADD PROJECT - OPERATING ASSISTANCE TO SUPPORT SSCAC TRANSPORTATION PROGRAM
   o COST IS $100,000 ($50,000 FEDERAL; $50,000 LOCAL)

6. SOUTH SHORE COMMUNITY ACTION COUNCIL (SSCAC)
   o AMENDMENT: ADD PROJECT - BUY REPLACEMENT VAN (7)
   o COST IS $474,600 ($379,680 FEDERAL; $94,920 LOCAL)

7. TOWN OF PLYMPTON
   o AMENDMENT: ADD PROJECT - BUY VAN FOR SVC EXPANSION (1)
   o COST IS $125,600 ($100,480 STATE; $25,120 LOCAL)

8. CARDINAL CUSHING CENTERS
   o AMENDMENT: ADD PROJECT - BUY REPLACEMENT BUS (4)
   o COST IS $398,240 ($318,592 STATE; $79,648 LOCAL)

Chairperson O’Toole asked if there is a motion to approve the FFY 2020-2024 TIP Amendment 1. A motion was made and was seconded.

The Old Colony JTC voted unanimously to approve the FFY 2020-2024 TIP Amendment 1.

B. Massachusetts Jobs Access Data Dashboard

Bill McNulty provided a presentation on the Massachusetts Jobs Access Data Dashboard. The Massachusetts Department of Transportation (MassDOT) has released the Access to Jobs Dashboard, an online tool that facilitates quick reference of the number of jobs reachable from individual census blocks across multiple modes of travel, travel speed, and time of day. The Commonwealth of Massachusetts’ statewide economic development plan, Opportunities for All, states a goal that transportation provides strong connections employment, reliability, and access to workers in all regions and of all incomes. This tool aids MPOs in scoring projects concerning access to jobs. It is also useful on corridor planning, by providing the ability to determine the number of jobs accessible from different modes.

Glenn Geiler asked if BAT is included in the algorithms. Bill McNulty stated that he would contact MassDOT and find out.

C. Draft Barnstable Urbanized Area (UZA) Coordination Memorandum of Understanding (MOU)

Charles Kilmer provided a summary of the Draft Barnstable UZA Coordination MOU. The Draft 2020 Barnstable UZA Coordination MOU provides the framework for a continuing, cooperative, and
Chairperson O’Toole asked if there is a motion to approve the Draft Barnstable UZA Coordination MOU. A motion was made and was seconded.

The Old Colony JTC voted unanimously to approve the Draft Barnstable UZA Coordination MOU.

8. Other Business and Public Comment

A. Community Local Technical Assistance Studies

Bill McNulty reported on the following Community Local Technical Assistance Studies:

Easton
- Belmont Street (Route 123) Traffic Counts - Data collection planned for Spring 2020

Hanover
- Walnut Hill Neighborhood Traffic Study - Data collection schedule for Summer 2020 (Tentative)

Hanson
- Route 58 Traffic Study - Report in development

Plymouth
- Intersection Traffic Study of Carver Road and Montgomery Drive - Data collection planned for Spring 2020

Old Colony Planning Council completed a traffic study of Cherry Street at Standish Avenue and Cherry Street at Court Street (Route 3A) in Plymouth. The results of this traffic study have been distributed to Plymouth.

B. Staff Reviews on ENFs, EIRs, and NPCs

Charles Kilmer summarized the Environmental Notification Forms (ENFs), Environmental Impact Reports (EIRs), Notices of Project Changes (NPCs), and Certificates for projects within the OCPC region that are undergoing Massachusetts Environmental Policy Act (MEPA) Office review.

MEPA Certificates
OL D COLON Y JOINT TRANSPORTATION COMMITTEE (JTC)

EEA #14139 - T-Wharf Reconstruction (Plymouth) (NPC)
The proposed project change consists of the reconstruction of the existing municipal boat ramp off Water Street as an interim phase of the T-wharf reconstruction project. The reconstructed boat ramp will be finished with a 1.5% steeper slope that the existing ramp and will extend 15 feet further seaward from the existing toe.

C. Regional Concerns and Local Community Transportation Issues

Dan Salvucci stated that Bill McNulty’s presentation on the Massachusetts Job Access Data Dashboard shows that transportation is needed on Route 18 and for other areas.

Jimmy Pereira stated that the survey for the Main Street Corridor Study is up on the OCPC Website.

Charles Kilmer questioned if in the Job Access Dashboard it includes the ferry services out of the South shore and the ones connecting Martha’s Vineyard to Woods Hole, and Hyannis to Nantucket.

Mary Waldron stated that OCPC attended a joint MARPA and MassDOT meeting. Mary Waldron stated that Charles Kilmer’s capabilities and expertise are incredible and that the staff is terrific and responsible.

Bruce Hughes stated that there would be a Citizen Planner Training Collaborative Conference on March 21, 2020 at the College of the Holy Cross in Worcester.

9. Adjournment

The meeting adjourned at 1:01 PM.

Respectfully submitted,

Kyle Mowatt
Kyle Mowatt
Senior Transportation Planner

List of Documents for February 6, 2020 Old Colony JTC Meeting
1. Minutes of the January 9, 2020 Old Colony JTC Meeting
2. Staff Report for February 6, 2020, Old Colony JTC Meeting Agenda Items
Summary

The communications staff report typically includes letters of correspondence, notices of courses, meetings, and workshops. Please refer to the attachments and the items listed below for more information.

Attachment(s)

1) Announcement from Baker-Polito Administration Regarding Workforce Transportation Grants Awards
2) Public Information Meeting Announcement: Highway Exit Renumbering Project – New Bedford
3) Citizen Planner Training Collaborative 19th Annual Conference Schedule
4) Capital Investment Plan Public Meeting Schedule
Today, at a meeting of the MassDOT Board of Directors and Fiscal and Management Control Board, Transportation Secretary and CEO Stephanie Pollack announced $4.2 million in funding for the Baker-Polito Administration’s Workforce Transportation Grant Program.

The grants are a result of a recommendation in the Massachusetts Department of Transportation (MassDOT) 2019 Congestion Report to encourage employers to create innovative solutions for assisting employees to commute to work by using public transportation or shared transportation. These 23 grants will fund a total of 21 groups, including Regional Transit Authorities (RTA), municipalities, Transportation Management Associations (TMA), business organizations and others which have demonstrated an intention to shift commuters from single-occupancy vehicles to other modes of transportation to help alleviate roadway congestion and reduce emissions from the transportation sector.

“These Workforce Transportation Grants will allow employers to provide additional commuting options to their employees, increasing access to jobs, alleviating traffic congestion and reducing greenhouse gas emissions,” said Governor Charlie Baker. “Our administration will continue to work with the business community, local leaders and the legislature to support ways to address congestion on the Commonwealth’s roadways.”

“The Administration is pleased to partner with the employer community and local transit agencies to help address traffic congestion,” said Lieutenant Governor Karyn Polito. “These grants will help to ensure that people throughout Massachusetts have the best options for reaching their jobs and other economic opportunities.”

“What is needed is more commuting options, more transit, more employer shuttles, more ‘first mile, last mile’ services to connect people to workplaces and job centers,” said Secre-
tary Pollack. “This $4.2 million in Workforce Transportation Grants help fund employers providing these options.”

The workforce transportation grant funding will be provided for targeted operating assistance, and the implementation of technology improvements that will benefit the transportation of workers. Projects that will result in new services or provide an innovative and sustainable approach to providing workforce transportation are given priority under this program. Eligible applicants include employers, Transportation Management Associations (TMAs), municipalities, and non-profit organizations.

In August 2019, MassDOT published a “Congestion in the Commonwealth” report that is the product of that data-driven analysis, and includes a set of next steps for how to respond to congestion and the challenges that accompany it. The Workforce Transportation Grant Program is a direct result of one of these recommendations.

MassDOT is currently exploring the feasibility of managed lanes and the enhancement of a “shared travel network” in Massachusetts. Additionally, the MassDOT Highway Division is conducting a range of projects to more actively manage our roadway operations to respond to congestion-causing incidents. MassDOT is also in the process of developing bus-on-shoulder pilot projects. At the current time, after comprehensive conversations with municipalities, the MBTA has a total of ten miles of dedicated bus lanes in its bus system, and is anticipating to expanded bus-only lanes by many more miles.

The Baker-Polito Administration has filed an $18 billion Transportation Bond Bill which, in part, would provide funding to encourage and support more transit options state-wide. One section in the bond bill filed last summer authorizes $330 million in capital support for the 15 Regional Transit Authorities (RTA) to invest in fleets and facilities. The bill also includes a new $50 million Transit Infrastructure Partnership Program which would provide grants to enable transit authorities and municipalities to work together to provide bus lanes, transit signal priority and other infrastructure to keep buses moving.

The Workforce Grants being announced today are for projects selected on a competitive basis. Grant recipients will now be required to enter into a contract with MassDOT to address the project goals.

The full list of award winners is as follows:

<table>
<thead>
<tr>
<th>Applicant</th>
<th>Project Name</th>
<th>Grant Amount Requested</th>
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[Table continues with full list of award winners]
<table>
<thead>
<tr>
<th>Organization</th>
<th>Project Description</th>
<th>Amount</th>
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<tbody>
<tr>
<td>128 Business Council</td>
<td>REV Bus/Hartwell Avenue Shuttle Peak Period Service Improvements, Reducing Solo Driving in Alewife &amp; Fresh Pond – Transportation Demand Management (TDM) Incentive Program</td>
<td>$77,225</td>
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<tr>
<td>Alewife TMA</td>
<td>Fresh Pond – Transportation Demand Management (TDM) Incentive Program</td>
<td>$30,676</td>
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<td>Brockton Area Transit Authority</td>
<td>Expanded Rockland Service</td>
<td>$200,000</td>
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<tr>
<td>Cape Ann Regional Transportation Authority</td>
<td>First Mile/Last Mile On-Demand Service from Gloucester MBTA Station to Job Sites</td>
<td>$174,889</td>
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<td>Central Massachusetts Regional Planning Commission</td>
<td>Feasibility Study for Establishment of Central Massachusetts TMA</td>
<td>$33,000</td>
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<tr>
<td>City of Chelsea</td>
<td>Bike-Share System Implementation Program</td>
<td>$340,000</td>
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<td>City of Newton</td>
<td>First Mile/Last Mile Service for Wells Avenue Business District</td>
<td>$250,000</td>
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<td>City of Pittsfield</td>
<td>Berkshire County Bikeshare Feasibility Study</td>
<td>$60,000</td>
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<td>City of Salem</td>
<td>Microtransit Pilot Service</td>
<td>$250,000</td>
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<td>City of Somerville</td>
<td>Bluebike Expansion Program for Municipal and School Department Workforce</td>
<td>$208,734</td>
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<td>Crosstown Connect TMA</td>
<td>Concord Shuttle</td>
<td>$160,860</td>
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<td>Dell Technologies</td>
<td>Commuter Services Program Expansion</td>
<td>$132,186</td>
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<td>Franklin Regional Transit Authority</td>
<td>Expanding Fixed Route Service and Instituting Microtransit Service</td>
<td>$278,365</td>
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<td>Greater Attleboro-Taunton Regional Transit Authority</td>
<td>Expansion of Microtransit Pilot Program GATRA GO</td>
<td>$215,488</td>
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<td>MetroWest Regional Transit Authority</td>
<td>MWRTA PACT PROGRAM (Public And Commerce Transit)</td>
<td>$240,000</td>
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<td>Middlesex 3 Coalition</td>
<td>M3RE Shuttle Service</td>
<td>$275,000</td>
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<td>Middlesex 3 Coalition</td>
<td>Bedford and Billerica Employee Shuttle</td>
<td>$130,000</td>
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<td>Montachusett Regional Transit Authority</td>
<td>Expanded Fitchburg to Worcester Shuttle Service</td>
<td>$90,000</td>
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<td>Montachusett Regional Transit Authority</td>
<td>Ayer-Shirley-Devens First Mile/Last Mile Pilot</td>
<td>$262,100</td>
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<td>Neponset Valley TMA</td>
<td>RailLink First Mile/Last Mile Shuttle Service</td>
<td>$209,101</td>
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<tr>
<td>Quaboag Valley Community Development Corporation</td>
<td>Expand Quaboag Connector Hours of Operation</td>
<td>$50,000</td>
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<tr>
<td>Organization</td>
<td>Service Description</td>
<td>Grant Amount</td>
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<tr>
<td>Watertown TMA</td>
<td>Pleasant Street Shuttle Service</td>
<td>$244,480</td>
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<tr>
<td>Worcester Regional Transit Authority</td>
<td>Service between Webster and Southbridge</td>
<td>$290,400</td>
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PUBLIC INFORMATION MEETING

Join us

What is happening?

The Massachusetts Department of Transportation (MassDOT) is converting all exit numbers on freeways to a milepost-based numbering system, per Federal Highway Administration (FHWA) requirement.

What does this mean?

Currently, interstates and freeways in Massachusetts utilize a sequential exit numbering method. The benefits to a milepost-based exit numbering system include driver friendly navigation, more accurate emergency response, national uniformity, and reduced maintenance costs.

Where

New Bedford Public Library 3rd Floor Meeting Room
613 Pleasant St.
New Bedford, MA 02740

When

Tuesday
March 10, 2020
6:30 PM

To learn more about the project and ask the project team question, please visit NewMassExits.com.
# Citizen Planner Training Collaborative

## Advanced Tools and Techniques for Planning and Zoning

**Nineteenth Annual Conference**  
Saturday, March 21, 2020  
Hogan Conference Center  
Holy Cross College, Worcester, MA

## 2020 Conference Schedule

<table>
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<tr>
<th>Time</th>
<th>Event</th>
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<tbody>
<tr>
<td>8:00-8:30</td>
<td>Registration and Continental Breakfast</td>
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<tr>
<td>8:30-9:00</td>
<td>General Opening/Welcome and Speaker: Smart Growth Alliance—Equity in Planning</td>
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<td></td>
<td><strong>Nuts and Bolts for Effective and Efficient Boards</strong></td>
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<td>Early Morning Sessions 9:15-10:45</td>
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<tr>
<td>1. Roles &amp; Responsibilities of Planning and Zoning Boards of Appeals</td>
<td>Bob Mitchell</td>
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<tr>
<td>2. Introduction to the Subdivision Control Law and ANR</td>
<td>Barbara J. Saint André</td>
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<tr>
<td>Late Morning Sessions 11:00-12:30</td>
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<tr>
<td>7. Introduction to the Zoning Act</td>
<td>Carolyn M. Murray</td>
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<tr>
<td>8. Drafting Zoning Amendments</td>
<td>Adam J. Costa</td>
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<tr>
<td>10. Traffic and Planning Boards: Addressing Resident Concerns</td>
<td>Joseph Scardino</td>
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<tr>
<td>11. Is Your Community a MVP? Planning/Action for Resilience</td>
<td>Kara Runsten</td>
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<tr>
<td>12. Adaptive Reuse of Buildings Using Historic Tax Credits</td>
<td>Katie Day</td>
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<tr>
<td>Afternoon Sessions 1:45-3:15</td>
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<tr>
<td>13. Planning with Community Support</td>
<td>Brian Currie</td>
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<tr>
<td>14. Vested Rights and Nonconforming Uses and Structures</td>
<td>lana Quirk</td>
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<tr>
<td>15. Data 101: Where to get it, how to use it, and effective ways to message it</td>
<td>Lily Perkins-High Carlie Clark</td>
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<tr>
<td>16. Inclusionary Zoning, and Zoning that is Actually Inclusive</td>
<td>Katharine Lacy</td>
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<tr>
<td>17. How to Use Peer Reviews Effectively</td>
<td>Leonard Aray</td>
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<tr>
<td>18. The Process of Repurposing a Shopping Mall</td>
<td>Robert Pellegrini</td>
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<th>Time</th>
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<tr>
<td></td>
<td><strong>Timely Topics</strong></td>
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<tr>
<td>4. Retaining Local Control over Wireless Facilities Siting</td>
<td>Andrew Afflerbach</td>
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<tr>
<td>5. Resilient Lands: Nature’s Value in a Changing Climate</td>
<td>Alan Mandl</td>
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<td>6. Planning Ahead for Rural Massachusetts</td>
<td>Linda Dunlavy</td>
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<td>Jeannie LeClair</td>
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<td>12:30-1:45</td>
<td>Lunch and Networking</td>
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Get Credit for Taking CPTC Courses

You can receive credit for taking many of the CPTC courses offered throughout the year, including at the Annual Conference.

CPTC CERTIFICATE PROGRAM:
CPTC offers a Level One Certificate for completing 3 courses.
Must complete:
1. Roles & Responsibilities of Planning and Zoning Boards
   and complete two of the following:
   3. Introduction to the Subdivision Control Law and ANR
   4. Introduction to the Zoning Act
   5. Writing Reasonable and Defensible Decisions
CPTC offers a Level Two Certificate for completing Level One requirements and 3 of the following courses:
1. Planning with Community Support
2. Vested Rights and Nonconforming Structures and Uses
3. Zoning Exemptions
4. Special Permits and Variances

AICP CM Credit: Workshops designated CM I 1.5
AICP members can earn 1.5 Certification Maintenance (CM) credits for each designated workshop. A total of 4.5 CM credits per person are available at this conference. More information about AICP’s CM program can be found at www.planning.org/cm

Massachusetts Interlocal Insurance Association (MIIA) Rewards Program
Sessions designated (MIIA) entitle your town to credit towards public officials liability insurance under the MIIA Rewards Program.

Registration Form

Deadline to receive mail-in registration and to register online at www.masscptc.org is Monday, March 16, 2020

Town checks may be sent by separate mail and arrive later than the deadline if necessary.

Name: ___________________________ Board affiliation (planning, zoning, etc.): ___________________________

Street address: ___________________________

City: ___________________________ State: ________ Zip code: __________

Daytime phone number: __________ Email: ___________________________

City or town served (you must fill this in to get course credit): ___________________________

I want to attend the following sessions:
Mark one session per time slot. You will receive an automated registration confirmation email once your information is received.

9:15 a.m. - 10:45 a.m.
1. Roles and Responsibilities
2. Intro to Subdivision Control & ANR
3. Form-Based Code for Small Towns
4. Wireless Facilities Siting
5. Resilient Lands: Nature’s Value
6. Planning Ahead for Rural MA

11:00 a.m. - 12:30 p.m.
7. Introduction to the Zoning Act
8. Drafting Zoning Amendments
9. Zoning Pitfalls and Pitfalls
10. Traffic & Planning Boards
11. Is Your Community a MVP?
12. Adaptive Reuse of Buildings

1:45 p.m. - 3:15 p.m.
13. Planning with Community Support
14. Vested Rights & Nonconforming
15. Data 101
16. Inclusionary Zoning
17. How to Use Peer Reviews
18. Repurposing a Shopping Mall

Registration fee: $75 per person. Registering for the conference is a commitment to attend. Payment is due if you do not cancel your registration by Monday, March 16, 2020.

Please make check payable to CPTC/ APA-MA and mail this form to be received by Monday, March 16, 2020 to:
CPTC/ APA-MA, c/o Urban Harbors Institute, UMass Boston, 100 Morrissey Boulevard, Boston, MA 02125

Cancellations: Payment is required unless a written cancellation request is received by the CPTC Coordinator by Monday, March 16, 2020 at coordinator@masscptc.org. No refunds will be processed after this date.

Questions? Please contact Coordinator Allison Novelly at 617-287-5570 or Elaine Wijnja at DHCD at 617-573-1360
JOIN US AND BE HEARD

We want to hear from you about your priorities for transportation projects both local and statewide. MassDOT is currently developing its annual Capital Investment Plan (CIP), a five-year plan which includes all of the agency’s projects and capital spending across all Divisions (Highway, Rail & Transit, the MBTA, Aeronautics, the Registry of Motor Vehicles, and Enterprise Services). The CIP includes funding for roadway improvements, rail expansion, paratransit vans, accessibility upgrades to transit stations, new buses and trains, and many other projects. Representatives from MassDOT will inform attendees on how to get involved, provide a draft overview of the 2021 – 2025 CIP, and record your input about your transportation needs and capital priorities. Please help spread the word about these CIP meetings. Whether there is a service that you rely on or a roadway project that is impacting your community, we want to discuss those opportunities and involve you in this process. Make your voice heard. Your participation is critical to meeting your transportation needs.

CIP PUBLIC MEETING SCHEDULE

- **BOSTON** – Tuesday, May 12th 6:00pm
  Transportation Building – 10 Park Plaza Board Room
  *This meeting will be streamed live and recorded for future viewing

- **NEW BEDFORD** – Thursday, May 14th 6:00pm
  New Bedford Main Library (3rd Floor Meeting Room)
  613 Pleasant Street

- **SPRINGFIELD** – Wednesday, May 20th 6:00pm
  Springfield Public Library (Central Branch Community Room)
  220 State Street

- **LAWRENCE** – Thursday, May 21st 6:00pm
  Lawrence Public Library
  51 Lawrence St

- **MATTAPAN** – Tuesday, May 26th 6:00pm
  Mattapan ABCD
  535 River Street

- **PITTSFIELD** – Tuesday, May 26th 6:00pm
  Berkshire Regional Planning Commission
  1 Fenn Street, Suite 201

- **BARNSTABLE** – Wednesday, May 27th 6:00pm
  Barnstable Adult Community Center
  825 Falmouth Rd, Hyannis, Ma 02601

- **WORCESTER** – Wednesday, May 27th 6:00pm
  Worcester City Hall (Levi Lincoln Chamber)
  455 Main Street

- **BROCKTON** – Thursday, May 28th 6:00pm
  Brockton Public Library (East Branch Meeting Room)
  54 Kingman Street

- **GREENFIELD** – Wednesday, June 3rd 6:00pm
  John W. Olver Transit Center
  12 Olive Street

- **FRAMINGHAM** – Thursday, June 4th 6:00pm
  Framingham City Hall (Blumer Room)
  150 Concord Street

CAN'T MAKE A MEETING? POST YOUR IDEAS AT WWW.MASS.GOV/CIP OR EMAIL COMMENTS TO MASSCIP@STATE.MA.US

Meeting locations are accessible to people with disabilities and those with limited English proficiency. Accessibility accommodations and language services will be provided free of charge upon request, and as available. Requests should be submitted within ten days of the meeting in which services will be required, if at all possible. Such services include documents in alternative formats, translated documents, assistive listening devices, and interpreters (including American Sign Language). For more information or to request reasonable accommodation and/or language services, please contact Patrick Nestor at (857)-368-9018 or patrick.nestor@dot.state.ma.us.
March 5, 2020 Old Colony JTC Meeting
Agenda Item 5A
Brockton Area Transit Authority (BAT)

Summary

Brockton Area Transit to provide report.

Attachment(s)
None
March 5, 2020 Old Colony JTC Meeting
Agenda Item 5B
Greater Attleboro-Taunton Regional Transit Authority (GATRA)

Summary

Greater Attleboro-Taunton Regional Transit Authority to provide report.
March 5, 2020 Old Colony JTC Meeting

Agenda Item 5C
South Coast Rail Project (SCR)

Summary

The South Coast Rail project will restore commuter rail service between Boston and the Massachusetts South Coast. Since service to this region ended in 1959, Taunton, Fall River and New Bedford are the only major cities within 50 miles of Boston lacking transit access to the City and other communities.

The MassDOT, the MBTA and the Program Management/Construction Management (PM/CM) team are continuing the development of environmental permitting and design for South Coast Rail. In September 2016, the team hosted six public meetings on the current design status of the Stoughton Electric route and presented a possible new Middleborough Option.

During March 2017, MassDOT filed a SCR Notice of Project Change (NPC) to adopt a phased approach to provide early service, years before revenue service is currently considered to be possible. Phase 1 will provide service from New Bedford, Fall River and Taunton to Boston by building the Southern Triangle, and using the Middleborough Secondary line and the existing Middleborough/ Lakeville Commuter Rail line. For Phase 2, MassDOT will continue to advance the full Stoughton Electric Alternative design.

In late May 2017, Secretary Matthew Beaton of the Executive Office of Energy and Environmental Affairs (EOEEA) issued a Certificate on the Notice of Project Change. The Certificate on the NPC required the preparation of a Draft Supplemental Environmental Impact Report (DSEIR). It has been announced the project has received required final federal permits from the Army Corp of Engineers and the finance plan is complete. Additionally, other permitting milestones met this year include Chapter 91 licenses, MassDEP 401 Permit and Mass Coastal Zone Management Consistency Review. South Coast Rail will be fully funded in the Commonwealth’s Capital Investment Plan (CIP) and is expected to start service late in 2023 according to reviews done by three independent reviewers. Early action construction continues with the repair or replacement on drainage culverts, bridgework, and track work along the rail line with the aim of completion before winter. Phase 1 of project is nearing 100% design. Advancement of a portion of the northern corridor design to 30% progresses. Ongoing coordination is taking place with communities in the phase 1 construction area.

Attachment(s)
None
March 5, 2020 Old Colony JTC Meeting
Agenda Item 5D
MBTA Rail Vision

Summary

Massachusetts Bay Transportation Authority (MBTA) Rail Vision is a project that seeks to identify cost-effective strategies to transform the existing Commuter Rail system into one that better supports improved mobility and economic competitiveness in the Greater Boston region. Thorough the evaluation of costs, ridership potential, and operational feasibility of various alternatives, as well as broad public conversation in 2019, will inform the ultimate vision for the future of the Commuter Rail. Over the past year, the Rail Vision team has focused on learning about effective commuter rail service around the world, identifying service models we can test on our system, and understanding the constraints and opportunities with our current infrastructure. Through the review of more than a dozen domestic and international peer commuter rail systems, the Rail Vision team has developed six (6) alternatives

Six (6) Rail Vision Alternatives:
1. Higher Frequency Commuter Rail
2. Regional Rail to Key Stations (Diesel Locomotive)
3. Regional Rail to Key Stations (Electric Locomotive)
4. Urban Rail (Diesel Locomotive)
5. Urban Rail (Electric Locomotive)
6. Full Transformation (All electric commuter rail system)

Back on November 4 2019, the six Rail Vision alternatives were presented to the MBTA Fiscal and Management Control Board for discussion and review. The Board voted to support the Urban Rail alternative, with electric locomotives being desirable. The Board also supported a resolution of electrifying the Providence/Stoughton lines, Fairmount Lines, and the Lynn to Boston Lines. The Old Colony Planning Council submitted a letter of support back in November 2019 backing Alternative Six (6) Full Build. As of the January 27th 2020 MBTA Fiscal and Management Control Board, an update was given detailing FY20 and FY21 budget request along with details expanding Rail Vision team expanding beyond the six current positon. Additionally, Rail Vision team will begin developing consultant work plans along with identifying future capital investments and planning and technical studies.

Attachment(s)
None
Summary

The Transportation Improvement Program projects programmed in Year 1 must be ready for advertisement within that year (design, engineering, permits, and approvals, etc. completed).

<table>
<thead>
<tr>
<th>FFY 2020 PROJECTS:</th>
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<tr>
<td><strong>BROCKTON - CORRIDOR IMPROVEMENTS ON ROUTE 123 (BELMONT STREET), FROM ANGUS BEATON DRIVE TO WEST STREET (608088)</strong></td>
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<tr>
<td>o 100% Package received by MassDOT (as of 12/23/2019).</td>
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<td>o Design Public Hearing held April 25, 2018.</td>
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<td>o Cost Estimate is $7,350,265.</td>
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<td><strong>PEMBROKE - RESURFACING AND RELATED WORK ON ROUTE 53 (608266)</strong></td>
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<td>o Project has been advertised for construction bids (as of 11/30/2019). Bid opening is scheduled for 03/31/2020.</td>
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<td>o Cost Estimate is $2,725,075.</td>
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<td><strong>RAYNHAM - BRIDGEWATER - WEST BRIDGEWATER - BROCKTON PAVEMENT PRESERVATION AND RELATED WORK ON ROUTE 24 (608820)</strong></td>
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<td>o Final Package delivered to Federal Aid Programming and Reimbursement Office (FAPRO) (as of 02/03/2020).</td>
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<td>o Cost Estimate is $17,851,040.</td>
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<td>o MassDOT comments on the 100% Package returned to the Design Engineer (as of 01/02/2020).</td>
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<td>o Design Public Hearing held February 25, 2019.</td>
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<td>o Cost Estimate is $3,521,954.</td>
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<td><strong>AVON - STOUGHTON - PAVEMENT PRESERVATION AND RELATED WORK ON ROUTE 24 (608496)</strong></td>
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<td>o Project is in the preliminary design phase.</td>
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<td>o Cost Estimate is $6,312,800.</td>
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<td><strong>EASTON - ROUTE 123 (DEPOT STREET) RECONSTRUCTION FROM NEWELL CIRCLE TO ROUTE 138 (607217)</strong></td>
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<td>o 100% Package received by MassDOT (as of 02/28/2020).</td>
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<td>o Design Public Hearing Held 06/12/2018.</td>
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Cost Estimate is $8,375,033.

- **STOUGHTON - IMPROVEMENTS AT RICHARD WILKINS ELEMENTARY SCHOOL (SRTS) (608829)**
  - MassDOT comments on the 75% Package returned to the Design Engineer (as of 10/25/2019).
  - Cost Estimate is $2,982,944.

### FFY 2022 PROJECTS:

- **BROCKTON - INTERSECTION IMPROVEMENTS @ CRESCENT STREET (ROUTE 27)/ QUINCY STREET/ MASSASOIT BOULEVARD (606143)**
  - 25% Package received by MassDOT (as of 05/04/2015).
  - Cost Estimate is $5,520,744.

- **STOUGHTON - INTERSECTION IMPROVEMENTS AND RELATED WORK AT CENTRAL STREET, CANTON STREET AND TOSCA DRIVE (608279)**
  - 75% Package received by MassDOT (as of 02/27/2020).
  - Cost Estimate is $3,347,449.

### FFY 2023 PROJECTS:

- **BROCKTON - ROUTE 123 (CENTRE STREET) AT PLYMOUTH STREET SIGNALIZATION AND GEOMETRIC IMPROVEMENTS (609052)**
  - Project is in the preliminary design phase.
  - Cost Estimate is $1,680,000.

- **PEMBROKE - REHABILITATION OF ROUTE 36 (CENTER STREET) FROM ROUTE 27 TO ROUTE 14 (600380)**
  - Plans, Specifications, and Estimate (PS&E) Package received by MassDOT (as of 01/15/2020).
  - Cost Estimate is $8,902,501.

### FFY 2024 PROJECTS:

- **PLYMPTON - BRIDGE REPLACEMENT, WINNETUXET ROAD OVER WINNETUXET RIVER (609435)**
  - Project is in the preliminary design phase.
  - Cost Estimate is $2,223,024.

- **STOUGHTON - CORRIDOR IMPROVEMENTS ON ROUTE 138 (607403)**
  - MassDOT comments on the 25% Package returned to the Design Engineer (as of 04/01/2019).
  - Cost Estimate is $9,155,544.
Summary

The Old Colony Transportation Improvement Program (TIP) is a program of capital improvements and operating assistance for the transportation system in the Old Colony Region. The Old Colony TIP lists projects (highway, bridge, and transit) and operational assistance that receive federal funds, and may list some projects that do not receive federal funds.

AMENDMENT 2

The FFY 2020-2024 Old Colony TIP Amendment 2 changes five (5) projects in FFY 2020 and two (2) projects in FFY 2021.

FFY 2020

1. BROCKTON AREA TRANSIT (BAT)
   - AMENDMENT: INCREASE COST FOR PROJECT - (4) VEHICLE OVERHAUL (UP TO 20% VEHICLE MAINTENANCE) (2) HYBRID (2) DIESEL GILLIG LOWFLOOR
     - COST IS $815,000 (+$15,000) ($640,000 FEDERAL; $175,000 (+$15,000) STATE)

2. BROCKTON AREA TRANSIT (BAT)
   - AMENDMENT: ADD PROJECT - OPERATING ASSISTANCE
     - COST IS $4,500,000 ($2,250,000 FEDERAL; $2,250,000 STATE)

3. BROCKTON AREA TRANSIT (BAT)
   - AMENDMENT: ADD PROJECT - OPERATING ASSISTANCE
     - COST IS $162,796 ($81,398 FEDERAL; $81,398 STATE)

4. BROCKTON AREA TRANSIT (BAT)
   - AMENDMENT: REMOVES PROJECT - ACQUIRE - PARATRANSIT BUS FARE COLLECTION EQUIPMENT
     - COST IS $75,000 ($60,000 FEDERAL; $15,000 STATE)

5. BROCKTON AREA TRANSIT (BAT)
   - AMENDMENT: ADDS PROJECT - ACQUIRE - MISCELLANEOUS SUPPORT EQUIPMENT
     - COST IS $393,750 ($315,000 FEDERAL; $78,750 TDC)

FFY 2021

1. BROCKTON AREA TRANSIT (BAT)
   - AMENDMENT: INCREASE COST - OPERATING ASSISTANCE - OPERATING/PM/ADA
     - COST IS $5,000,000 (+500,000) ($2,500,000 FEDERAL; $2,500,000 STATE)
2. **BROCKTON AREA TRANSIT (BAT)**
   - **AMENDMENT: INCREASE COST - BUY REPLACEMENT 40-FT BUS (4) EQUIPMENT**
   - **COST IS $2,250,000 (+$100,000) ($1,800,000 (+$80,000) FEDERAL; $450,000 (+$20,000) STATE)**
FFY 2020-2024
OLD COLONY
TRANSPORTATION
IMPROVEMENT PROGRAM
(TIP) AMENDMENT 2

RELEASED BY THE OLD COLONY MPO ON FEBRUARY 18, 2020 TO A
21-DAY PUBLIC REVIEW AND COMMENT PERIOD

PREPARED IN COOPERATION WITH:
- BROCKTON AREA TRANSIT AUTHORITY (BAT)
- FEDERAL HIGHWAY ADMINISTRATION (FHWA)
- FEDERAL TRANSIT ADMINISTRATION (FTA)
- MASSACHUSETTS DEPARTMENT OF TRANSPORTATION (MASSDOT)
- OLD COLONY PLANNING COUNCIL (OCPC)
February 18, 2020

NOTICE OF PUBLIC REVIEW AND COMMENT PERIOD

- FFY 2020-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AMENDMENT 2

In accordance with the Public Participation Process developed by the Old Colony Metropolitan Planning Organization (MPO), Old Colony Planning Council (OCPC) is making the FFY 2020-2024 TIP Amendment 1 available for public review and comment. Copies of this document are available for review at the OCPC Offices (8:30 a.m. to 4:00 p.m.), on the OCPC Website [http://www.ocpcrpa.org/](http://www.ocpcrpa.org/), and/or upon request. This notice will initiate a 21-Day Public Review and Comment Period. This process will also be used as Brockton Area Transit Authority’s (BAT) public participation process. BAT, the Federal Transit Administration (FTA) Section 5307(c) applicant, has consulted with the Old Colony MPO and concurs that the public involvement process adopted by the Old Colony 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. Public notice of public involvement activities and time established for public review and comments on the TIP will satisfy the program of projects (POP) requirements. The public discussion of the TIP at Old Colony JTC, Old Colony MPO, and transportation meetings satisfies the Program of Projects (POP) public hearing requirements of the FTA. A public meeting of the OCPC and Old Colony MPO advisory committee, the Old Colony Joint Transportation Committee (JTC), is scheduled for March 5, 2020 at 12 PM. Furthermore, a public meeting of the Old Colony MPO is scheduled for March 17, 2020 at 10 AM to hear public comments and consider endorsement. Please contact Charles Kilmer at 508-583-1833 Extension 206 for further information.

Please send written comments to:
Charles Kilmer
Old Colony Planning Council
70 School Street
Brockton, MA 02301
The Old Colony MPO fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. The Old Colony MPO operates without regard to race, color, or national origin (including limited English proficiency), age, sex, disability, ancestry, ethnicity, gender, gender identity or expression, sexual orientation, religion, creed, veteran's status, or background. Any person who believes him/herself or any specific class of persons, to be subject to discrimination prohibited by Title VI may by him/herself or by representative file a written complaint with the Old Colony MPO. Complaints are to be filed no later than 180 days from the date of the alleged discrimination. Please contact Mary Waldron at 508-583-1833 Extension 202 for more information.
LEGAL ADVERTISEMENTS

Notice of Twenty-One Day Public Review and Comment Period:

- Brockton Enterprise - February 18, 2020
- Patriot Ledger - February 18, 2020
- Ojornal - February 21, 2020
The Old Colony Transportation Improvement Program (TIP) is a program of capital improvements and operating assistance for the transportation system in the Old Colony Region. The Old Colony TIP lists projects (highway, bridge, and transit) and operational assistance that receive federal funds, and may list some projects that do not receive federal funds.

AMENDMENT 2

The FFY 2020-2024 Old Colony TIP Amendment 2 is comprised of the following changes.

FFY 2020

1. BROCKTON AREA TRANSIT (BAT)
   - AMENDMENT: INCREASE COST FOR PROJECT - (4) VEHICLE OVERHAUL (UP TO 20% VEHICLE MAINTENANCE) (2) HYBRID (2) DIESEL GILLIG LOWFLOOR
   - COST IS $815,000 (+$15,000) ($640,000 FEDERAL; $175,000 (+$15,000) STATE)

2. BROCKTON AREA TRANSIT (BAT)
   - AMENDMENT: ADD PROJECT - OPERATING ASSISTANCE
   - COST IS $4,500,000 ($2,250,000 FEDERAL; $2,250,000 STATE)

3. BROCKTON AREA TRANSIT (BAT)
   - AMENDMENT: ADD PROJECT - OPERATING ASSISTANCE
   - COST IS $162,796 ($81,398 FEDERAL; $81,398 STATE)

4. BROCKTON AREA TRANSIT (BAT)
   - AMENDMENT: REMOVE PROJECT - ACQUIRE - PARATRANSIT BUS FARE COLLECTION EQUIPMENT
   - COST IS $75,000 ($60,000 FEDERAL; $15,000 STATE)

5. BROCKTON AREA TRANSIT (BAT)
   - AMENDMENT: ADD PROJECT - ACQUIRE - MISCELLANEOUS SUPPORT EQUIPMENT
   - COST IS $393,750 ($315,000 FEDERAL; $78,750 TDC)

FFY 2021

1. BROCKTON AREA TRANSIT (BAT)
   - AMENDMENT: INCREASE COST - OPERATING ASSISTANCE - OPERATING/PM/ADA
   - COST IS $5,000,000 (+$500,000) ($2,500,000 FEDERAL; $2,500,000 STATE)

2. BROCKTON AREA TRANSIT (BAT)
   - AMENDMENT: INCREASE COST - BUY REPLACEMENT 40-FT BUS (4) EQUIPMENT
   - COST IS $2,250,000 (+$100,000) ($1,800,000 (+$80,000) FEDERAL; $450,000 (+$20,000) STATE)
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<th>FTA Program</th>
<th>Project Number</th>
<th>Transit Agency</th>
<th>FTA Activity Line Item</th>
<th>Project Description</th>
<th>Carryover</th>
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<th>Total Cost</th>
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Subtotal | $5,098,584 | $3,185,000 | $0 | $0 | $8,425,000 |

Funds listed under the Carry Over column are included in the Federal Amount
### Project List (FY2020)

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<th>Project Number</th>
<th>Transit Agency</th>
<th>FTA Activity Line Item</th>
<th>Project Description</th>
<th>Carryover (unobligated)</th>
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<td>Brockton Area Transit Authority</td>
<td>113403</td>
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<td>5307</td>
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<td>Brockton Area Transit Authority</td>
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<td>5310</td>
<td>RTD0008282</td>
<td>South Shore Community Action Council, Inc.</td>
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<th>Project Number</th>
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<th>FTA Activity Line Item</th>
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<th>Carryover (unobligated)</th>
<th>Federal Funds</th>
<th>State Funds</th>
<th>TDC</th>
<th>Local Funds</th>
<th>Total Cost</th>
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<td>Brockton Area Transit Authority</td>
<td>111204</td>
<td>BUY REPLACEMENT &lt;30 FT BUS (6)</td>
<td>$325,440 $81,360 $0 $0 $406,800</td>
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<td>Brockton Area Transit Authority</td>
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<td>$26,000 $0 $0 $26,000 $52,000</td>
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<td>RTD0008282</td>
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<td>111215</td>
<td>BUY REPLACEMENT VAN (7)</td>
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<td>Subtotal</td>
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### Other Federal

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<tr>
<th>Project Number</th>
<th>Transit Agency</th>
<th>FTA Activity Line Item</th>
<th>Project Description</th>
<th>Carryover (unobligated)</th>
<th>Federal Funds</th>
<th>State Funds</th>
<th>TDC</th>
<th>Local Funds</th>
<th>Total Cost</th>
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<td>Brockton Area Transit Authority</td>
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<td>ACQUIRE - MISC SUPPORT EQUIPMENT</td>
<td>$315,000 $0 $78,750 $0 $315,000</td>
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<td>RTD0008400</td>
<td>Town of Plympton</td>
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<td>BUY VAN FOR SVC EXPANSION (1)</td>
<td>$0 $100,480 $0 $25,120 $125,600</td>
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<td>RTD0008321</td>
<td>Cardinal Cushing Centers</td>
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<td>BUY REPLACEMENT &lt;30 FT BUS (4)</td>
<td>$0 $218,592 $0 $79,648 $298,240</td>
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### Funds

Funds listed under the Carry Over column are included in the Federal Amount.
March 5, 2020 Old Colony JTC Meeting
Agenda Item 7B
Development of
FFY 2021-2025 Old Colony Transportation Improvement Program (TIP)
- Universe of Projects and Results of TIP Readiness Day

Summary

The development of the FFY 2021-2025 Transportation Improvement Program (TIP) is underway.

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

The first year of the five years is the Annual Element, while the other years are considered Future Year Elements. Projects placed in the Annual Element must be ready for implementation within that fiscal year. Therefore, design, engineering, proper permits, approvals and so on must be complete or near completion for a project to be placed in the Annual Element. The projects in the Future Years should be in the process of completing necessary measures to assure that they will be ready when its yearly element begins.

Attachment(s)

Table 1 - Draft FFY 2021-2025 Old Colony TIP Projects with Year of Expenditure (YOE)/Inflation
Table 2 - Draft FFY 2021-2025 Old Colony TIP Projects With Year of Expenditure (YOE)/Inflation
- Statewide Funded Projects
Table 3 - Draft Other Regional Priorities (ORP) With Year of Expenditure (YOE)/Inflation
- Projects with MassDOT PRC Approval
### TABLE 1: FFY 2021-2025 OLD COLONY TIP PROJECTS WITH YEAR OF EXPENDITURE (YOE)/ INFLATION

Project Cost Estimates are based upon 2021 dollars, and a 4% annual inflation is added to projects with advertising proposed in future years (2022-2025). Project cost estimates for total costs are by Year of Expenditure (YOE) for years 2021-2025.

<table>
<thead>
<tr>
<th>TIP DAY FFY</th>
<th>PROJECT ID#</th>
<th>PROJECT DESCRIPTION</th>
<th>PROPOSED FFY</th>
<th>FFY 2021 (Cost)</th>
<th>FFY 2022 (Cost with 4% inflation)</th>
<th>FFY 2023 (Cost with 8% inflation)</th>
<th>FFY 2024 (Cost with 12% inflation)</th>
<th>FFY 2025 (Cost with 16% inflation)</th>
<th>FUNDING SOURCE</th>
<th>DESIGN STATUS</th>
<th>COMMENTS</th>
<th>TEC SCORE</th>
<th>GHG SUMMER kg CO</th>
<th>PRC APPROVAL</th>
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<tbody>
<tr>
<td>2021</td>
<td>607217</td>
<td>EASTON - ROUTE 123 (DEPOT STREET) RECONSTRUCTION FROM NEWELL CIRCLE TO ROUTE 138</td>
<td>2021</td>
<td>$10,117,515</td>
<td>$10,522,216</td>
<td>$10,926,916</td>
<td>$11,331,617</td>
<td>$11,736,318</td>
<td>STP/ CMAQ</td>
<td>100</td>
<td>Approved by PRC November 15, 2012; CMAQ Eligibility Approved June 24, 2015.</td>
<td>38.89</td>
<td>132862.633</td>
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<td>2022</td>
<td>606439</td>
<td>BROCKTON - INTERSECTION IMPROVEMENTS @ CRESCENT STREET (ROUTE 27)/ QUINCY STREET/ MASSAGOST BOULEVARD</td>
<td>2022</td>
<td>$5,111,800</td>
<td>$5,316,272</td>
<td>$5,520,744</td>
<td>$5,725,216</td>
<td>$5,929,688</td>
<td>STP/ CMAQ/ HSIP</td>
<td>25</td>
<td>Approved by PRC October 14, 2010; CMAQ Eligibility Approved March 11, 2012; RSA conducted June 17, 2013</td>
<td>40.83</td>
<td>94824.345</td>
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<td>2023</td>
<td>608279</td>
<td>STOUGHTON - INTERSECTION IMPROVEMENTS AND RELATED WORK AT CENTRAL STREET, CANTON STREET AND TOSCA DRIVE</td>
<td>2023</td>
<td>$2,149,000</td>
<td>$2,234,960</td>
<td>$2,320,920</td>
<td>$2,406,880</td>
<td>$2,492,840</td>
<td>STP/ CMAQ</td>
<td>Pre-25</td>
<td>Approved by PRC March 15, 2018</td>
<td>44.06</td>
<td>79682.992</td>
<td>2018</td>
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<td>2023</td>
<td>600652</td>
<td>BROCKTON - ROUTE 123 (CENTRE STREET) AT PLYMOUTH STREET SIGNALIZATION AND GEOMETRIC IMPROVEMENTS</td>
<td>2023</td>
<td>$9,396,024</td>
<td>$9,771,865</td>
<td>$10,147,705</td>
<td>$10,523,546</td>
<td>$10,899,387</td>
<td>STP/ CMAQ/ HSIP</td>
<td>75</td>
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<td>3/2/2020</td>
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<td>TOTAL PROGRAMMED BY FFY: $10,117,515 $8,981,966 $12,468,625 $13,958,470</td>
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<td>$0</td>
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<td>TOTAL REGIONAL FUNDING TARGET BY FFY: $11,094,741 $11,320,657 $11,567,910 $11,719,527 $11,445,933</td>
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<td>BALANCE: $977,226 $2,338,691 ($900,715) ($2,238,943)</td>
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<td>$11,445,933</td>
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### TABLE 2: FFY 2021-2025 OLD COLONY TIP PROJECTS WITH YEAR OF EXPENDITURE (YOE)/ INFLATION - STATEWIDE FUNDED PROJECTS

Project Cost Estimates are based upon 2021 dollars, and a 4% annual inflation is added for projects with advertising proposed in future years (2021-2024). Project cost estimates for total costs are by Year of Expenditure (YOE) for years 2021-2025.

<table>
<thead>
<tr>
<th>TIP DAY FFY</th>
<th>PROJECT ID#</th>
<th>PROJECT DESCRIPTION</th>
<th>PROPOSED FFY</th>
<th>FFY 2021 (Cost)</th>
<th>FFY 2022 (Cost with 4% inflation)</th>
<th>FFY 2023 (Cost with 8% inflation)</th>
<th>FFY 2024 (Cost with 12% inflation)</th>
<th>FFY 2025 (Cost with 16% inflation)</th>
<th>FUNDING SOURCE</th>
<th>DESIGN STATUS</th>
<th>COMMENTS</th>
<th>TEC SCORE</th>
<th>GHG SUMMER kg CO</th>
<th>PRC APPROVAL</th>
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<tr>
<td>2021</td>
<td>608086</td>
<td>AVON - INTERSECTION IMPROVEMENTS AT HARRISON BOULEVARD AND POND STREET</td>
<td>2021</td>
<td>$5,136,114</td>
<td>$5,341,559</td>
<td>$5,547,003</td>
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<td>2021</td>
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<td>608829</td>
<td>STOUGHTON - IMPROVEMENTS AT RICHARD WILKINS ELEMENTARY SCHOOL (SRTS)</td>
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<td>$3,180,030</td>
<td>$3,319,957</td>
<td>$3,461,884</td>
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<td>Qualitative</td>
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<td>2024</td>
<td>600435</td>
<td>FLYMPTON-BRIDGE REPLACEMENT, WINNETUXET ROAD OVER WINNETUXET RIVER</td>
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<td>$12,106,290</td>
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<td>Pre-25</td>
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3/2/2020 TOTAL STATEWIDE FUNDS PROGRAMMED BY FFY: $14,106,290 $0 $0 $2,233,024 $0
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<th>PROJECT ID</th>
<th>PROJECT DESCRIPTION</th>
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<th>FFY 2022 (Cost with 4% inflation)</th>
<th>FFY 2023 (Cost with 8% inflation)</th>
<th>FFY 2024 (Cost with 12% inflation)</th>
<th>FFY 2025 (Cost with 16% inflation)</th>
<th>FUNDING SOURCE</th>
<th>DESIGN STATUS</th>
<th>TEC SCORE</th>
<th>GHG SUMMER kg CO per Year</th>
<th>PRC APPROVAL</th>
<th>YEAR</th>
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<tr>
<td>609440</td>
<td>ABINGTON - INTERSECTION IMPROVEMENTS AT HANCOCK STREET AND CHESTNUT STREET</td>
<td>$2,500,200</td>
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<td>$2,700,216</td>
<td>$2,800,224</td>
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<td>41.06</td>
<td>TBD</td>
<td>Approved by PRC April 18, 2019</td>
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<tr>
<td>607811</td>
<td>BROCKTON - IMPROVEMENTS AND RELATED WORK ON CRESCENT STREET (ROUTE 27), INCLUDING REPLACEMENT OF GROVE STREET BRIDGE, B-25-005, OVER SALISBURY PLAIN RIVER</td>
<td>$6,209,001</td>
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<td>$6,808,001</td>
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<td>50.39</td>
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March 5, 2020 Old Colony JTC Meeting
Agenda Item 7C
Draft MBTA Public Engagement Plan

Summary

Massachusetts Bay Transportation Authority (MBTA) is updating its Public Engagement Plan and is seeking input from the public on its development. The Public Engagement Plan outlines the MBTA’s commitment to public engagement in the improvement and development of public transit infrastructure in the Commonwealth.Outlined in the document are strategies that will be utilized in the MBTA’s outreach efforts to engage members of the public on planning studies and infrastructure projects. As a part of these outreach methods and strategies, the Public Engagement Plan also discusses how the MBTA will in engage those members of the public who have been traditionally underrepresented by the public transit system and or have lacked access to the decision making process historically. The updating of this plan is required by the Federal Government in order to ensure the MBTA is meeting its commitment to civil rights as outlined in the Civil Rights Act and the American Disabilities Act. The public comment period end Friday, March 20, 2020 at 5pm. Public comments can be submitted via the MBTA’s website.

Upcoming Public Meetings
Public Engagement Plan Meeting
March 5, 2020, 6:00 PM
Public Engagement Plan Meeting
Chelsea City Hall,
2nd Floor, City Council Chambers,
Chelsea, MA

Public Engagement Plan Meeting
MARCH 10, 2020, 6:00 PM
Public Engagement Plan Meeting
Framingham Public Library,
Costin Room,
Framingham, MA

Attachment(s)
Draft MBTA Public Engagement Plan
### MBTA Public Engagement Plan

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Executive Summary

The Massachusetts Bay Transportation Authority (MBTA) believes that engaging the public in the development and improvement of transit infrastructure and planning is critical to responding to the evolving needs of the Commonwealth. Ensuring the civil rights of members of the public to participate in and influence transportation decisions is essential to the mission of the MBTA.

In order to put our values into practice, we are developing a Public Engagement Plan which seeks to outline: why engaging the public is important; the principles for how we will reach out to the public; our goals for responsible and thoughtful outreach; the methods and types of community events for the public; and our responsibility to ensure access and accommodations so all may participate. This Plan, at a high level, also seeks to explain what kinds of processes, projects and decisions the public may influence through their engagement and our responsibility in that process.¹

In addition to clarifying our goals, principles and strategy for the public, this document is also part of our commitment to ensure the civil rights² of the public. Going back decades, certain populations’ interests have been under-represented and not prioritized. This Plan represents our proactive course correction to that historical reality. We wish to hear from historically disadvantaged populations, including but not limited to low-income individuals, people of color and backgrounds the elderly, the disabled, those with Limited English Proficiency, veterans, non US-citizens and the LGBTQ community.

The MBTA is seeking feedback from the public about this plan and our process. After we have received your comments and suggestions we will finalize this draft and share it with the community. We look forward to your continued participation in transit development from planning, design, and construction, to service planning and policy.

Steve Poftak
General Manager
MBTA

¹ In addition, we seek to align our daily practices to the Boston Region Metropolitan Planning Organization revised in 2019, which can be found here.
² Federal Transit Authority has issued guidance on inclusive public participation, available at FTA Circular 4702.1B, Title VI Requirements and Guidelines for Federal Transit Administration Recipients, at Chapter 3-5.
Background on the MBTA

The Massachusetts Bay Transportation Authority (MBTA) is the country's 5th largest transit agency and the largest transit system in Massachusetts. The MBTA is responsible for multi-modal transit operations within Greater Boston, including the provision of commuter rail service that extends into 170 communities. On July 17, 2015, Governor Charlie Baker appointed a five-member Fiscal Management and Control Board (FMCB) to bring oversight, support, and fiscal accountability to the Authority. The FMCB is directed to guide the MBTA in modernizing its infrastructure and providing accountability to deliver a high-quality transit system.

The MBTA’s General Manager, Deputy General Manager and Chief Administrative Officer report regularly to the FMCB on the current state of the system performance, operation, finances, and Authority initiatives. In addition, the public is invited to comment on topics on the agenda at most FMCB meetings. The FMCB governance structure has been extended until June 30, 2020.

Public Engagement at the MBTA

To ensure inclusive and accessible public engagement processes for transportation decision making, and in accordance with state and federal law, the MBTA has developed this Public Engagement Plan (PEP or Plan). This Plan will be updated on a regular basis to incorporate changes in public engagement at the Authority.

This document outlines MBTA commitments to public engagement. It is important to develop strategies for engaging with those communities that may have been underserved by the public transit system or historically have lacked access to the decision-making process. This Plan presupposes a desire to have early, continuous, and meaningful opportunities for the public to help identify social, economic, and environmental impacts of proposed transit policies, projects and initiatives.

In addition, the MBTA is required to follow Federal nondiscrimination obligations, through Title VI of the Civil Rights Act of 1964, Section 504 and 508 of the Rehabilitation Act of 1973, and the Americans with Disabilities Act (ADA), and will not discriminate on the basis of race, color, national origin (including limited English proficiency), or disability. Moreover federal law, bars discrimination the basis of age, sex, and sexual orientation.

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3 MBTA public website is available at: www.mbta.com
The MBTA has also redoubled its commitments to accessibility for persons with disabilities. Following the issuance of the 2018 Amended settlement agreement *Daniels-Finegold et al vs. MBTA,* the MBTA is committed to ensuring any proposed service changes include specific outreach to persons with disabilities.

This Plan provides a baseline for holding inclusive, accessible, and responsive public meetings, hearings, and other forms of participation. This Plan has been written to ensure that sufficient consideration of outreach to and inclusion of these protected groups is incorporated into the MBTA’s public engagement procedures. Adherences to these principles will ensure compliance with state-level nondiscrimination obligations, which expand protections for some protected groups against discrimination based, such as sexual orientation and veteran status.

**Guiding Principles for Public Engagement**

Transit decision-making and project development processes need to offer the public opportunities to participate in discussions and offer opinions prior to final decision-making. The MBTA has the following public engagement principles that agency representatives and those working in concert with the MBTA on transportation projects and initiatives will strive to achieve:

- **Strong Community Partnerships:** The MBTA shall develop avenues for regular communication to build trust with communities. Quality public engagement is evident in strong community partnerships and consistent commitment to ongoing engagement.

- **Strategic Outreach to Engage the Public:** Concerted effort must be given to encouraging participation through early, accessible, and strategic outreach to the public we serve.

- **Inclusive, Diverse, and Accessible Environments:** All public participation and engagement activities should promote diversity and accessibility in our processes. Every effort should be made to ensure that participation opportunities are physically, geographically, temporally, linguistically, and culturally accessible. Public engagement processes should include, as appropriate to a project or those impacted, a range of socioeconomic, ethnic, and cultural perspectives and include people from low-income, environmental justice (EJ), and minority neighborhoods, people with limited English proficiency, people with disabilities, and other traditionally underserved communities.

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4 For more on this history, see [https://www.mbta.com/accessibility/history](https://www.mbta.com/accessibility/history)

5 State level protections include the federal protections plus ethnicity, sexual orientation, gender identity or expression, religion, creed, ancestry, and veteran's status (including Vietnam-era veterans).
MBTA Public Engagement Plan
Draft for Policy Development Only

- **Respectful and Solution-Oriented Dialogue:** Community events should be welcoming to all opinions and dialogue should be based on respect and inclusion of all points of view. When there are conflicting opinions, conversations should be structured to allow for compromise while staying solution-focused to respond to community concerns.

- **Transparent Process:** Since there are many reasons to engage with the public, it is imperative that there is clarity about the process, level of input, and decision-making for any event or community process. The MBTA is open to receiving and incorporating feedback and providing appropriate opportunities for feedback. Plans and projects must be clearly framed so the potential effect may be understood by the participants. People who take the time to participate must feel it is worth the effort to join the discussion and understand the influence they can have on decisions.

**Responsible & Conscious Outreach**

The MBTA should understand the full range of a community’s needs in order to create responsive and innovative transportation plans, projects, and policies. This entails learning about the community and their relationship to transportation and the project in question. By interacting with community members and leaders consistently, the MBTA gains insight into the reasons why community members agree or disagree with proposed plans or projects.

Historically, individuals in minority and low-income communities, as well as those with low-literacy and/or limited English proficiency, have been underserved by conventional outreach methods. Outreach to traditionally underserved groups helps ensure that all constituents have opportunities to affect the decision-making process. MBTA public outreach efforts must be designed to accommodate the needs of low-income, minority, limited English proficiency, people with disabilities, and other traditionally underserved people throughout all phases of any public engagement process. The MBTA recognizes that traditional outreach techniques are not always effective with these populations.

There is also an obligation to conduct outreach to encourage attendance, particularly among groups protected by federal and state nondiscrimination laws with which the MBTA is obligated to comply. Therefore, as much as selecting the right place, time, and location for a meeting is important, it is even more critical to make sure that as many members of the public as possible are given a chance to participate in the discussion.

To support creative public meeting planning, meetings must be tailored to effectively inform the community and/or the target audience on the subject matter to be addressed, and to respond to their questions or concerns. From a Civil Rights perspective, effective public
engagement requires knowing the target audience, including languages spoken, racial or
cultural groups in the area, community organizations and leaders, and key players. Ideally,
organizers would go even further and learn about the transportation or transit history for the
community or any past controversies.

Strategic planning for the involvement of Title VI, low-income, disability and other
protected groups is essential to an inclusive and successful effort. Anticipating this reality and
taking steps to overcome barriers to participation is worth the extra effort because it ensures the
potential for a project to be fully embraced by the community. Engaging the public in a targeted
context is complex, especially while ensuring diverse participation, yet this work is essential to
meaningfully engage with the public.

Community Events & Engagement

The MBTA will seek to engage the public about our policies, planning, and projects. The
level of complexity for each project and the impact on the community will guide the structure and
process of public engagement. Simple projects may require a less extensive engagement
process, while some projects may require more outreach over the life of the project.

There are four major types of public engagement most commonly utilized by the MBTA:
1) Public meetings, including public hearings; 2) Open houses; 3) Stakeholder meetings, and 4)
One-on-one interactions. Each of these types of events is described below along with our on-
going commitment to innovate and expand options for public engagement.

1. Public Meetings, including Public Hearings

Public meetings, both at the project level and more broadly, are an opportunity for
members of the public to engage in the transportation decision-making process. During public
meetings, MBTA staff should present information about the project, service change, or policy
update for individuals who may be less familiar with the context and answer questions.

Public hearings are a type of public meeting held with more formality and are often
required by state or federal law. At a public hearing any community member has an opportunity
to provide a formal public comment on the topic at hand. The MBTA records all comments in a
written transcript.

2. Open Houses and Breakout Sessions

MBTA staff and consultants regularly interact with members of the public through open
houses or breakout sessions. These are less formal than public meetings or hearings and
provide members of the public an opportunity to view study documents or project design plans.
In some cases, open house and breakout sessions occur prior to a public hearing so that the
public can be well informed in advance of the meeting. MBTA staff and consultants are on hand at these meetings to discuss particular details with members of the public. While the interactions during these sessions are informal, critical issues are often raised. MBTA staff and consultants strive to address these issues accurately and effectively during these sessions. Further, conversations with the public are documented, in order to inform study or project development.

3. **Stakeholder Meetings**

The MBTA is committed to engaging diverse stakeholders, both internal and external to the organization, to elicit feedback on many complex projects. In some circumstances, it may be appropriate to develop a group of stakeholders that meet regularly throughout the project process to share their specialized knowledge. At other times, it may be necessary to specifically target certain stakeholder groups. For example, a project manager overseeing the redevelopment of pedestrian pathways at a train station may benefit from specifically coordinating a meeting with disability stakeholders given the complexity and importance of that group’s unique perspective on the issue. Including a diverse range of community leaders in conversations such as these is a useful strategy to solicit representative feedback.

4. **One-on-One Interactions**

MBTA staff members interact directly with the public by virtue of the public facing programs, services, and activities we provide. These interactions can include planned meetings and spontaneous interactions with members of the public. In these instances, MBTA staff strive to engage the public on a more personal level, while maintaining similar access and inclusion provided in more formal methods of engagement.

Beyond in-person engagement, the MBTA continually seeks additional avenues for public participation, such as through websites, live stream, mobile applications, online surveys, and social media. The MBTA hopes to use these avenues of public engagement to make participation more convenient and accessible. When considering more modern forms of public communication, the MBTA must continue to ensure that we are reaching a diverse audience and providing a meaningful opportunity to share feedback by members of the public, while guaranteeing accessible forums for participation. Keeping this priority in mind, the MBTA will

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6 One such customer engagement group is the Riders’ Transportation Access Group (R-TAG) which focuses on transportation matters that affect seniors and persons with disabilities. The group is the official advisory group to the MBTA on Accessibility matters and is comprised of a nine member Executive Board and general members.
continually innovate and strive to utilize new tools, which could increase the number of public voices in important decisions.

In addition to more formal types of public events hosted by the MBTA, there are also less formal opportunities when MBTA employees go into existing community spaces to seek public input. This could take the form of attending or presenting at existing forums, doing pop-up outreach or even intercept surveys with the public. In these cases rather than hope the community comes to our meetings, we seek to engage communities where they are and in familiar settings.

**Accessibility and Public Engagement**

When planning, advertising, or hosting public meetings and/or engaging with the public, MBTA staff must be sure that everyone can fully participate, regardless of minority status, income, limited English proficiency (LEP), age, disability, and geography. This requires special consideration for meeting notices, promotion, and special accommodations.

In order to ensure that members of the public are aware of outreach and engagement events, the MBTA strives to provide notice as early and broadly as possible. The MBTA aims to post notices (flyers, signage, or web pages) at least 14 days prior to a community event. While the 14 day notice is our goal, there are instances where this is not met due to the dynamic nature of transportation projects and when tradeoffs are made to immediately respond to public concerns. Notices should include information as to how the public may participate and how the MBTA will use and respond to public feedback.

There are a number of avenues utilized by the MBTA in order to ensure broad outreach so the public may participate in community events. These outreach avenues include posted signs in public locations (transit stations, bus stops, city/town halls, libraries, community bulletin boards, etc.), local newspaper notices, social media posts, distribution through the MBTA website, and through the communication networks of our community partners. Using available data, MBTA staff identify language needs of affected communities so that project information and public meeting notices are posted in those identified languages to encourage participation from traditionally underserved populations. Utilizing these various communication methods is necessary to reach a broad demographic.

Early notice of a public event is also critical because it allows participants to plan for attendance. It also provides enough time for participants to request any needed accommodations, such as those related to a disability or limited English proficiency. The MBTA generally asks that these accommodations are requested at least 10 days in advance of the event in order to allow time to process the request.
When choosing the location for a community event, MBTA staff consider a number of factors to ensure that the location is easy to get to and accessible for those who wish to attend and participate. All community events should be located within a project’s affected community or study area, and be accessible by public transit when available. Additionally, a meeting location will ideally provide Wi-Fi. The location must also be accessible to participants with disabilities and compliant with State and Federal accessibility regulations. In order to achieve this, the MBTA must consider several factors before choosing a meeting location. Some of these requirements include, but are not limited to:

- Accessible Parking;
- Clear Paths of Travel;
- Accessible Entrances;
- Accessible Restrooms;
- Accessible Meeting Room;
- Space for Computer Assisted Real-Time Transcription (CART);
- Space and Signage for Foreign Language Interpreters;
- Adjustable Microphones and Podiums; and
- Accessible Raised Platforms.

Beyond ensuring that a public meeting is physically accessible, other accommodations must also be considered. As mentioned above, the MBTA strives to provide additional reasonable accommodations when requested. When the public has an accessibility or language accommodation request, they can make their request through a designated MBTA contact person, which should always be listed on any community event notice or flyer. Examples of specific accommodations that can be provided to individuals in order to allow them to meaningfully participate in a community event include the following:

- Documents in Alternative Formats (large print, electronic, braille or audible);
- Translated Documents;
- Assistive Listening Devices;

Whenever possible, the MBTA should have community events in locations with Wi-Fi access for two purposes. First, technology can enable some participants to engage during the meetings when they have been unable to without the use of internet-enabled services. Second, events can be video-recorded, and when possible live-streamed, to allow people to participate even when they cannot be in the location of the event.

For more information on the MassDOT Accessible Meeting Policy, including a checklist of requirements, please visit: [https://www.mass.gov/lists/massdots-ada-section-504-transition-plan](https://www.mass.gov/lists/massdots-ada-section-504-transition-plan)
• Video Remote Interpreting;
• Video and Telecommunication Voice Relay Services;
• Closed Captioning;
• Computer Assisted Real-Time Transcription (CART);
• American Sign Language (ASL) Interpreters; and
• Foreign Language Interpreters.

Planning for the language and interpretation needs of a community is important. Using available data, MBTA staff proactively identify language needs of affected communities so that project information and public meeting notices are posted in those identified languages to encourage participation from traditionally underserved groups. Additionally, the MBTA works with community partners such as elected officials and local organizations who advocate for language accommodations in their communities.

Public Engagement Regarding Fare Changes

Fare revenue makes up a significant portion of the total MBTA operating budget. In addition to state assistance, municipal assessments, and own-source revenue, fare revenue is necessary to operate the system and make capital investments to modernize transit. At times, the MBTA needs to increase fares in order to keep up with operating costs or to increase service. In addition, sometimes the MBTA changes the fare structure or adds new fare products in order to meet policy goals, like increasing ridership or shifting ridership to times or service with capacity. The MBTA recognizes that increased transportation costs have an impact on customers. The MBTA is committed to engaging our ridership in a meaningful conversation whenever we consider changing fares.

Current state law allows the MBTA to raise fares at regular, modest increments, limiting increases to once every 2 years and a cap of no more than 7% for each increase.\(^9\) When considering a biennial fare increase, the MBTA develops one or two scenarios and the associated revenue, ridership, and equity impacts. These scenarios are presented to the public for a comment period lasting for at least 21 days.

The MBTA sets up multiple channels for comment including online forms or emails, mailing address, and in person at public meetings. There is also an official public hearing for testimony. At any such hearing, the MBTA will make a formal presentation regarding the

\(^9\) As of January 1, 2017, fare increases may only take effect every two years, and not at more than 7% each increase. See An Act Relative to MBTA Fare Increases, 2015 Mass. HB 4492.
proposed fare changes, and the public will have the opportunity to provide testimony on the proposals for the public record.

The goal of the fare change public meetings is to discuss the proposed changes and solicit direct input from the public. This can be accomplished as standalone meetings or in combination with other related MBTA initiatives. The MBTA prioritizes meeting formats that allow the public to ask questions directly of MBTA leadership.

The number and location of the fare change public meetings depends on other ongoing MBTA initiatives, but locations will be selected to make sure communities most impacted by the changes have opportunities to comment while covering the MBTA service area. As with all public engagement, consideration and accommodation shall be made for accessible meetings and information dissemination, including meeting timing, location, and language equity.

MBTA staff read all fare change public comments received and create a summary for the MBTA leadership. The summary is used to make changes or revisions to the proposed scenario(s). A revised scenario is presented to the MBTA governing board with an updated revenue, ridership, and equity analysis.

The MBTA governing board will make a final vote on the proposed fare changes after considering the overall financial condition of the MBTA, ridership, revenue, and equity implications of the changes, the staff’s summary of public comments, and comments from the MBTA Advisory Board.

When the MBTA is considering major changes to the fare structure, more significant public engagement is required. Examples of changes to the fare structure are distance based or time of day pricing. These types of changes will include more types of public engagement and a longer time period to explain options and consider different scenarios. Such a process would likely include multiple stakeholder meetings, open houses, and workshops to discuss the trade-offs between policy goals. Once formal scenarios are created, the adoption process would follow a similar process to the standard fare increase public process.

Public Engagement Regarding Capital Projects

The project development process is initiated in response to an identified need in the system. Identification of this need can result from suggestions or concerns about an asset, or through corridor or area planning processes. This need identification can also occur through planning initiatives of a planning organization or arise from community, legislative, or citizen input. Public voice in lifting up needs is essential for the MBTA to continue to meet the evolving needs of the riding public.
The MBTA, in coordination with the Massachusetts Department of Transportation (MassDOT) Office of Transportation Planning, has developed a long-range investment plan to position the MBTA to meet the needs of the Greater Boston region in 2040. In developing the plan, known as Focus40, MBTA and MassDOT conducted significant research and public engagement to identify future needs for MBTA service. Through these initiatives, the public had the opportunity to influence what projects that the MBTA builds. Working with local MPOs or other planning agencies, and directly with the MBTA/MassDOT on our long range planning, is the best way to identify future transportation needs and get projects into the pipeline. Identified needs, ultimately develop into projects contained in the five-year Capital Investment Plan (CIP).

Once a project is prioritized through the CIP process for funding, individual project planning and design begins. During the planning phase, issues, impacts, and potential required approvals are identified in order to determine which design and permitting processes are applicable. Public engagement in a project should begin early in project planning and before there is a recommended course of action. For major projects, the initial public engagement process should start before design and continue at critical milestones throughout the planning process.

Public meetings are conducted during the planning phase in order to relay information to the general public and to solicit input to the project. The public meetings serve as forums at which the MBTA can learn about and respond to community concerns. Some projects, particularly those related to system maintenance and asset improvement, may not necessitate public engagement. However, progress on those initiatives should be reported out to the public regularly.

After a construction contract is awarded, a construction management plan should be developed. The permitting agencies, local authorities, businesses, and affected members of the general public need to be informed of changes in detours, traffic operations, and construction areas and activities occurring throughout the project.

Before construction activities begin, the project managers shall determine the appropriate type of public notification and participation needed. Projects result in different types of disruption to transportation and other nearby activities. For simple projects, a minimal degree

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10 The MBTA’s long range investment plan, Focus40, can be found online here: [https://www.mbtafocus40.com/](https://www.mbtafocus40.com/)
11 Capital Investment Plan can be found here: [https://www.mass.gov/service-details/capital-investment-plan-cip](https://www.mass.gov/service-details/capital-investment-plan-cip)
of public engagement may be needed. For these projects, the project owner should, at a minimum, notify abutters (in languages other than English, if appropriate) of the impending construction activity. For more complex projects, more public engagement may be needed. Monthly or quarterly stakeholder and abutter meetings may be held when the size or location of a project calls for them. In addition, the MBTA will utilize the following communication tools to share project information and receive feedback:

- MBTA website;
- Media outlets, both print and TV;
- Social media tools; and
- Public Affairs email account.

While the depth of public engagement does depend on the size, scope and complexity of a project, the MBTA values consistent and regular communication with the public, along with opportunities for the public to share their feedback at regular intervals.

**Public Engagement Regarding Service Planning & Service Changes**

The MBTA has set service objectives and standards for all MBTA services.¹² In order to meet these stated goals, and accommodate changing travel behaviors in the region, the MBTA regularly evaluates performance of its services and recommends service changes through the service planning process. The service planning process includes system-wide quarterly changes, ongoing rolling Service Plan changes, and an annual evaluation to inform the MBTA’s budget process.

Service changes can be proposed by MBTA staff or leadership, as well as members of the public, including municipalities, organizations, and customers. The common ways for the public to submit comments for a service change are through public meetings or workshops, written correspondence, the MBTA website, the MBTA customer call center, email, and Twitter. Municipalities can also submit service ideas for the MBTA to pilot through our Service Pilot process.¹³

Regardless of how Service Planning ideas are initiated, any significant change that the MBTA makes to its service will impact customers. Therefore, the MBTA must engage the public to ensure that the benefits of the proposed changes outweigh any potential downsides. Public

¹² The MBTA’s Service Delivery Policy can be found online at https://www.mbta.com/policies.
¹³ More information about the MBTA Service Pilot Process can be found online at https://www.mbta.com/policies/service-pilot-process.
engagement is always required for a Service Plan. In addition, significant changes, such as route elimination, require public engagement regardless of when the change takes place. The MBTA provides avenues for ongoing communication through its website, customer phone line, social media outlets, standing committees, and comments sent to individual MBTA employees. Service-related comments and requests are directed to the appropriate department for consideration and response. Upon request, MBTA staff will also consider attending public meetings held by municipalities or with public officials to address specific service issues. From time to time, the MBTA may conduct specific market or route-based meetings to gather direct feedback on potential service changes. This ongoing public outreach informs both the quarterly service planning process and the Service Plan process.

Once a Preliminary Service Plan is developed, the MBTA schedules one or more public meetings in appropriate locations. At these open meetings, the MBTA presents the analysis and tradeoffs behind the proposed service changes and solicits public comments on them. MBTA staff then reviews the suggestions made through public comments and considers them before presenting the final recommendations to the Board for approval. All public meetings relating to Service Planning will follow the public meeting values and principles outlined in this document.

Public Engagement in Policy Development

The MBTA develops policies to guide our decision-making in a transparent manner and inform members of the public and stakeholders what they should expect. Some policies, like those relating to Civil Rights and Title VI, are federally required. Policies like these require formal public engagement and will follow the standards outlined in this Public Engagement Plan. Other policies, like our Service Pilot Policy or Service Delivery Policy, are not federally required. Even so, the MBTA is committed to engaging our customers on issues important to the riding public. Therefore, policies like these are crafted based on input the MBTA has received through ongoing public dialogue. Customers who are potentially impacted by changes in policy will be engaged, as appropriate.

Closing

The MBTA is committed to doing our part in improving the Commonwealth’s transportation system. Meaningful, continuous, and accessible public engagement are critical components of doing so efficiently and successfully. By utilizing the strategies and methods set forth in this document, the MBTA is confident that together, we can enhance how we move.

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14 MBTA policies can be found online here: [https://www.mbta.com/policies](https://www.mbta.com/policies)
March 5, 2020 Old Colony JTC Meeting  
Agenda Item 8A  
Community Local Technical Assistance Studies

Summary

Through Task 3200 (Local Highway Technical Assistance) of the Old Colony Metropolitan Planning Organization (MPO) FFY 2020 Unified Planning Work Program, Old Colony Planning Council provides local traffic planning and technical analysis services to its member communities.

Old Colony Planning Council completed traffic analysis of Route 58 between and including the intersections Liberty Street (Route 58) at East Washington Street, and Spring Street (Route 58) at West Washington Street in Hanson. A meeting has been scheduled for Old Colony Planning Council to meet with town officials to discuss the analysis and findings, and conduct a site visit. This meeting will take place in March.

Project Status Updates

Easton
- Belmont Street (Route 123) Traffic Counts  
  Data collection planned for Spring 2020

Hanover
- Walnut Hill Neighborhood Traffic Study  
  Data collection scheduled for Summer 2020 (Tentative)

Hanson
- Route 58 Traffic Study  
  Analysis and Findings Distributed; Meeting Scheduled

Plymouth
- Intersection Traffic Study of Carver Road and Montgomery Drive  
  Data collection planned for Spring 2020

For information about local technical assistance studies prepared by OCPC, please direct inquiries to Bill McNulty (wmcnulty@ocpcrpa.org) at 508.583.1833 extension 207.

Attachment(s)  
None
Summary

The reviews on Environmental Notification Forms (ENFs), Environmental Impact Reports (EIRs), and Notices of Project Change (NPCs) staff report includes projects that are subject to Massachusetts Environmental Policy Act (MEPA) review under M.G.L. c. 30, sections 61-62H. The staff report provides information about proposed projects, proponent and MEPA points of contact, and comment period deadlines in order to provide the public with an opportunity to review and comment on any and all proposed projects. Information on the MEPA review process; project filing procedures; the staff directory; and information on current and past projects can be accessed at http://www.mass.gov/eea/agencies/mepa/.

Submitting Comments to MEPA

The Secretary of Energy and Environmental Affairs (EEA) accepts written comments on projects currently under MEPA review. Comments may be submitted electronically, by mail, via fax, or by hand delivery. Comments submitted to MEPA are public records and should be sent to the following address:

Secretary Kathleen Theoharides  
EEA, Attn: MEPA Office  
[Analyst Name], EEA No.______  
100 Cambridge Street, Suite 900  
Boston, MA 02114

Projects Currently Under Review as of February 18, 2020

EEA # 16023 - Sylvia Place Pond Dam Breach (Kingston) (DEIR)
The Sylvia Place Pond Dam is in Kingston, along the Furnace/TROUT Brook within the Stewart/Pearson Preserve. Sylvia Place Pond Dam is an intermediate-sized significant-hazard earth embankment dam that is regulated (jurisdictional) by the Department of Conservation and Recreation (DCR) Office of Dam Safety (ODS). Outfall from the Furnace/TROUT Brook discharges to the Jones River. The dam is located off Sylvia Place Road and Elm Street (Route 80), set back approximately 550 feet off the road.

Sylvia Place Pond Dam is approximately 275 feet long, and the crest is approximately 8 feet wide on average. The height of dam is approximately 20 feet, and the dam has an estimated maximum storage capacity of 47-acre-feet and a normal pool storage capacity of 28 acre-feet. The crest consists of a footpath along the vegetated shoulders with overly steep slopes. The spillway outlet control structure consists of a concrete broad-crested weir leading to an open channel with concrete/stone masonry sides and a concrete fish ladder. The spillway and fish ladder discharge to a natural channel.

The project consists of breaching the existing dam and abandoning the existing fish ladder. The restoration approach stemmed from the need to rehabilitate the deteriorating fish ladder and eroding earth embankment dam in accordance with the DCR ODS. Hydraulic modeling of the Sylvia Place Pond
Dam has been completed. With spillway capacity limited to 25 cubic feet per second (cfs), the dam is subject to potential overtopping in the event of runoff generated by a 2-year, 24-hour, or less, storm event. The Sylvia Place Pond Dam Breach Project consists of the following:

- Tree and root removal to facilitate construction access to the dam.
- Removal of a section of existing embankment near the fish ladder to lower the pond outlet.
- Plan to dewater Sylvia Place Pond to prevent downstream flooding during construction.
- Use of excavated material to fill in and abandon the existing fish ladder and spillway.
- Hydro seeding the exposed pond edge.
- Creating an open channel to connect the lowered pond to the existing inlet stream, which feeds Bryant Mill Pond.
- Erosion control by grading the new channel and stabilizing with a riprap base under natural streambed material.
- Regrading and extending the interconnecting channel between Russell Pond and Sylvia Place Pond to maintain fish passage.

Since filing the Expanded Environmental Notification Form in April 2019, the following modifications have been made to the proposed work:

- The preferred alternative for the access road route has been modified. Following the MEPA site visit and a site visit with the property owners of #269 Elm Street and #24 Sylvia Place Road, Alternative D, entering the site from #24 Sylvia Place Road and utilizing the former ice road was established as the preferred alternative since it would reduce impacts to the wetland resource areas and minimize clearing and grading. This route will require a temporary construction easement or license agreement with the property owner of #24 Sylvia Place Road, as it requires the access road to be partially constructed on private property. Wildlands Trust is currently coordinating this easement with the property owner.
- A gravity bypass system will be used to drawdown Sylvia Place Pond rather than a pumped system. The system includes a 36-inch bypass pipe with a screened inlet and dissipater on the outlet at Bryant Mill Pond. The gravity bypass system will reduce impacts to fish passage during construction activities.
- The project plans now include work on the existing interconnecting channel between Russell Pond and Sylvia Place Pond. The interconnection will be re-graded and extended to allow for fish passage to Russell Pond once Sylvia Place Pond is lowered.
- The project plans now include an access road from Sylvia Place Pond Dam to the Russel Pond interconnecting channel work.

Comments Due: 03/12/2020
For Copies: Sarah Price (617) 657-0287
MEPA Analyst: Erin Flaherty (617) 626-1128

**MEPA Certificates**

None
March 5, 2020 Old Colony JTC Meeting
Agenda Item 8C
Regional Concerns and Local Community Transportation Issues

Summary

Regional Concerns and Local Community Transportation Issues Discussion.

Attachment(s)
None