NOTICE OF MEETING
10:00 A.M., Tuesday, February 18, 2020
Old Colony Planning Council (OCPC)
70 School Street, Brockton, MA

REVISED AGENDA

1. Call to Order and Introductions

2. Public Comments

3. Minutes of January 21, 2020 Old Colony MPO Meeting

4. Brockton Area Transit (BAT) Report

5. MassDOT District 5 Update on Projects Under Design or Construction

6. Draft Barnstable Urbanized Area (UZA) Coordination Memorandum of Understanding (MOU)
   ▪ Review and Potential Endorsement

7. FFY 2020-2024 Old Colony Transportation Improvement Program (TIP) Adjustments and/or Amendments
   ▪ Amendment 1 - Review and Potential Endorsement
   ▪ Amendment 2 - Review and Potential Release to Public Review and Comment Period

8. Development of FFY 2021-2025 Old Colony Transportation Improvement Program (TIP)
   ▪ Universe of Projects and Results of TIP Readiness Day

9. 2020 Old Colony Annual Title VI Report

10. Administrative Matters, Other Business, and Date and Time of Next Meeting(s)
    ▪ Old Colony MPO Transportation Planning Certification Review

11. 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 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.
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. Such services include documents in alternate 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 Mary Waldron at 508-583-1833 Extension 202.

- 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 yon 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.
Summary

The Old Colony MPO is respectfully asked to consider approval of the January 21, 2020 Old Colony MPO Meeting Minutes.
OLD COLONY METROPOLITAN PLANNING ORGANIZATION (MPO)

Meeting Minutes of the Old Colony MPO Meeting, January 21, 2020 - 10:00 A.M.
At Old Colony Planning Council, 70 School Street, Brockton, MA

Signatories Present:
Robert Sullivan, Mayor, City of Brockton
James Downey, Representing Chairman Kenneth Tavares, Plymouth Board of Selectmen
Eldon Moreira, Vice-Chairman, West Bridgewater Board of Selectmen
Dan Salvucci, Vice-Chairman, Whitman Board of Selectmen
David Mohler, Representing Stephanie Pollack, Secretary and CEO, MassDOT
Pam Haznar, Representing Jonathan L. Gulliver, Administrator, MassDOT Highway Division
Michael Lambert, Administrator, Brockton Area Transit Authority (BAT)
Mary Waldron, Representing Christine Joy, President, OCPC

Others Present:
Councilor Jack Lally, Brockton City Council
Michele Grenier, Hanover
Joe Scardino, Stoughton
Tegin Teich, Boston MPO
Brandon Wilcox, FHWA
Ben Muller, MassDOT
Barbara Lachance, MassDOT District 5
Shawn Bailey, OCPC
Paul Chenard, OCPC
Ray Guarino, OCPC
Bruce Hughes, OCPC
Charles Kilmer, OCPC
Bill McNulty, OCPC
Kyle Mowatt, OCPC
Jimmy Pereira, OCPC

1. Call to Order and Introductions

Chairperson David Mohler called the meeting to order at 10:02 A.M. and then read the meeting accessibility statement, and the Title VI Notice of Protection Statement. Those in attendance then introduced themselves.

2. Public Comments

There were no public comments at this time.

3. Minutes of the November 19, 2019 Meeting

Chairperson Mohler asked the MPO Members for comments or changes regarding the minutes of the November 19, 2019 meeting.
There being no changes, the Old Colony MPO then endorsed the minutes of the November 19, 2019 Old Colony MPO Meeting.

4. Brockton Area Transit (BAT) Report

Michael Lambert stated that BAT has received grants to continue the Stoughton/Avon Service and the Rockland Flex Route. BAT is seeking to extend the Rockland Flex Route to the downtown area and also to the Park & Ride.

BAT has received funding from MassDOT for three Discretionary Grants. The first grant will be for automatic passenger counters on the BAT buses. The second will be for a mobile ticketing option. The third grant will be for feasibility of a potential transit connection between Brockton and Taunton.

5. MassDOT District 5 Update on Projects Under Design or Construction

Pam Haznar provided an update on projects under design or construction. They are as follows:

Pembroke - Resurfacing and Related Work on Route 53
- Programmed in FFY 2020
- Advertised for construction bids and the bid opening is scheduled for March 2020

Brockton - Corridor Improvements on Route 123 (Belmont Street), from Angus Beaton Drive to West Street
- Programmed in FFY 2020
- At 100% Design and the PS&E is due in February 2020

Brockton, Bridgewater, Raynham - Pavement Preservation and Related Work on Route 24
- Programmed in FFY 2020
- At 75% Design

Kingston - Systematic Bridge Preservation, K-01-011 (AGD), Route 3 Over Jones River
- Advertised and bid opening scheduled for February 2020

Easton - Corridor Improvements on Depot Street (Route 123), from Newell Circle to Washington Street (Route 138)
- Programmed in FFY 2021
- 100% Design due in February 2020

Stoughton - Improvements at Richard L. Wilkins Elementary School (SRTS)
- Programmed in FFY 2021
- Waiting to have Design Public Hearing

Avon - Intersection Improvements at Harrison Boulevard and Pond Street
- Programmed in FFY 2021
- At 100% Design
Brockton - Intersection Improvements @ Crescent Street (Route 27)/Quincy Street/Massasoit Boulevard  
- Programmed in FFY 2022  
- No Update

Stoughton - Intersection Improvements and Related Work at Central Street, Canton Street and Tosca Drive  
- Programmed in FFY 2022  
- Design Public Hearing was held in October 2019, and the 75% Design is due in February 2020

Brockton & Abington - Pedestrian and Bicycle Improvements on Route 123  
- Less than 25% Design

Brockton - Intersection Improvements at Centre Street (Route 123) and Plymouth Street  
- Programmed in FFY 2023  
- Less than 25% Design

Pembroke - Rehabilitation of Route 36 (Center Street) from Route 27 to Route 14  
- Programmed in FFY 2023  
- PS&E has been received by MassDOT

Stoughton - Corridor Improvements on Route 138  
- Programmed in FFY 2024  
- At 25% Design

Dan Salvucci stated that at Route 14/18 Intersection in Whitman that there needs to be stop lines on the pavement for cars to give trucks more turning room.

6. Draft Barnstable Urbanized Area (UZA) Coordination Memorandum of Understanding (MOU)  
   - Review and Discussion

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 comprehensive (3C) transportation planning process across the three MPOs of the Barnstable Urbanized Area. The MOU addresses the division of responsibilities related to the coordination requirements referenced in the regulations. More specifically and to an appropriate extent, the agreement addresses coordination of the following areas: data collection/sharing and analysis, including planning assumptions for population growth, employment, and land use; coordinated decision-making, i.e., for key transportation assets/services spanning MPO boundaries; dispute resolution; congestion management process; performance-based planning, reporting, and target-setting.

The Old Colony MPO is respectfully asked to review the Draft 2020 Barnstable UZA Coordination MOU and then consider endorsement of said Draft MOU in February 2020.
OLD COLONY METROPOLITAN PLANNING ORGANIZATION (MPO)

7. FFY 2020-2024 Old Colony Transportation Improvement Program (TIP) Adjustments and/ or Amendments
   • Adjustment 1 - Review and Potential Endorsement
   • Amendment 1 - Review and Potential Release to Public Review and Comment Period

ADJUSTMENT 1

Ben Muller stated that the Raynham - Bridgewater - West Bridgewater-Brockton - Pavement Preservation and Related work on Route 24 (608820) ($19,753,431) (NHPP) Project would be moving out of the Old Colony MPO TIP and into the Statewide TIP (STIP).

Chairperson Mohler asked if there is a motion to endorse Adjustment 1. A motion was made and was seconded.

The Old Colony MPO voted unanimously to endorse Adjustment 1.

AMENDMENT 1

Charles Kilmer reported that 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)
   o AMENDMENT: ADD PROJECT - BUY REPLACEMENT <30 FT BUS (6)
   o COST IS $406,800 ($325,440 FEDERAL; $81,360 STATE)

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

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

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)
   - AMENDMENT: ADD PROJECT - BUY REPLACEMENT VAN (7)
   - COST IS $474,600 ($379,680 FEDERAL; $94,920 LOCAL)

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

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

Chairperson Mohler asked if there is a motion to release Amendment 1 to a public review and comment period. A motion was made and was seconded.

The Old Colony MPO voted unanimously to release Amendment 1 to a public review and comment period.

8. Main Street Corridor Study (Brockton) - Status Report

Ray Guarino provided a state report on the Main Street Corridor Study (Brockton). The study commenced in fall 2019 with the data collection phase, (compilation of crashes, peak hour turning movement counts at key locations, and documentation of existing physical conditions such as signal and traffic control operations and signage). The study's public outreach is also underway with the solicitation of input from key stakeholders and an online survey. Background information on ongoing and planned development along the corridor is also being compiled and reviewed (such as the new downtown parking garage and the plans to revert the one-way system to two-way). A public workshop will be scheduled in the latter part of January or the beginning of February to garner further public input.

Dan Salvucci stated that parking for businesses is an issue in Whitman. Whitman paved the area behind the businesses so employees do not park on the street. Discussion followed.

9. Route 139 Study (Hanover) - Status Report

Bill McNulty provided a status report on the Route 139 Corridor Study (Hanover). To date, all traffic data has been collected and processed for the Route 139 Corridor Study. Next steps include forecasting future conditions, including anticipated increased trip generation from nearby developments, and working with the Town on preferred alternatives for traffic control and flow. Meetings with the Town and MassDOT will take place in February and March, including a presentation to the public on initial findings. Development of this Corridor Study is on schedule, and a release of a final report to the Town and MassDOT is anticipated late spring or early summer.

10. Administrative Matters, Other Business, and Date and Time of Next Meeting(s)
Brandon Wilcox provided an update on the status of the Certification Review. The federal team is in the process of preparing the draft report. The draft report will be shared likely later in January.

Mary Waldron thanked Mayor Robert Sullivan for attending the Old Colony MPO Meeting.

Mayor Robert Sullivan thanked everybody for the warm welcome. Mayor Sullivan then stated that he is proud to be the new Mayor of the City of Brockton and he is looking forward to working with everyone on improving the City of Brockton, and also collaborating with the communities across the region.

The next meeting of the Old Colony MPO will be held on February 18, 2020.

11. Adjournment

Chairperson Mohler adjourned the meeting at 10:47 AM.

Respectfully submitted,

Kyle Mowatt
Kyle Mowatt, Transportation Planner

List of Documents for the January 21, 2020 Old Colony MPO Meeting
1. Minutes of November 19, 2019, Old Colony MPO Meeting
2. Staff Report for January 21, 2020 Old Colony MPO Meeting Agenda Items
February 18, 2020 Old Colony MPO Meeting
Agenda Item 4
Brockton Area Transit Authority (BAT) Report

Summary

Brockton Area Transit to provide update.
MassDOT District 5 Briefing on Projects Under Design or Construction

Summary

MassDOT District 5 to provide update.

Attachment(s)

None
Summary

With the 2010 US Census Urbanized Area Designations, the Barnstable Urbanized Area (UZA) includes three (3) MPOs in Massachusetts (Cape Cod, Old Colony, and Southeastern Massachusetts).

The 2020 Barnstable Urbanized Area Coordination Memorandum of Understanding (MOU) provides the framework for a continuing, cooperative, and comprehensive (3C) transportation planning process across the three MPOs of the Barnstable Urbanized Area. The MOU was developed in cooperation with MassDOT, the MPOs and the public transportation providers within the UZA, and is reflective of the 2010 Census and the requirements at 23 CFR 450.312(h) and 450.314.

The 2020 Barnstable Coordination MOU addresses the division of responsibilities related to the coordination requirements referenced in the regulations. More specifically and to an appropriate extent, the agreement addresses coordination of the following areas: data collection/sharing and analysis, including planning assumptions for population growth, employment, and land use; coordinated decision-making, i.e., for key transportation assets/services spanning MPO boundaries; dispute resolution; congestion management process; performance-based planning, reporting, and target-setting.

The Old Colony MPO is respectfully asked to review and discuss the 2020 Barnstable Urbanized Area Coordination Memorandum of Understanding, and then consider endorsement of said MOU.

Attachment(s)
2020 Barnstable Urbanized Area (UZA) Coordination Memorandum of Understanding (MOU), January 27, 2020
MEMORANDUM of UNDERSTANDING

by and among

CAPE COD METROPOLITAN PLANNING ORGANIZATION,
OLD COLONY METROPOLITAN PLANNING ORGANIZATION,
SOUTHEASTERN MASSACHUSETTS METROPOLITAN PLANNING ORGANIZATION,

Commonwealth of Massachusetts Department of Transportation (MassDOT),

and

Cape Cod Regional Transit Authority (CCRTA),
Greater Attleboro Taunton Regional Transit Authority (GATRA),

concerning

THE EFFECT of the URBANIZED AREA DESIGNATIONS of the 2010 CENSUS
on COORDINATION
among METROPOLITAN PLANNING ORGANIZATIONS, STATES, and PUBLIC
TRANSPORTATION OPERATORS

WHEREAS, the Metropolitan Planning Organizations (MPOs), States, and public transportation operators, hereinafter referred to as the “Parties,” having responsibility for portions of the Barnstable Town Urbanized Area (UZA), conduct a continuing, comprehensive, and cooperative (3C) multimodal transportation planning process as provided for by the Fixing America’s Surface Transportation (FAST) Act of 2015 and its provisions under Title 23 U.S. Code of Federal Regulations (CFR) and Title 49 U.S. CFR; and

WHEREAS, the Barnstable Town Urbanized Area, hereinafter referred to as the “UZA,” has been expanded as a result of the 2010 Decennial Census, and now contains or extends into three contiguous existing Metropolitan Planning Areas (MPAs) in Massachusetts; and

WHEREAS, the UZA has a population of over 200,000 individuals and is designated as a Transportation Management Area (TMA). As such, the transportation planning processes of MPOs within the UZA are subject to review and certification by the FHWA and FTA once every four years.

1 The term “metropolitan planning area” or “MPA” is used to describe the geographic area determined by agreement between the MPO for the area and the Governor, in which the metropolitan transportation planning process is carried out.
WHEREAS, the Parties seek to participate in this memorandum of understanding (MOU), to the extent that it is not in conflict with any law, existing agreement or procedure, to effectively coordinate the metropolitan planning processes for the transportation system within the UZA.

WHEREAS, if more than one MPO has been designated to serve the UZA, there shall be a written agreement among the MPOs, States, and public transportation operators describing how the metropolitan planning processes will be coordinated to assure the development of consistent metropolitan transportation plans and transportation improvement programs across MPA boundaries, particularly in cases where a proposed transportation investment extends across the boundaries of more than one MPA. The planning processes for affected MPOs should, to the maximum extent possible, reflect coordination of data collection, analysis, and planning assumptions across MPA boundaries; and

WHEREAS, more than one MPO serves the UZA, the MPOs, States, and the providers of public transportation shall jointly agree upon and develop specific written provisions for cooperatively developing and sharing information related to transportation performance data, the selection of performance targets, the reporting of performance targets, the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO(s), and the collection of data for their State asset management plan for the National Highway System (NHS); and

NOW, THEREFORE, the Parties agree as follows:

**Article 1. Transportation Planning and Coordination Responsibilities**

**General Agreement**

1. Each MPO retains responsibility and authority for the metropolitan planning process carried out in its MPA.

2. The Parties recognize an obligation to cooperate in coordinating planning matters of shared interest across MPA boundaries within the UZA for consistency in the development of metropolitan transportation plans (MTPs), Transportation Improvement Programs (TIPs), and for the coordination of Unified Planning Work Program (UPWP) activities.

3. If inconsistencies or conflicts arise, the relevant parties shall meet and employ their best efforts to develop a satisfactory resolution. (See Article 2.)
Responsibilities of All Parties

4. Share available information, such as GIS layers, shapefiles, databases, and other applicable electronic data along common boundaries for the purpose of travel demand model development, calibration, and other analytical applications as requested, practicable, and subject to agency-level policies, procedures, and agreements.

5. Coordinate the collection and analysis of data regarding travel patterns to, through, and among adjacent MPAs. Examples include traffic counts, household surveys, “big data” acquisition (e.g., cell phone origin-destination data or travel speed data).

6. Share and coordinate the latest estimates, projections, and planning assumptions related to population growth, employment, land use, travel, transit, congestion, and economic activity for long-range planning applications, such as congestion management processes.

7. Exchange information and expertise in matters of mutual concern - this includes each agency ensuring the notification of, and participation in, meetings concerned with matters of mutual interest, and collaboration on projects and studies with other parties that share transportation corridors, service routes, and assets spanning MPA boundaries.

State DOT Responsibilities

8. Coordinate with relevant State DOTs and MPOs concerning the collection of performance data, the selection of performance targets, the reporting of targets and actual achievement of performance related to those targets, for the applicable Congestion Mitigation and Air Quality (CMAQ) performance measures. Specific performance management concerns for the UZA include, but are not limited to the following:

a. Coordinating with relevant State DOTs and MPOs serving portions of the NHS network within the UZA, as indicated by FHWA’s Congestion Mitigation Air Quality (CMAQ) Traffic Congestion Measure Applicability Table (https://www.fhwa.dot.gov/environment/air_quality/cmag/measures/cmaq_applicability/page04.cfm), to ensure consistent use of reporting segments and travel time data sets to calculate travel time-based measures.

b. Coordinating with relevant State DOTs and MPOs concerning a common data collection method to be used for the Percent of Non-SOV Travel measure in portions of the UZA containing the NHS network.

c. Coordinating with relevant State DOTs and MPOs to establish single UZA targets that represent performance of the NHS network for each of the following measures: 1) Annual Hours of Peak Hour Excessive Delay (PHED); and 2) Percent Non-SOV Travel.
d. Establishing joint procedures for coordinated target setting and reporting in the UZA for congestion mitigation and air quality (CMAQ) Traffic Congestion Measures and other performance measures, as needed.

e. Sharing baseline, progress, and full performance period reports pertaining to Traffic Congestion and Air Quality performance measures and targets.

9. Coordinate strategies to maintain transportation investments spanning State boundaries within the UZA.

10. Forecast and allocate funding for transportation planning and programming in the portion of the UZA within the State.

**MPO Responsibilities**

11. Coordinate CMAQ Traffic Congestion Measure performance requirements applicable to the UZA with adjoining MPOs and the State DOT. MPO coordination activities should include, but are not limited to:

   a. Coordinating with relevant State DOTs and MPOs serving portions of the UZA with NHS segments, as indicated by FHWA’s Congestion Mitigation Air Quality (CMAQ) Applicability Table [https://www.fhwa.dot.gov/environment/air_quality/cmaq/measures/cmaq_applicability/page04.cfm](https://www.fhwa.dot.gov/environment/air_quality/cmaq/measures/cmaq_applicability/page04.cfm), to ensure consistent use of reporting segments and travel time data sets to calculate travel time-based measures.

   b. Coordinating with relevant State DOTs and MPOs concerning a common data collection method to be used for the Percent of Non-SOV Travel measure in portions of the UZA with NHS segments.

   c. Coordinating with relevant State DOTs and MPOs to establish a single UZA target that represents performance of the NHS for both Annual Hours of Peak Hour Excessive Delay (PHED) and Percent Non-SOV Travel performance measures.

   d. Reporting progress toward target achievement as required by the relevant State DOT and sharing with MPOs and public transportation operators, as requested.

12. Conduct cross-boundary coordination of matters affecting the Congestion Management Process, including monitoring activities and the sharing of relevant data (i.e. traffic counts, park and ride facilities, and transit use to and from adjoining MPAs.)

13. Coordinate strategies to maintain transportation investments spanning MPO boundaries within the UZA.

14. **TMA Requirements**: The transportation planning processes of MPOs within the UZA are subject to TMA requirements at 23 CFR 450.336(b), administered by the FHWA and FTA at least once every four years. Where the UZA overlaps into an adjacent MPA serving another urbanized area that
is not a designated TMA, the adjacent urbanized area shall not be treated as a TMA. The MPO parties under this agreement with MPA boundaries that include a portion of the UZA are responsible for meeting the TMA requirements, as they apply to the transportation planning process for that portion of the UZA.

15. Air Quality: The roles and responsibilities of the Massachusetts MPOs concerning transportation conformity have been fully described in the current Massachusetts Air Quality Memorandum of Understanding, dated September 16, 2019. This agreement is among the Massachusetts Department of Environmental Protection (DEP), MassDOT, and Massachusetts MPOs with planning areas that include nonattainment or maintenance areas, as designated by the U.S. Environmental Protection Agency (EPA).

Regional Transit Authority (RTA) Responsibilities

16. Coordinate with relevant MPOs as appropriate to share service information, ridership data, and other data for use in the planning process, including in the congestion management process.

17. Coordinate with relevant MPOs on planning and programing for investments, including services, that cross MPA boundaries.

Article 2. Process for Dispute Resolution

Process for Dispute Resolution

Each Party will ensure appropriate cooperation and consultation on plans, programs, and projects affecting two or more parties. If inconsistencies or conflicts arise, the Parties shall meet and employ their best efforts to develop a satisfactory resolution at the lowest staff level possible and in a timely manner. Disputes not resolved at the staff level will be addressed at the executive level. After exhausting all efforts to address an unresolved matter, the Parties in dispute agree to apprise the respective FHWA and FTA authorities.

Article 3. Amendment, Termination, and Supersession of Agreement

The MassDOT, on behalf of the Parties hereto, is the designated custodian of this MOU. As such, MassDOT shall be responsible for coordinating reviews and executing all amendments, including discussion and consultation forums related to its content.

This MOU will be reviewed at least once every four years.

This MOU may be amended, whenever deemed appropriate, by endorsement of all Parties. Any party to this MOU may propose an amendment at any time. The Parties agree to consult to determine the extent and appropriateness of such proposed amendments.

This MOU does not replace or supersede any existing planning agreement, or portion thereof, unless otherwise stated herein.
CERTIFICATION OF THE URBANIZED AREA DESIGNATIONS of the 2010 CENSUS on COORDINATION among METROPOLITAN PLANNING ORGANIZATIONS, STATE DEPARTMENTS OF TRANSPORTATION and PUBLIC TRANSPORTATION OPERATORS

This document certifies that the below signatories hereby endorse the 2019 Memorandum of Understanding concerning The Effect of the Urbanized Area Designations of the 2010 Census on Certification Requirements and Coordination of Metropolitan Planning Organizations.

Stephanie Pollack, Secretary and CEO
Massachusetts Department of Transportation (MassDOT);
Chair, Cape Cod Metropolitan Planning Organization (CCMPO);
Old Colony Metropolitan Planning Organization (OCMPO); and
Southeastern Massachusetts Metropolitan Planning Organization (SMMPO)

Thomas Cahir, Administrator
Cape Cod Regional Transit Authority (CCRTA)

Frank Gay, Administrator
Greater Attleboro Taunton Regional Transit Authority (GATRA)
February 18, 2020 Old Colony MPO Meeting

Agenda Item 7

FFY 2020-2024 Transportation Improvement Program (TIP)

Amendments and/ or Adjustments

- Amendment 1 - Review and Potential Endorsement
- Amendment 2 - Review and Potential Release to Public Review and Comment Period

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 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.

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)

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

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

6. SOUTH SHORE COMMUNITY ACTION COUNCIL (SSCAC)
   - AMENDMENT: ADD PROJECT - BUY REPLACEMENT VAN (7)
   - COST IS $474,600 ($379,680 FEDERAL; $94,920 LOCAL)
7. **TOWN OF PLYMPTON**
   - AMENDMENT: ADD PROJECT - BUY VAN FOR SVC EXPANSION (1)
     - COST IS $125,600 ($100,480 STATE; $25,120 LOCAL)

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

**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)
   o AMENDMENT: INCREASE COST - BUY REPLACEMENT 40-FT BUS (4) EQUIPMENT
   o COST IS $2,250,000 (+$100,000) ($1,800,000 (+$80,000) FEDERAL; $450,000 (+$20,000) STATE)
## Project List (FY2020)

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<th>Project Number</th>
<th>Transit Agency</th>
<th>FTA Activity Line Item</th>
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5309

Subtotal | $0 | $0 | $0 | $0 | $0 |

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5311

Subtotal | $0 | $0 | $0 | $0 | $0 |

5337

Subtotal | $0 | $0 | $0 | $0 | $0 |

5339

Subtotal | $0 | $0 | $0 | $0 | $0 |

5320

Subtotal | $0 | $0 | $0 | $0 | $0 |

Other Federal

Subtotal | $0 | $0 | $0 | $0 | $0 |

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Total | $2,221,120 | $840,432 | $0 | $355,688 | $3,417,240 |
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<td>300901</td>
<td>OPERATING ASSISTANCE - Operating/PM/ADA</td>
<td>2016 - $2,500,000; 2020 - $1,098,598</td>
<td>$2,500,000</td>
<td>$2,500,000</td>
<td>$0</td>
<td>$0</td>
<td>$5,000,000</td>
</tr>
<tr>
<td>5307</td>
<td>RTD0007905</td>
<td>Brockton Area Transit Authority</td>
<td>111201</td>
<td>BUY REPLACEMENT 40-FT BUS (4)</td>
<td>2016 - $1,658,584; 2017 - $450,000</td>
<td>$1,658,584</td>
<td>$450,000</td>
<td>$0</td>
<td>$0</td>
<td>$2,250,000</td>
</tr>
</tbody>
</table>

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.**
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>Proposed FFY in 2021-2025</th>
<th>TIP DAY FFY</th>
<th>PROJECT ID#</th>
<th>PROJECT DESCRIPTION</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>
</tr>
</thead>
<tbody>
<tr>
<td>2021 2021</td>
<td>607217</td>
<td>EASTON - ROUTE 123 (DEPOT STREET) RECONSTRUCTION FROM NEWELL CIRCLE TO ROUTE 138</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 75</td>
<td>Approved by PRC November 15, 2012; CMAQ Eligibility Approved June 24, 2015.</td>
<td>38.89</td>
<td>123062.633</td>
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<tr>
<td>2022 2022</td>
<td>606439</td>
<td>BROCKTON - INTERSECTION-IMPROVEMENTS @ CRESCENT STREET (ROUTE 27/ QUINCY STREET)/ MASSAGETT BOULEVARD</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 25</td>
<td>Approved by PRC October 14, 2010; CMAQ Eligibility Approved March 11, 2010; RSA conducted June 17, 2013</td>
<td>40.83</td>
<td>94824.345</td>
</tr>
<tr>
<td>2023 2024</td>
<td>606852</td>
<td>BROCKTON - ROUTE 123 (CENTRE STREET) AT PLYMOUTH STREET SIGNALIZATION AND GEOMETRIC IMPROVEMENTS</td>
<td>$1,500,000</td>
<td>$1,560,000</td>
<td>$1,620,000</td>
<td>$1,680,000</td>
<td>$1,740,000</td>
<td>STP/CMQ/HSIP Pre-25</td>
<td>Approved by PRC March 15, 2018</td>
<td>44.06</td>
<td>79682.882</td>
</tr>
<tr>
<td>2025</td>
<td></td>
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<td>2/1/2020</td>
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</tr>
</tbody>
</table>

TOTAL PROGRAMMED BY FFY: $10,117,515 $8,539,741 $10,425,817 $8,839,835 $0
TOTAL REGIONAL FUNDING TARGET BY FFY: $11,094,741 $11,320,657 $11,567,910 $11,719,527 $11,445,933
BALANCE: $977,226 $2,780,916 $1,142,093 $2,879,692 $11,445,933

### 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>Proposed FFY in 2021-2025</th>
<th>TIP DAY FFY</th>
<th>PROJECT ID#</th>
<th>PROJECT DESCRIPTION</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>
</tr>
</thead>
<tbody>
<tr>
<td>2021 2021</td>
<td>608086</td>
<td>AVON - INTERSECTION-IMPROVEMENTS AT HARRISON BOULEVARD AND POND STREET</td>
<td>$5,136,114</td>
<td>$5,341,559</td>
<td>$5,547,003</td>
<td>$5,752,448</td>
<td>$5,957,892</td>
<td>STP/CMAQ 100</td>
<td>Approved by PRC November 6, 2014; CMAQ Eligibility Approved November 10, 2014; RSA conducted July 14, 2016.</td>
<td>45.56</td>
<td>989900.450</td>
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<tr>
<td>2021 2021</td>
<td>608496</td>
<td>AVON - STOUGHTON - PAVEMENT PRESERVATION AND RELATED WORK ON ROUTE 24</td>
<td>$6,072,020</td>
<td>$6,314,880</td>
<td>$6,557,760</td>
<td>$6,800,640</td>
<td>$7,043,520</td>
<td>NHP Pre-25</td>
<td>Approved by PRC February 12, 2016</td>
<td>44.72</td>
<td>Qualitative</td>
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<tr>
<td>2021 2021</td>
<td>608829</td>
<td>STOUGHTON - IMPROVEMENTS AT RICHARD WILKINS ELEMENTARY SCHOOL (SRTS)</td>
<td>$2,898,176</td>
<td>$3,014,103</td>
<td>$3,130,030</td>
<td>$3,245,957</td>
<td>$3,361,886</td>
<td>SRTS 75</td>
<td>Approved by PRC March 23, 2017</td>
<td>44.17</td>
<td>Qualitative</td>
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<tr>
<td>2024 2024</td>
<td>609435</td>
<td>FLYMPTON-BRIDGE REPLACEMENT, WINNETUXET ROAD OVER WINNETUXET RIVER</td>
<td>$2,223,024</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>STP-BR-OFF Pre-25</td>
<td>Approved by PRC April 18, 2019</td>
<td>Qualitative</td>
<td>2019</td>
</tr>
</tbody>
</table>

TOTAL STATEWIDE FUNDS PROGRAMMED BY FFY: $14,106,290 $0 $0 $2,223,024 $0

### TABLE 3: FFY 2021-2025 OLD COLONY TIP PROJECTS WITH YEAR OF EXPENDITURE (YOE) INFLATION - STATEWIDE FUNDED PROJECTS
<table>
<thead>
<tr>
<th>POTENTIAL FFY</th>
<th>TIP DAY FFY</th>
<th>PROJECT ID#</th>
<th>PROJECT DESCRIPTION</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 CO₂ per Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>2025</td>
<td>609460</td>
<td>ABINGTON - INTERSECTION IMPROVEMENTS AT HANCOCK STREET AND CHESTNUT STREET</td>
<td>$2,506,200</td>
<td>$2,601,108</td>
<td>$2,720,216</td>
<td>$2,900,224</td>
<td>$3,080,232</td>
<td>STP Pre-25</td>
<td>Approved by PRC April 18, 2019</td>
<td>61.06</td>
<td>TBD</td>
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<td></td>
</tr>
<tr>
<td>2025</td>
<td>607818</td>
<td>BROCCTON - IMPROVEMENTS AND RELATED WORK ON CRESCENT STREET (ROUTE 27), INCLUDING REPLACEMENT OF GROVE STREET BRIDGE, 8-21-005, OVER SALISBURY PLAIN RIVER</td>
<td>$6,200,001</td>
<td>$6,448,001</td>
<td>$6,696,001</td>
<td>$6,944,001</td>
<td>$7,192,001</td>
<td>STP/ CMAQ 25</td>
<td>Approved by PRC June 9, 2016; RSA conducted September 23, 2015; CMAQ Eligibility Approved April 12, 2017</td>
<td>50.39</td>
<td>TBD</td>
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<tr>
<td>2025</td>
<td>609410</td>
<td>BROCCTON - INTERSECTION IMPROVEMENTS AND RELATED WORK AT CENTRE STREET (ROUTE 123), CARY STREET AND LYMAN STREET</td>
<td>$2,520,000</td>
<td>$2,620,800</td>
<td>$2,721,600</td>
<td>$2,822,400</td>
<td>$2,923,200</td>
<td>STP Pre-25</td>
<td>Approved by PRC April 18, 2019</td>
<td>48.89</td>
<td>TBD</td>
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<tr>
<td>2025</td>
<td>606002</td>
<td>DUXBURY - SIGNAL INSTALLATION @ ROUTE 3 (NB &amp; SB) RAMPS &amp; ROUTE 3A (TREMONT STREET)</td>
<td>$2,400,000</td>
<td>$2,496,000</td>
<td>$2,592,000</td>
<td>$2,688,000</td>
<td>$2,784,000</td>
<td>STP Pre-25</td>
<td>Approved by PRC February 11, 2010</td>
<td>38.22</td>
<td>52658.589</td>
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<tr>
<td>2025</td>
<td>608195</td>
<td>EASTON - CORRIDOR IMPROVEMENTS ON ROUTE 138 INCLUDING INTERSECTION IMPROVEMENTS AT ROUTE 138 (WASHINGTON STREET) AND OLIVER STREET</td>
<td>$5,137,918</td>
<td>$5,343,435</td>
<td>$5,548,951</td>
<td>$5,754,468</td>
<td>$5,959,985</td>
<td>STP/ CMAQ 25</td>
<td>Approved by PRC February 11, 2016; CMAQ Eligibility Approved November 10, 2016</td>
<td>42.89</td>
<td>283504.374</td>
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<td>2025</td>
<td>608585</td>
<td>EASTON - RESURFACING AND RELATED WORK ON ROUTE 138 (ROOSEVELT CIRCLE TO STOUGHTON TOWN LINE EXCLUDING THE SECTION FROM SOMERSET STREET TO UNION STREET)</td>
<td>$4,025,000</td>
<td>$4,186,000</td>
<td>$4,347,000</td>
<td>$4,508,000</td>
<td>$4,669,000</td>
<td>STP Pre-25</td>
<td>Approved by PRC June 9, 2016</td>
<td>38.72</td>
<td>TBD</td>
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<tr>
<td>2025</td>
<td>604906</td>
<td>EASTON - ROUTE 138 &amp; TURNPIKE STREET INTERSECTION SIGNALIZATION AND GEOMETRIC IMPROVEMENTS</td>
<td>$1,440,000</td>
<td>$1,497,600</td>
<td>$1,555,200</td>
<td>$1,612,800</td>
<td>$1,670,400</td>
<td>STP Pre-25</td>
<td>Approved by PRC November 18, 2013; RSA held October 2, 2017</td>
<td>35.83</td>
<td>2,470.575</td>
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<tr>
<td>2025</td>
<td>607715</td>
<td>HANOVER - RESURFACING &amp; RELATED WORK ROUTE 55</td>
<td>$1,610,000</td>
<td>$1,674,400</td>
<td>$1,738,800</td>
<td>$1,803,200</td>
<td>$1,867,600</td>
<td>STP Pre-25</td>
<td>Approved by PRC October 1, 2013</td>
<td>38.22</td>
<td>TBD</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2025</td>
<td>608566</td>
<td>HANSON - CORRIDOR IMPROVEMENTS ON ROUTE 14 (MASQUIN STREET), FROM THE PEMBROKE T.L. TO INDIAN HEAD STREET AND RELATED WORK</td>
<td>$11,109,530</td>
<td>$11,535,911</td>
<td>$11,998,292</td>
<td>$12,442,673</td>
<td>$12,887,054</td>
<td>STP 25</td>
<td>Approved by PRC March 23, 2017</td>
<td>38.22</td>
<td>12255.790</td>
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</tr>
<tr>
<td>2025</td>
<td>608615</td>
<td>KINGSTON- BRIDGE REPLACEMENT, 9-01-014, SMITHS LANE OVER ROUTE 3 (PILGRIM HIGHWAY)</td>
<td>$12,788,200</td>
<td>$13,299,520</td>
<td>$13,811,840</td>
<td>$14,322,160</td>
<td>$14,834,080</td>
<td>BR Pre-25</td>
<td>Approved by PRC July 26, 2012</td>
<td>38.89</td>
<td>Qualitative</td>
<td></td>
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</tr>
</tbody>
</table>
Summary

Title VI was enacted as part of the Civil Rights Act of 1964. Title VI prohibits discrimination on the basis of race, color, and national origin in programs and activities receiving Federal financial assistance. A requirement stipulation in Title VI is that recipients of Federal funding must report to the Federal government their compliance with the policy, or if the recipient receives their Federal funding via a pass through agency such as MassDOT, the receiver must report to their pass through agency on their compliance with Title VI assurances. The Old Colony Metropolitan Planning Organization (MPO) is a recipient of Federal financial via MassDOT in what is referred to as subrecipient role. As subrecipient, the MPO is required to report directly to MassDOT on compliance with the spirit of Title VI in all its Federally funded planning activities.

Complying with Federal and MassDOT regulations, the MPO submits annually a Title VI report outlining how it meets the requirements to make sure it’s Federally funded planning activities are executed in a manner that is free of any discrimination. The Title VI reporting document describes how the MPO goes about making contact and encouraging individuals from minority or disadvantage groups to participate in the planning process.

Elements found in the Title VI Report:

- General Reporting Requirements
  - Title VI Assurances
  - Notice to Beneficiaries of Protection Under Title VI
  - Documented Complaint Procedures and Complaint Form
  - Requirement to Record and Report Title VI Investigations, Complaints and Lawsuits

- Metropolitan Planning Organization (MPO)
  - Demographic profile of the MPO planning area
  - Maps of showing impacts of State and Federal funding
  - Analysis of MPO’s transportation investments that identifies and addresses any disparate impacts

- Old Colony Limited English Proficiency Plan

Attachment(s)

2020 Old Colony Title VI Annual Update Report
DISCLAIMER

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

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

NOTICE OF NONDISCRIMINATION RIGHTS AND PROTECTIONS TO BENEFICIARIES

Federal “Title VI/Nondiscrimination” Protections
The Old Colony Metropolitan Planning Organization (MPO) operates its programs, services, and activities in compliance with federal nondiscrimination laws including Title VI of the Civil Rights Act of 1964 (Title VI), the Civil Rights Restoration Act of 1987, and related statutes and regulations. Title VI prohibits discrimination in federally assisted programs and requires that no person in the United States of America shall, on the grounds of race, color, or national origin (including limited English proficiency), be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity receiving federal assistance. Related federal nondiscrimination laws administrated by the Federal Highway Administration, the Federal Transit Administration, or both prohibit discrimination on the basis of age, sex, and disability. These protected categories are contemplated within the Old Colony MPO’s Title VI Programs consistent with federal interpretation and administration. Additionally, the Old Colony MPO provides meaningful access to its programs, services, and activities to individuals with limited English proficiency, in compliance with US Department of Transportation policy and guidance on federal Executive Order 13166.

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

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

Old Colony Planning Council
Title VI/ Nondiscrimination Coordinator
Mary Waldron
70 School Street
Brockton, MA 02301
508-583-1833 Extension 202
mwaldron@ocpcrpa.org

Title VI Specialist
MassDOT, Office of Diversity and Civil Rights
10 Park Plaza
Boston, MA 02116
857-368-8580
TTY: 857-368-0603
MASSDOT.CivilRights@state.ma.us

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

To file a complaint alleging a violation of the state’s Public Accommodation Law, contact the Massachusetts Commission Against Discrimination within 300 days of the alleged discriminatory conduct at:

Massachusetts Commission Against Discrimination (MCAD)
One Ashburton Place, 6th Floor
Boston, MA 02109
617-994-6000
TTY: 617-994-6196
Translation

English If this information is needed in another language, please contact the MPO Title VI Coordinator at 508-583-1833 ext. 202.

Spanish Si necesita esta información en otro idioma, por favor contacte al coordinador de MPO del Título VI al 508-583-1833 ext. 202.

Portuguese Caso estas informações sejam necessárias em outro idioma, por favor, contate o Coordenador de Título VI da MPO pelo telefone 508-583-1833, Ramal 202

Chinese Simple 如果需要使用其它语言了解信息，请联系Old Colony大都会规划组织（MPO）《民权法案》第六章协调员，电话508- 583-1833，转202。

Chinese Traditional 如果需要使用其他語言瞭解資訊，請聯繫Old Colony大都會規劃組織（MPO）《民權法案》第六章協調員，電話508- 583-1833，轉202。


Haitian Creole Si yon moun bezwen enfòmasyon sa a nan yon lòt lang, tanpri kontakte Koòdonatè a Title VI MPO nan 508-583-1833 ext. 202.

French Creole Si yon moun vle genyen enfòmasyon sa yo nan yon lòt lang, tanpri kontakte Kowòdinatè MPO Title VI la nan nimewo 508-583-1833, ekstansyon 202.

Russian Если Вам необходима данная информация на любом другом языке, пожалуйста, свяжитесь с Координатором Титула VI в MPO по тел: 508-583-1833, добавочный 202.

French Si vous avez besoin d'obtenir une copie de la présente dans une autre langue, veuillez contacter le coordinateur du Titre VI de MPO en composant le 508-583-1833, poste 202.
Italian: Se ha bisogno di ricevere queste informazioni in un’altra lingua si prega di contattare il coordinatore MPO del Titolo VI al 508-583-1833 interno 202

Mon-Khmer (Cambodian): បង្កើត់្គ ប័ណ្ណែ រីកឈ្មោះ ក្នុង ប្រការ ផ្ទាល់ខ្លួនឈ្មោះ សិនក្នុង ក្នុង MPO អាហ្វីន់រីកឈ្មោះ ក្នុង សិនក្នុង 508-583-1833 រាជធានី 202

Arabic: إذا كنت بحاجة إلى هذه المعلومات بلغة أخرى، يرجى الاتصال بالمسؤول عن مسابقة الوضع الحضري من المنظمة الممرضة على الهاتف: 508-583-1833 واعقب ذلك اضغط لأرقام 202

Updated December 2019
Old Colony Planning Council
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Introduction

Title VI of the Civil Rights Act of 1964 provides that “no person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subject to discrimination under any program or activity receiving federal financial assistance.”

To fulfill this basic civil rights mandate, each federal agency, that provides financial assistance for any program, is authorized and directed by the United States Department of Justice to apply provisions of Title VI to each program by issuing applicable rules, regulations, or requirements. This document includes the Old Colony Metropolitan Planning Organization (MPO) Title VI annual update report to the MassDOT Office of Diversity and Civil Rights (ODCR), which is the agency responsible for overseeing the Old Colony Metropolitan Organization Title VI compliance.

FHWA-Specific Reporting Requirements

A. Internal Compliance Assessment

i. Notice Dissemination

(MassDOT Recommendation I-1 Response)

The Title VI Notice to Beneficiaries is provided in two physical locations within the Old Colony Planning Council (OCPC) offices. Specifically, it is posted in the main lobby and the small conference room. A portable Notice to Beneficiaries is provided at offsite public meeting locations. The Notice is also provided on the OCPC website in four languages (English, Haitian French Creole, Portuguese, and Spanish): http://ocpcrpa.org/title_vi.html.

A verbal notice of Notice to Beneficiaries is announced at all Joint Transportation Committee (JTC) and Old Colony (MPO) meetings:
2020 Accessibility Statement and Nondiscrimination Statement for All MPO/RPA Public Meetings

To be read by the Chair at the start of each meeting: “This meeting is accessible to people with disabilities. Assistive listening devices are available upon advance request for individuals. Microphones will be used by all speakers. Large-print materials are available upon advance request. If you would like either of these accommodations, please contact Mary Waldron.”

“The Notice of Nondiscrimination Rights and Protections to Beneficiaries with regard to the Federal “Title VI/Nondiscrimination” Protections and the State Nondiscrimination Protections is posted in this meeting room and is available on the Old Colony Planning Council Website. Please contact Mary Waldron for more information. Thank you.”

In addition, a one-click Title VI Notice to Beneficiaries is provided as a link on the OCPC website Homepage at: www.ocpcrpa.org

The Notice to Beneficiaries is also provided in MPO documents such as the Transportation Improvement Program (TIP), Long Range Transportation Plan (LRTP), Unified Planning Work Program (UPWP), Corridor Studies, etc.
Figure 1) Display of Notice to Beneficiaries in Small Conference Room

Figure 2) Example of Portable Notice to Beneficiaries

Figure 3) Display of Notice to Beneficiaries in Main Lobby
ii. Language Access

(MassDOT Recommendation II-2 & II-7 Responses)

In line with the Title VI’s Safe Harbor Provision, which states that written and audible material must be translated into a language spoken by a population that exceeds 1,000 persons or 5% of the overall population, the MPO makes certain to translate documents in Portuguese, Haitian French Creole, and Spanish, all of which reach the Safe Harbor threshold. During 2019, there were no requests for language translation services of any kind and OCPC’s current website is unable to track those who may be translating our documents into other languages. As OCPC transitions to a new website, potential tools are being sought to collect duty on individuals with LEP who utilize our planning documents and need translation in a language other English.

OCPC/MPO staff members speak multiple languages including Spanish and Portuguese. The staff has also collaborated with local organizations such as the Latin Women’s Association of Brockton, Cape Verdean Association, Haitian Community Partners, The Family Center, and South Shore Haitians United for Progress who have been able to translate documents for OCPC’s public outreach efforts. These organizations have served as a channel through which OCPC disseminate information throughout the communities, via surveys, road safety literature, flyers for public meetings/workshops, etc. Engaging these organizations allowed OCPC to reach their constituents directly during the Regional Transportation Plan (RTP) outreach process, providing the ability to bring information about the RTP and display how it affects people directly to the public. For example, by engaging members of the Cape Verdean Association during the LRTP outreach process, OCPC was able to encounter the group with the largest amount of LEP individuals. Additionally, OCPC translates all meeting flyers, including the LRTP meeting flyers, into the three LEP languages identified utilizing the Safe Harbor clause. An example of a translated flyer can be found in Appendix A. OCPC finds these direct engagements to be very effective in reaching LEP populations.
iii. Equity Analysis

Transportation Improvement Program (TIP)

(MassDOT Recommendation III-1 & III-2 Responses)

OCPC staff monitors the listing of planned and implemented TIP projects over time. In the 2018-2022 TIP, OCPC expanded from geographic analysis of the distribution of UPWP Studies to include an equity analysis as well. This equity analysis was used for the 2020-2024 TIP. This equity analysis provided the distribution of TIP projects over the time period of 2012 through 2023 in relation to the percentage of Title VI minority populations in the communities. The 2010 population, percent Title VI Minority Population, and 2010-2014 Median Household Income are shown in Table 1, and assist with providing context to the equity analysis. Through the utilization of this equity analysis, it was found that fundamental regional needs are fundamentally being captured. While OCPC sees no shortcomings in its current LRTP Title VI equity analysis, the organization is always looking at new methodologies to ensure it is meeting Title VI requirements.

OCPC uses two different methods in meeting needs for Title VI individuals and Environmental Justice populations. OCPC utilizes a combination of Census data analysis, mapping, and outreach methods to engage potential Title VI individuals. In regards to identifying Environmental Justice populations, OCPC maps US Census data so that every effort to engage these individuals in the planning process is made.

From the examination of the equity analysis of TIP Projects from 2012 through 2024, the following observations have been made:

- There are higher concentrations of projects within or adjacent to more populated urban areas (e.g. Brockton at 33.3 % of all projects). Such concentrations tend to follow areas with elevated levels of congestion, bicycle and pedestrian activity, and crash clusters. It may be that larger communities may inherently have greater human and financial capacity to develop, design, and manage projects.

- The towns of Easton (12.1%) and Stoughton (9.1%) also had higher concentration of projects. This may be because these populous communities feature proximity to limited access highways, commuter rail, and/or academic institutions of higher
learning. Such features, while beneficial in many respects, also lead to higher pedestrian, bicyclist and vehicle trips and therefore may need additional multimodal accommodations and infrastructure improvements.

- The City of Brockton has higher percentages of Title VI Minority Populations at 57%, and the Towns of Duxbury and Halifax have the lowest percentage at 3.9% and 4.1% respectively.

- Non-mappable projects, such as transit vehicle replacements or rehabilitation, bridge maintenance, and roadway repair line items, slated for the future or not yet defined and other non-location-specific projects are not included in this analysis.

- Some communities are not active in the TIP process and do not currently have projects under design (e.g. Duxbury, Halifax, Hanover, Hanson, Kingston, and Plympton). These communities have, however, previously participated in the TIP Process and have been the recipients of previous funding for their projects.
Table 1) Old Colony TIP Projects, 2012 through 2024, Ranked by Community

<table>
<thead>
<tr>
<th>Community</th>
<th>2010 Population</th>
<th>All Minority (Including White Hispanic) Population</th>
<th>Percent Title VI Minority</th>
<th>Median Household Income, 2010 to 2014</th>
<th>Number of TIP Projects, 2012 through 2024</th>
<th>Percentage of Total Projects</th>
<th>TIP Project Expenditures, 2012 through 2024 ($)</th>
<th>Per Capita Expenditure ($)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Abington</td>
<td>15,985</td>
<td>1,368</td>
<td>9%</td>
<td>$81,590</td>
<td>1</td>
<td>3.0%</td>
<td>$1,218,906</td>
<td>$76.25</td>
</tr>
<tr>
<td>Avon</td>
<td>4,356</td>
<td>741</td>
<td>17%</td>
<td>$78,750</td>
<td>2</td>
<td>6.1%</td>
<td>$5,827,074</td>
<td>$1,337.71</td>
</tr>
<tr>
<td>Bridgewater</td>
<td>26,563</td>
<td>2,941</td>
<td>11%</td>
<td>$88,481</td>
<td>1</td>
<td>3.0%</td>
<td>$1,486,453</td>
<td>$55.96</td>
</tr>
<tr>
<td>Brockton</td>
<td>93,810</td>
<td>53,542</td>
<td>57%</td>
<td>$48,569</td>
<td>11</td>
<td>33.3%</td>
<td>$36,601,149</td>
<td>$390.16</td>
</tr>
<tr>
<td>Duxbury</td>
<td>15,059</td>
<td>560</td>
<td>4%</td>
<td>$120,253</td>
<td>0</td>
<td>0.0%</td>
<td>$0</td>
<td>$0.00</td>
</tr>
<tr>
<td>East Bridgewater</td>
<td>13,794</td>
<td>790</td>
<td>6%</td>
<td>$88,534</td>
<td>1</td>
<td>3.0%</td>
<td>$7,763,091</td>
<td>$562.79</td>
</tr>
<tr>
<td>Easton</td>
<td>23,112</td>
<td>2,327</td>
<td>10%</td>
<td>$95,372</td>
<td>4</td>
<td>12.1%</td>
<td>$12,985,138</td>
<td>$561.84</td>
</tr>
<tr>
<td>Halifax</td>
<td>7,518</td>
<td>282</td>
<td>4%</td>
<td>$69,917</td>
<td>0</td>
<td>0.0%</td>
<td>$0</td>
<td>$0.00</td>
</tr>
<tr>
<td>Hanover</td>
<td>13,879</td>
<td>579</td>
<td>4%</td>
<td>$98,750</td>
<td>0</td>
<td>0.0%</td>
<td>$0</td>
<td>$0.00</td>
</tr>
<tr>
<td>Hanson</td>
<td>10,209</td>
<td>424</td>
<td>4%</td>
<td>$93,771</td>
<td>0</td>
<td>0.0%</td>
<td>$0</td>
<td>$0.00</td>
</tr>
<tr>
<td>Kingston</td>
<td>12,629</td>
<td>598</td>
<td>5%</td>
<td>$86,339</td>
<td>0</td>
<td>0.0%</td>
<td>$0</td>
<td>$0.00</td>
</tr>
<tr>
<td>Pembroke</td>
<td>17,837</td>
<td>699</td>
<td>4%</td>
<td>$89,954</td>
<td>5</td>
<td>15.2%</td>
<td>$23,355,182</td>
<td>$1,309.37</td>
</tr>
<tr>
<td>Plymouth</td>
<td>56,468</td>
<td>4,230</td>
<td>7%</td>
<td>$76,925</td>
<td>3</td>
<td>9.1%</td>
<td>$20,388,279</td>
<td>$361.06</td>
</tr>
<tr>
<td>Plymouth</td>
<td>2,820</td>
<td>112</td>
<td>4%</td>
<td>$94,505</td>
<td>0</td>
<td>0.0%</td>
<td>$0</td>
<td>$0.00</td>
</tr>
<tr>
<td>Stoughton</td>
<td>26,962</td>
<td>5,822</td>
<td>22%</td>
<td>$74,688</td>
<td>3</td>
<td>9.1%</td>
<td>$15,485,936</td>
<td>$574.36</td>
</tr>
<tr>
<td>West Bridgewater</td>
<td>6,916</td>
<td>440</td>
<td>6%</td>
<td>$81,573</td>
<td>1</td>
<td>3.0%</td>
<td>$7,615,278</td>
<td>$1,101.11</td>
</tr>
<tr>
<td>Whitman</td>
<td>14,489</td>
<td>886</td>
<td>6%</td>
<td>$76,494</td>
<td>1</td>
<td>3.0%</td>
<td>$5,990,816</td>
<td>$413.47</td>
</tr>
<tr>
<td>Totals</td>
<td>362,406</td>
<td>76,341</td>
<td>21%</td>
<td></td>
<td>33</td>
<td>100.0%</td>
<td>$138,717,304</td>
<td>$383</td>
</tr>
</tbody>
</table>

Figure 4) Major Old Colony TIP Projects, 2012 through 2024

Number of TIP Projects, 2012 through 2024
Unified Planning Work Program (UPWP)

OCPC staff monitors the listing of UPWP funded studies over time. In 2018, the UPWP analysis expanded from a geographic analysis to an equity analysis. The equity analysis provided the distribution of major UPWP studies throughout the region for 2004 through 2020 with relation to the percentage of Title VI Minority Population in the communities. Utilizing the equity analysis, it is observed that regional needs are being met. Table 2 includes 2010 US Census population figures, percent of Title VI Minority Population in the study area, and 2010-2014 Median Household Income to assist with providing context to the distribution of UPWP funded studies. For the analysis, a Major UPWP Study is defined as a study programmed in the UPWP under Element 3000 – Short Range and Long Range Transportation Planning Activities. Major studies under this element typically involve the in-depth study and analysis of roadway corridors within a community or may include a roadway corridor that spans multiple communities. Major UPWP studies may also include studies such as region-wide bicycle and pedestrian connectivity studies, climate change transportation studies and priority development areas/priority preservation areas studies. Planning needs to addressed in studies listed in the UPWP, are determined based on the outcome of goals and policies set in the LRTP and through consultation with member communities in the OCPC region through the MPO public participation process. OCPC monitors the selection of studies and tasks that will be part of the current UPWP, making sure Title VI individuals, groups, and their communities will be part of any planning study or task for that community’s UPWP cycle.

The following observation may be made from an examination of the distribution of major UPWP Studies from 2004 through 2020, the following observations may be made:

- There are higher concentrations of UPWP studies within the more populated urban areas (e.g., Brockton at 10.3% of total studies and Stoughton at 7.4% of total studies). Additionally, both Brockton and Stoughton have higher percentages of Title VI Minority Populations, at 57% and 22% respectively.

- The Towns of Abington, Avon, Bridgewater, East Bridgewater, Kingston, and Plymouth also had a higher concentration of studies. This may be because these
populous communities feature proximity to limited access highways, commuter rail and/or academic institutions of higher learning. Such features, while beneficial in many respects, also lead to higher pedestrian, bicyclist and vehicle trips, and the need for additional multimodal infrastructure.

Given the information contained in the TIP Equity Analysis and the UPWP Equity Analysis, which both demonstrate equitable distributions and investments, OCPC staff find that low-income and minority populations are not disproportionately impacted and are beneficiaries of the transportation planning process and project implementation in the Old Colony Region.

While it is both observed and concluded that the regional needs are being captured in the TIP and UPWP equity analyses, there is potential for inclusion of additional attributes. Additional information and data for analysis will be reviewed for inclusion in the equity analysis as they present themselves.

iv. Equity Impacts on MPO Activities
(MassDOT Recommendation IV-1 Response)

Table 2) Number of Major Old Colony UPWP Studies, 2004 through 2020

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Brockton</td>
<td>93,810</td>
<td>53,542</td>
<td>57%</td>
<td>$48,569</td>
<td>7</td>
<td>10.3%</td>
<td>$258,129</td>
<td>$2.75</td>
</tr>
<tr>
<td>Stoughton</td>
<td>26,962</td>
<td>5,822</td>
<td>22%</td>
<td>$74,688</td>
<td>5</td>
<td>7.4%</td>
<td>$96,207</td>
<td>$3.57</td>
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<tr>
<td>Avon</td>
<td>4,356</td>
<td>741</td>
<td>17%</td>
<td>$78,750</td>
<td>4</td>
<td>5.9%</td>
<td>$140,844</td>
<td>$32.33</td>
</tr>
<tr>
<td>Bridgewater</td>
<td>26,563</td>
<td>2,941</td>
<td>11%</td>
<td>$88,481</td>
<td>4</td>
<td>5.9%</td>
<td>$66,790</td>
<td>$2.51</td>
</tr>
<tr>
<td>Easton</td>
<td>23,112</td>
<td>2,327</td>
<td>10%</td>
<td>$95,372</td>
<td>1</td>
<td>1.5%</td>
<td>$30,000</td>
<td>$1.30</td>
</tr>
<tr>
<td>Abington</td>
<td>15,985</td>
<td>1,368</td>
<td>9%</td>
<td>$81,500</td>
<td>4</td>
<td>5.9%</td>
<td>$91,600</td>
<td>$5.73</td>
</tr>
<tr>
<td>Plymouth</td>
<td>56,468</td>
<td>4,230</td>
<td>7%</td>
<td>$76,925</td>
<td>4</td>
<td>5.9%</td>
<td>$164,123</td>
<td>$2.91</td>
</tr>
<tr>
<td>East Bridgewater</td>
<td>13,794</td>
<td>790</td>
<td>6%</td>
<td>$88,534</td>
<td>4</td>
<td>5.9%</td>
<td>$68,583</td>
<td>$4.97</td>
</tr>
<tr>
<td>West Bridgewater</td>
<td>6,916</td>
<td>440</td>
<td>6%</td>
<td>$81,573</td>
<td>3</td>
<td>4.4%</td>
<td>$48,333</td>
<td>$6.99</td>
</tr>
<tr>
<td>Whitman</td>
<td>14,489</td>
<td>886</td>
<td>6%</td>
<td>$76,494</td>
<td>3</td>
<td>4.4%</td>
<td>$50,850</td>
<td>$3.51</td>
</tr>
<tr>
<td>Kingston</td>
<td>12,629</td>
<td>598</td>
<td>5%</td>
<td>$86,339</td>
<td>4</td>
<td>5.9%</td>
<td>$60,568</td>
<td>$4.80</td>
</tr>
<tr>
<td>Halifax</td>
<td>7,518</td>
<td>282</td>
<td>4%</td>
<td>$69,917</td>
<td>3</td>
<td>4.4%</td>
<td>$72,600</td>
<td>$9.66</td>
</tr>
<tr>
<td>Duxbury</td>
<td>15,059</td>
<td>560</td>
<td>4%</td>
<td>$120,253</td>
<td>2</td>
<td>2.9%</td>
<td>$76,111</td>
<td>$5.05</td>
</tr>
<tr>
<td>Pembroke</td>
<td>17,837</td>
<td>699</td>
<td>4%</td>
<td>$89,954</td>
<td>2</td>
<td>2.9%</td>
<td>$41,444</td>
<td>$2.32</td>
</tr>
<tr>
<td>Plympton</td>
<td>2,820</td>
<td>112</td>
<td>4%</td>
<td>$94,505</td>
<td>2</td>
<td>2.9%</td>
<td>$32,600</td>
<td>$11.56</td>
</tr>
<tr>
<td>Hanover</td>
<td>13,879</td>
<td>579</td>
<td>4%</td>
<td>$98,750</td>
<td>2</td>
<td>2.9%</td>
<td>$97,778</td>
<td>$7.06</td>
</tr>
<tr>
<td>Hanson</td>
<td>10,209</td>
<td>424</td>
<td>4%</td>
<td>$93,771</td>
<td>1</td>
<td>1.5%</td>
<td>$14,600</td>
<td>$1.43</td>
</tr>
<tr>
<td>Region wide</td>
<td>362,406</td>
<td>76,341</td>
<td>21%</td>
<td>$84,963</td>
<td>13</td>
<td>19.1%</td>
<td>$619,708</td>
<td>$1.71</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>68</td>
<td>100.0%</td>
<td>$2,030,868</td>
<td></td>
</tr>
</tbody>
</table>


Equity considerations are included in development of the TIP and UPWP and help to ensure an equitable distribution of projects and planning studies.

**Transportation Improvement Program (TIP)**

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

- Financial feasibility of project
- Level of impact of the project (ADTs, Location, NHS, Safety) on performance metrics and thresholds
- Local and regional support for the project
- Need for project to be implemented (safety, congestion, etc.)
- Project has been derived from the Management Systems (Congestion, Safety, and Pavement)
- Project has Project Review Committee (PRC) approval and/or a MassDOT ID
- Project must have reasonable progress in design, as to assure that the project can be implemented in the active year
- Project Readiness (Design, Permitting, Right-of-Way, etc.)
- Results of Annual TIP Readiness Day
- Results of Transportation Evaluation Criteria (TEC)

Old Colony staff utilize the TIP project Transportation Evaluation Criteria (TEC) to inform the process of evaluating and selecting projects for programming in the TIP. The Transportation Evaluation Criteria is a means of assisting decision-makers in the programming of projects that will help the region attain its visions established by the OCPC/Old Colony MPO: [to maintain a state of good repair, focus investments on existing activity centers, improve mobility for people and freight, reduce the level of greenhouse gas (GHG) emissions, minimize environmental burdens from transportation facilities on low-income and minority populations, and provide safe transportation for all modes.] Projects with components and outcomes that help attain the goals of OCPC/Old Colony MPO receive higher scores.
OCPC staff typically utilizes a Functional Design Report or Corridor Study to conduct a complete evaluation. The scoring results of the Transportation Evaluation Criteria are included with the applicable projects listed in the Universe of Projects in the TIP.

The TIP projects are evaluated and scored in six of the seven criteria categories: (Condition, Mobility, Safety, Community Effects and Support, Land Use and Economic Development, and Environmental Effects) on a scale of +3 to −3. The following is a listing of the transportation evaluation criteria categories:

- Condition and Service Quality
- Mobility
- Safety and Security
- Cost Effectiveness
- Community Effects and Support
  - Effect on service to minority or low income neighborhoods
  - Other Impact/benefit to minority or low income neighborhoods
- Land Use and Economic Development
- Environmental and Air Quality/Climate Effects

OCPC staff uses evaluation ratings and project readiness information to prepare a First Tier List of Projects. This is a list of the projects with the highest ratings that could be made ready for advertising within the TIP’s time horizon (next four federal fiscal years). The staff relies on the MassDOT Highway Division to provide information about what year a project would be ready for advertising. In developing the recommendation for the draft TIP, the staff strongly consider the First-Tier List of Projects. The staff also factors in projects that are listed in the regional transportation plan to implement the RTP, considers regional equity to help ensure projects address needs at the community level and throughout the region, and accounts for the cost to comply with fiscal constraint.
B. External Compliance Assessment

i. Public Engagement

(MassDOT Recommendation V-1, V-2, and V-3 Responses)

Public engagement is essential for developing collaboration, inclusion and consensus among stakeholders in any study process. An important part of the process includes the identification of stakeholders (especially those who have the potential to be impacted by the study), those who are important in the implementation of improvements, and those who have an interest in the study and process. OCPC’s stakeholder identification process includes reaching out to the business community, the public at large, and groups that have been traditionally underserved, (such as the elderly, groups with Limited English Proficiency (LEP), minorities, and people below the poverty line).

OCPC has forged a relationship with local organizations (Table 3) such as the Cape Verdean Association, Haitian Community Partners, The Family Center at Community Connections, Independence Associates, and South Shore Haitians United for Progress. OCPC/MPO Staff has established connections with the community and they have been effectively utilizing engagement. Community relations have led to new and diversified constituent involvement due to diverse staffing with applicable outreach and engagement skills.
Table 3) Examples of Community Organizations Collaborating with OCPC

<table>
<thead>
<tr>
<th>Organization</th>
<th>Address</th>
<th>Contact Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cape Verdean Association</td>
<td>575 N Montello Street</td>
<td>(508) 559-0056</td>
</tr>
<tr>
<td></td>
<td>Brockton, MA 02301</td>
<td></td>
</tr>
<tr>
<td>Haitian Community Partners</td>
<td>71 Legion Parkway</td>
<td>(508) 588-0400</td>
</tr>
<tr>
<td></td>
<td>Brockton, MA 02301</td>
<td></td>
</tr>
<tr>
<td>South Shore Haitians United For</td>
<td>1367 Main Street,</td>
<td>(508) 470-1130</td>
</tr>
<tr>
<td>Progress</td>
<td>Brockton MA 02301</td>
<td></td>
</tr>
<tr>
<td>Family Resource Center</td>
<td>1367 Main Street,</td>
<td>(508) 857-0272</td>
</tr>
<tr>
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<td>Brockton MA 02301</td>
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<tr>
<td>Latin Women’s Association</td>
<td>1367 Main Street,</td>
<td>(774) 223-5653</td>
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<td>Brockton, MA 02301</td>
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<tr>
<td>Brockton Interfaith Community</td>
<td>65 W Elm Street</td>
<td>(508) 587-9550</td>
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<tr>
<td>Independence Associates</td>
<td>100 Laurel Street #122</td>
<td>(508) 583-2166</td>
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<td>East Bridgewater, MA 02333</td>
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The public engagement process includes:

- Early notification of meetings and sharing of relevant information.
- A thorough search and identification of stakeholders, including non-traditional participants.
- Open meetings held at convenient and accessible locations (ADA accessible).
- Meeting information that has been translated into multiple languages and provided in a variety of media and electronically accessible formats (internet).
- A variety of visualization techniques are employed to disseminate information.
- Meeting techniques included visual presentation and workshop/discussion formats.
The Old Colony Planning Council has engaged in a number of events engaging Title VI communities through several events, such as the following:

- February 4, 2019 – 2020 Long Range Transportation Plan Public Outreach, Halifax Holmes Public Library
- February 7, 2019 – 2020 Long Range Transportation Plan Public Outreach, Avon Public Library
- February 12, 2019 – Coordinated Human Service Transportation Plan Outreach, Bridgewater Senior Center
- March 7, 2019 – Metro South Chamber of Commerce Multi-Cultural Business Forum, Brockton
- March 28, 2019 – 2020 Long Range Transportation Plan Public Outreach, Plymouth Area Chamber Business Expo

Figure 5) OCPC Staff member speaking with resident about 2020 LRTP Outreach Workshop Plymouth Main Library
ii. Public Participation Program
In accordance with state and federal law to ensure an inclusive and accessible public engagement process for transportation decision making, the MPO has developed a Public Participation Plan (PPP). The PPP guides the MPO in its continued efforts to offer early, continuous, and meaningful opportunities for the public to help identify social, economic, and environmental impacts of proposed transportation policies, projects, and initiatives across the MPO’s jurisdiction. The document also defines how the MPO proposes to incorporate public participation into its transportation decision-making processes and how the agency ensures access to individuals that come from underrepresented populations. Currently the MPO is exploring opportunities to incorporate virtual public involvement (VPI) in the region. The most recent version of the PPP was endorsed by the Old Colony MPO on March 21, 2017.
Internal and Title VI Capacity Building

i. Training

OCPC staff have attended Title VI training and continue to pursue opportunities to expand knowledge in Title VI protocol. To date, OCPC Staff members have attended the listed workshops below:

- June 26, 2015: MA Language Access Conference at UMass Medical School Worcester, MA
- October 19, 2015: Title VI Capacity Building Workshop at the Lawrence Community Center
- October 23, 2015: Title VI Capacity Building Workshop at the Cape Cod Community College
- November 3, 2016: Strategic Municipal ADA Planning at the Holiday Inn Taunton, MA
- June 12, 2017: Title VI meeting with MassDOT
- October 3, 2019: Achieving Accessibility In Your Community at Independence Associates East Bridgewater
- Bi-weekly Department meetings where Title VI priorities are discussed

OCPC staff continue to advance their knowledge with servicing Title VI Communities by attending workshops and continuing to build relationships with the community. OCPC staffs also coordinates with MassDOT Office of Diversity and Civil Rights to coordinate updates and communication with the Transportation Managers Group.

Addressing Allegations of Discrimination

i. Complaint Procedure

(MassDOT Recommendation VI-1 Response)

Any person who believes she or he has been discriminated against on the basis of race, color, or national origin by the Old Colony Metropolitan Planning Organization or the Old Colony Planning Council acting on behalf of the Old Colony Metropolitan Planning Organization (hereinafter referred to as “the MPO”) may file a Title VI complaint by
completing and submitting the agency’s Title VI Complaint Form. Old Colony Planning Council provides complaint forms in 12 Languages upon request and are available on the agency’s website.

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

To file a complaint alleging a violation of the State’s Public Accommodation Law, contact the Massachusetts Commission against Discrimination within 30 days of the alleged discriminatory conduct at: [http://ocpcrpa.org/title_vi.html](http://ocpcrpa.org/title_vi.html)

Massachusetts Commission Against Discrimination (MCAD)
One Ashburton Place, 6th Floor
Boston, MA 02109
617-994-6000
TTY: 617-994-6196

Title VI Specialist
MassDOT, Office of Diversity and Civil Rights
10 Park Plaza
Boston, MA 02116
857-368-8580
TTY: 857-368-0603
MASSDOT.CivilRights@state.ma.us

A person may also file a complaint directly with the Federal Transit Administration, at
FTA Office of Civil Rights,
1200 New Jersey Avenue SE,
Washington, DC 20590
Phone: 888-446-4511
8:30am-5:00pm ET, M-F
ii. Identification of Responsible Staff

To request additional information regarding Title VI and Federal and State Nondiscrimination obligations, please contact:

Mary Waldron  
Title VI/ Nondiscrimination Coordinator  
Old Colony Planning Council  
70 School Street  
Brockton, MA 02301  
508-583-1833 Ext. 202  
mwaldron@ocpcrpa.org

Special Emphasis Area

i. Safe Routes to School

Safe Routes To School (SRTS) is a federally funded program managed by MassDOT that works to encourage education around bicycling and walking for elementary and middle school students in Massachusetts. SRTS can work cohesively with families, schools, and community leaders through a collaborative community-based method to encourage participants to carry on the 5 E’s which are: Education, Encouragement, Enforcement, Evaluation, and Engineering. A list of SRTS participating schools in the OCPC Region are listed in Appendix F. Funding for infrastructure projects is provided through the SRTS program. Examples of implemented projects are the Brookfield School in Brockton and the F.L. Olmstead School. A project for the Richard R. Wilkins Elementary School in Stoughton is programmed for 2020.

ii. Public Engagement Tool

The MassDOT Engage Tool (Figure 2) is a resource used by MassDOT and other stakeholders looking to better identify local language needs, community organizations, and accessible meeting locations. This online tool helps organizers by providing
information such as demographics, language tracts, and road projects around the Commonwealth as well.

II. FTA Specific Reporting Requirements

A. Funding Distribution Analysis

Maps depicting the locations of transit service are located in Appendix H. The base layers include the concentration of Environmental Justice populations. The mapping was not able to provide a specific mapping of transit-related investments since the operational assistance and capital rolling stock is distributed across the entire system via a pulse system. As such, the equity analysis for transit is somewhat limited as it is based upon whether or not transit service is available. One of the considerations for future analysis of transit projects/services would be to include the growing network of pedestrian and bicycle infrastructure amenities since users of these types of facilities tend to use public transportation, which OCPC/MPO has been experimenting with different data collection
methods for this work. Such additional analysis could lead to a better understanding of the overall investment and distribution of the projects in their totality.

III. MPO Determined Focus Areas

Goals

- Continue to expand Title VI staff capacity across all agency departments.
- Continue to include and disseminate Title VI Notice of Protection across all agency departments.
- Continue to expand Title VI and Community-based Organization contacts and networking opportunities.
- Continue to reduce barriers to participation in the transportation decision-making process.
- Continue to target investments to areas that benefit high percentages of low-income and minority populations.
- Seek to maximize benefits and minimize burdens associated with projects in low-income and minority areas.
- Continue to work with member communities, MassDOT, and other regional stakeholders to identify new sources of data to help improve Environmental Justice analysis.

Conclusion

The Old Colony Planning Council has continued to be inclusive in terms of equity and project distribution. The staff has dedicated their time to expand their knowledge on the surrounding communities in the Old Colony Planning Colony Council/Old Colony MPO Region by engaging residents, stakeholders and visitors to the region. Going forward, the Old Colony Planning Colony Council/Old Colony MPO looks to continue to be inclusive by meeting stakeholders where they are and encouraging them to visit Old Colony Planning Council through our open house events and other public engagement opportunities. The Old Colony Planning Colony Council/Old Colony MPO looks to
educate the community on the TIP process and other projects and studies taking place in their communities so they may be better informed and engaged in the planning process.
APPENDIX
Appendix A: Example of Translated Public Notice

Old Colony Planning Council

2020 Long Range Transportation Plan

Événements de Table:
24 JUIN 2019
18h - 19h30
BROCKTON MAIN LIBRARY
304 MAIN STREET
BROCKTON, MA 02301

26 JUIN 2019
18h - 19h30
PLYMOUTH MAIN LIBRARY
132 SOUTH STREET
PLYMOUTH, MA 02360

Le Plan de transport à long terme 2020 (ULTP) aide à déterminer comment le financement fédéral et étatique sera dépensé pour l'infrastructure et les services de transport dans nos collectivités au cours des 20 prochaines années.

Cette prochaine série d'événements de sensibilisation du public poursuivra le processus de sensibilisation, afin de rassembler les communautés du public sur les recommandations proposées dans le document. Le document sera ensuite publié pour une période de commentaires publics de 21 jours.

Visitez notre site Web à www.ocpcpa.org/ultp.html pour apprendre plus.

Ouvert à allumer, à protéger, à maintenir et à construire.

- Favoriser une mobilité durable, à pieds, à vélo et en transports en commun
- Assurer l'efficacité et la participation du public
- Améliorer la sécurité et la sécurité
- Promouvoir le financement de l'environnement et l'adaptation au changement climatique
- Promouvoir des politiques qui garantissent la vitalité économique et l'attractivité fiscale

Contactez-nous si vous avez des questions:
Nom du contact: Paul Chenard
Phone: 508-593-1833 x 209
Email: pchenard@ocpcpa.org
www.ocpcpa.org
## Appendix B: Unified Planning Work Program Analysis

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| Total           | **362,406**     | **76,341**                                       | **21%**                  | **Totals:**                         | **572**                              | **100.0%**                         | **241** | **100.0%**                         | **78**                                | **100.0%**                             |

### Table: Task 2000

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Appendix C: Example of OCPC Website Auto Translated
Appendix D: Example of OCPC JTC Title VI/ Nondiscrimination Notice of Protection Statement

OLD COLONY JOINT TRANSPORTATION COMMITTEE (JTC)

Meeting Minutes of the Old Colony Joint Transportation Committee (JTC)
Old Colony Planning Council, 70 School Street, Brockton, MA
January 9, 2020 at 12:00 P.M.

ATTENDANCE
Abington  Bruce Hughes  MassDOT District 5  Bob Wheeler
Abington  John Stone  MassDOT District 5  Barbara Lachance
Bridgewater  Robert Wood  Howard Stein Hudson  Paul Nelson
Brockton  Rob May  Independence Associates  Griffin Leistinger
Brockton  Robert Moran  WATD News  David Cedrone
Brockton  Kerry Richards  McMahon Associates  Jonathan Church
Brockton  Mayor Robert Sullivan  Independence Associates  Bryan Bjorklund
Easton  David Field  OCPC  Mary Waldron
Hanson  Jamison Shave  OCPC  Jimmy Pereira
Hanson  Matthew Cahill  OCPC  Shawn Bailey
Hanson  Don Howard  OCPC  Pat Ciaramella
Plymouth  James Downey  OCPC  Laurie Muncy
Stoughton  Joe Scardino  OCPC  Charles Kilmer
Whitman  Noreen O'Toole  OCPC  Ray Guarino
Whitman  Dan Salvucci  OCPC  Paul Chenard
BAT  Glenn Geiler  OCPC  Kyle Mowatt
BAT  Michael Lambert

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 then asked for a moment of silence for Pat Ciaramella’s brother, Dominic Ciaramella, who passed away in December.

2. Public Comments

Don Howard welcomed Matthew Cahill, who is the new Highway Director for the Town of Hanson.

3. Minutes of the December 5, 2020 Meeting

Chairperson O'Toole asked if the members had reviewed the minutes of the December 5, 2019 Meeting. The members then voted to endorse the minutes of the December 5, 2019 Old Colony JTC Meeting.

4. Communications

Shawn Bailey reviewed the contents of the communications staff report. Included were letters of
### Appendix E: Example of Title VI Material Dissemination

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<th>PURPOSE</th>
<th>LOCATION</th>
<th>STAFF</th>
<th>LEP Materials Provided</th>
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<td>BAT - OCPC Planning Meeting</td>
<td>Brockton</td>
<td>Shawn Bailey, Paul Chenard, Charles Kilmer</td>
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<td>1/8/2019</td>
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<td>William McNulty</td>
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<td>1/8/2019</td>
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<td>Charles Kilmer</td>
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<td>Brockton</td>
<td>Paul Chenard, Charles Kilmer, Jimmy Pereira</td>
<td>N/A</td>
</tr>
<tr>
<td>1/10/2019</td>
<td>Easton Transit Planning Meeting</td>
<td>Easton</td>
<td>Shawn Bailey, Paul Chenard, Charles Kilmer</td>
<td>N/A</td>
</tr>
<tr>
<td>1/15/2019</td>
<td>Old Colony Metropolitan Planning Organization (MPO) Meeting</td>
<td>Brockton</td>
<td>Shawn Bailey, Paul Chenard, Raymond Guarino, Charles Kilmer, William McNulty, Kyle Mowatt, Jimmy Pereira</td>
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</tr>
<tr>
<td>1/16/2019</td>
<td>DATTRA Consumer Advisory Committee (ICAC) Plymouth Meeting</td>
<td>Plymouth</td>
<td>Paul Chenard</td>
<td>N/A</td>
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<tr>
<td>1/17/2019</td>
<td>BAT Advisory Board Meeting</td>
<td>Brockton</td>
<td>Charles Kilmer</td>
<td>N/A</td>
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<tr>
<td>1/23/2019</td>
<td>Massachusetts Bicycle and Pedestrian Advisory Board</td>
<td>Boston</td>
<td>Paul Chenard</td>
<td>Yes</td>
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<tr>
<td>1/23/2019</td>
<td>Stoughton Transportation Task Force</td>
<td>Stoughton</td>
<td>Charles Kilmer</td>
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<tr>
<td>1/24/2019</td>
<td>Working-Level Traffic Records Coordinating Committee Meeting</td>
<td>Boston</td>
<td>Raymond Guarino</td>
<td>N/A</td>
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<tr>
<td>1/28/2019</td>
<td>Pedestrian Safety Meeting/ Brockton Improvement Projects Coordination Meeting</td>
<td>Brockton</td>
<td>Raymond Guarino, Charles Kilmer</td>
<td>N/A</td>
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<tr>
<td>1/29/2019</td>
<td>Brockton Ward 6 Meeting to Discuss Thatcher Street and Vicinity Road Safety Audit (RSA)</td>
<td>Brockton</td>
<td>Raymond Guarino</td>
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<tr>
<td>1/30/2019</td>
<td>Joint MARPX MassDOT Annual Meeting</td>
<td>Sutton</td>
<td>Charles Kilmer</td>
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<tr>
<td>1/31/2019</td>
<td>Brockton Council on Aging Meeting - Coordinated Public Transit - Human Services Transportation Plan Outreach</td>
<td>Brockton</td>
<td>Paul Chenard</td>
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<tr>
<td>2/4/2019</td>
<td>Route 3A Cedarville Transportation Coordination Meeting (Plymouth)</td>
<td>Plymouth</td>
<td>Charles Kilmer, William McNulty</td>
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<tr>
<td>2/4/2019</td>
<td>LRTP Outreach - Halifax Public Library</td>
<td>Halifax</td>
<td>Paul Chenard, Jimmy Pereira</td>
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<tr>
<td>2/5/2019</td>
<td>Transportation Program Managers Group Meeting</td>
<td>Worcester</td>
<td>Charles Kilmer</td>
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<td>2/5/2019</td>
<td>Easton Council on Aging - Human Services Transportation Plan Outreach</td>
<td>Easton</td>
<td>Paul Chenard</td>
<td>N/A</td>
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<tr>
<td>2/6/2019</td>
<td>BAT - OCPC Planning Meeting</td>
<td>Brockton</td>
<td>Paul Chenard, Charles Kilmer</td>
<td>N/A</td>
</tr>
<tr>
<td>2/6/2019</td>
<td>Island Street Road Safety Audit (RSA)</td>
<td>Stoughton</td>
<td>Shawn Bailey, William McNulty</td>
<td>N/A</td>
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<tr>
<td>2/7/2019</td>
<td>LRTP Outreach - Avon Public Library</td>
<td>Avon</td>
<td>Paul Chenard, Jimmy Pereira</td>
<td>Yes</td>
</tr>
<tr>
<td>2/7/2019</td>
<td>Old Colony Joint Transportation Committee (JTC) Meeting</td>
<td>Brockton</td>
<td>Shawn Bailey, Paul Chenard, Raymond Guarino, Charles Kilmer, William McNulty, Kyle Mowatt, Laurie Muncy, Jimmy Pereira, Lisa Sullivan</td>
<td>Yes</td>
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<tr>
<td>2/11/2019</td>
<td>Winter Street Local Technical Assistance Study Site Visit (Hanover)</td>
<td>Hanover</td>
<td>William McNulty</td>
<td>N/A</td>
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<tr>
<td>2/12/2019</td>
<td>Route 27 at Pleasant Street and South Avenue Local Technical Assistance Study Coordination Meeting (Whitman)</td>
<td>Whitman</td>
<td>William McNulty</td>
<td>N/A</td>
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<tr>
<td>2/12/2019</td>
<td>MPO TIP Readiness Day</td>
<td>Taunton</td>
<td>Charles Kilmer</td>
<td>N/A</td>
</tr>
<tr>
<td>2/12/2019</td>
<td>Bridgewater Council on Aging - Coordinated Public Transit - Human Services Transportation Plan Outreach</td>
<td>Brockton</td>
<td>Paul Chenard</td>
<td>Yes</td>
</tr>
<tr>
<td>2/12/2019</td>
<td>Pleasant Street/ South Avenue/ Franklin Street Technical Assistance Meeting (Whitman)</td>
<td>Whitman</td>
<td>William McNulty</td>
<td>N/A</td>
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<tr>
<td>2/19/2019</td>
<td>Old Colony Metropolitan Planning Organization (MPO) Meeting</td>
<td>Brockton</td>
<td>Shawn Bailey, Paul Chenard, Raymond Guarino, Charles Kilmer, William McNulty, Kyle Mowatt, Laurie Muncy, Jimmy Pereira, Lisa Sullivan</td>
<td>Yes</td>
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<tr>
<td>2/25/2019</td>
<td>Design Public Hearing - Harrison Boulevard at Pond Street (600368) (Avon)</td>
<td>Avon</td>
<td>Charles Kilmer</td>
<td>N/A</td>
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<tr>
<td>2/27/2019</td>
<td>LRTP Table Event - Old Colony YMCA (East Bridgewater)</td>
<td>East Bridgewater</td>
<td>Paul Chenard, Jimmy Pereira</td>
<td>Yes</td>
</tr>
<tr>
<td>2/27/2019</td>
<td>Old Colony Planning Council Board of Directors Meeting (Route 106 Corridor Study)</td>
<td>Brockton</td>
<td>Raymond Guarino</td>
<td>N/A</td>
</tr>
<tr>
<td>2/27/2019</td>
<td>LRTP Table Event - Bridgewater State University STEM Career Exploration Event</td>
<td>Bridgewater</td>
<td>Shawn Bailey</td>
<td>Yes</td>
</tr>
<tr>
<td>3/5/2019</td>
<td>Hanover Traffic Safety Committee Meeting</td>
<td>Hanover</td>
<td>William McNulty</td>
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</tr>
</tbody>
</table>
Appendix F: Safe Routes To School Participants in OCPC Region

<table>
<thead>
<tr>
<th>Community</th>
<th>School</th>
</tr>
</thead>
<tbody>
<tr>
<td>Abington</td>
<td>Beaver Brook Elementary</td>
</tr>
<tr>
<td>Abington</td>
<td>Woodsdale Elementary School</td>
</tr>
<tr>
<td>Avon</td>
<td>Ralph D Butler Elementary School</td>
</tr>
<tr>
<td>Brockton</td>
<td>Angelo School</td>
</tr>
<tr>
<td>Brockton</td>
<td>Ashfield Middle School</td>
</tr>
<tr>
<td>Brockton</td>
<td>Brookfield Elementary School</td>
</tr>
<tr>
<td>Brockton</td>
<td>Edgar B. Davis K-8 School</td>
</tr>
<tr>
<td>Brockton</td>
<td>Downey Elementary School</td>
</tr>
<tr>
<td>Brockton</td>
<td>Dr. William Arnone Elementary School</td>
</tr>
<tr>
<td>Brockton</td>
<td>Manthala George, Jr Global Studies School</td>
</tr>
<tr>
<td>Brockton</td>
<td>Hancock Elementary School</td>
</tr>
<tr>
<td>Brockton</td>
<td>John F. Kennedy Elementary School</td>
</tr>
<tr>
<td>Brockton</td>
<td>Mary E Baker Elementary School</td>
</tr>
<tr>
<td>Brockton</td>
<td>Oscar F. Raymond School</td>
</tr>
<tr>
<td>Brockton</td>
<td>West Middle School</td>
</tr>
<tr>
<td>Duxbury</td>
<td>Alden Elementary School</td>
</tr>
<tr>
<td>Duxbury</td>
<td>Chandler Elementary School</td>
</tr>
<tr>
<td>Duxbury</td>
<td>Duxbury Middle School</td>
</tr>
<tr>
<td>East Bridgewater</td>
<td>Central Elementary School</td>
</tr>
<tr>
<td>East Bridgewater</td>
<td>Mitchell Middle School</td>
</tr>
<tr>
<td>Easton</td>
<td>Richard - Olmsted Elementary School</td>
</tr>
<tr>
<td>Easton</td>
<td>Parkview School</td>
</tr>
<tr>
<td>Halifax</td>
<td>Halifax Elementary School</td>
</tr>
<tr>
<td>Hanson</td>
<td>Indian Head School</td>
</tr>
<tr>
<td>Pembroke</td>
<td>Bryantville Elementary School</td>
</tr>
<tr>
<td>Pembroke</td>
<td>Hobomock Elementary School</td>
</tr>
<tr>
<td>Pembroke</td>
<td>North Pembroke Elementary</td>
</tr>
<tr>
<td>Pembroke</td>
<td>Pembroke Community Middle School</td>
</tr>
<tr>
<td>Plymouth</td>
<td>Cold Spring Elementary School</td>
</tr>
<tr>
<td>Plymouth</td>
<td>Federal Furnace Elementary School</td>
</tr>
<tr>
<td>Plymouth</td>
<td>Hedge Elementary School</td>
</tr>
<tr>
<td>Plymouth</td>
<td>Manomet Elementary School</td>
</tr>
<tr>
<td>Plymouth</td>
<td>Nathaniel Morton Elementary School</td>
</tr>
<tr>
<td>Plymouth</td>
<td>Plymouth South Middle School</td>
</tr>
<tr>
<td>Plymouth</td>
<td>South Elementary School</td>
</tr>
<tr>
<td>Plymouth</td>
<td>West Elementary School</td>
</tr>
<tr>
<td>Stoughton</td>
<td>Helen H. Hansen Elementary School</td>
</tr>
<tr>
<td>Stoughton</td>
<td>JH Gibbons Elementary School</td>
</tr>
<tr>
<td>Town</td>
<td>School Name</td>
</tr>
<tr>
<td>-----------------</td>
<td>--------------------------------------------</td>
</tr>
<tr>
<td>Stoughton</td>
<td>Joseph R Dawe Jr Elementary School</td>
</tr>
<tr>
<td>Stoughton</td>
<td>Robert G. O'Donnell Middle School</td>
</tr>
<tr>
<td>Stoughton</td>
<td>South Elementary School</td>
</tr>
<tr>
<td>West Bridgewater</td>
<td>Howard School</td>
</tr>
<tr>
<td>West Bridgewater</td>
<td>Rose L. MacDonald School</td>
</tr>
<tr>
<td>West Bridgewater</td>
<td>Spring Street School</td>
</tr>
<tr>
<td>West Bridgewater</td>
<td>West Bridgewater Jr/Sr High School</td>
</tr>
</tbody>
</table>
Appendix G: BAT Vehicle Assignment Policy

BROCKTON AREA TRANSIT

VEHICLE ASSIGNMENT POLICY

Fixed-Route

The Brockton Area Transit (BAT) fixed route fleet consists of forty-nine (49) wheelchair accessible buses that provide service to the City of Brockton and surrounding communities seven days a week. The fleet has an average age of 8.2 years old and the overall fleet condition, both interior and exterior, is good.

The fixed route service for BAT operates on a radial system or “pulse” from the BAT Intermodal Centre in downtown Brockton. This system allows for easy passenger transfers as all of the buses leave at set scheduled times. The only exceptions to this would be the Route 13 Mini Maller, which provides service to the area elderly housing complexes and shopping venues and the Route 148Stoughton, which services this town, but does provide limited trips into the BAT Intermodal Centre.

In addition to the above, the schedule is designed so that the buses do not stay on the same routes or area of the city throughout the day. By having the buses rotate routes during each pulse precludes route discrimination based on the condition of the bus. Furthermore, the pulse system ensures that newer, older, and even hybrid technology buses are rotated and utilized in all geographic areas within the service area.

The actual assignment of the vehicles is completed the evening prior by the operating company for BAT. A list of available vehicles are developed by the maintenance department and submitted to the operations department for assignment. The operations department will then assign the 40’ vehicles to routes with heavior ridership, such as the Route 12 Ashmont. The 35’ and 30’ vehicles will be assigned to routes with lower ridership and routes requiring tighter turns on narrow streets. However, any vehicle can be assigned to a particular route or area. This method of assignments coupled with the “pulse” system further cements the notion of ensuring that no one route or area is limited to just one type, size, age or condition of bus.

In addition, BAT contracts with Bridgewater State University to provide vehicles and maintenance and training support. The University operates the service which consists of campus shuttles and connection to Brockton via Route 28.

Demand Response

The Brockton Area Transit (BAT) demand response fleet, otherwise known as dial-a-bat (dab), consists of thirty-seven (37) wheelchair accessible buses that provide a shared ride service to the City of Brockton and surrounding communities seven days a week. The fleet has an average age of 3.5 years old and the overall fleet condition, both interior and exterior, is good.
*dial-a-ride* also provides coordinated service through area councils on aging. Some councils have their own vehicles but *dab* supplements services that the councils are not able to provide.

The *dab* service operates two types of services. The first is door to door service for the elderly and disabled. The second service is for the Department of Developmental Services (DDS), which involves transporting developmentally disabled clients to and from their homes to various workshops in the Brockton area. The *dab* fleet consists of two types of paratransit vehicles. The seating arrangements on each vehicle vary to accommodate the ambulatory and wheelchair client assignments.

The actual assignment of the vehicles is determined by the number of ambulatory and wheelchair clients scheduled per run. For instance if a run includes a DDS workshop that transports fifteen (15) ambulatory clients, the vehicle assigned will consist of seating to accommodate the increased number of ambulatory clients. Another example would be a run that has a DDS workshop that transports four (4) wheelchair clients and three (3) ambulatory clients; then the vehicle assigned would be one that could accommodate those seating arrangements. This method of assignment is an efficient way to accommodate the client needs and ensures that no one geographic area is limited to one type of bus as all of the vehicles are of similar look and size.

**Deviated Fixed Tour**

*Bat* provides deviated fixed tour service to the town of Rockland. The service is provided with two minibuses. This service is subject to New Freedom funding availability.
Appendix H: Title VI Maps

Environmental Justice Populations

Criteria for Designation as an Environmental Justice Census Tract
- Low Income
- Limited English Proficiency
- Minority Population

Old Colony Planning Council
70 School Street, Brockton, MA 02301
Data Sources:
- American Community Survey (ACS) 2020
- Office of Geographic Information (MassGIS)
- Old Colony Planning Council (OCPC)
Pavement Conditions

Pavement Condition Index (PCI)
- Poor (0 - 60)
- Deficient (61 - 72)
- Fair (73 - 85)
- Good (86 - 92)
- Excellent (93 - 100)

Old Colony Planning Council
70 School Street, Brockton, MA 02301
Data Sources
Massachusetts Department of Transportation,
Office of Geographic Information (MassGIS),
Old Colony Planning Council (OCPC)
Transit

- Park-n-Ride Lots
- MBTA Commuter Rail Stations
- GATRA Plymouth Area Link (PAL) Routes
- GATRA SAIL Link
- Brockton Area Transit (BAT) Routes
- Environmental Justice Census Tracts

Old Colony Planning Council
70 School Street, Brockton, MA 02301

Data Sources:
- Brockton Area Transit (BAT), Greater Attleboro and Taunton Regional Transit Authority (GATRA), Office of Geographic Information (MassGIS), Old Colony Planning Council (OCPC)
Walking Time to Brockton Area Transit: Route 11

Old Colony Planning Council
70 School Street, Brockton, MA 02301

Data Sources:
Office of Geographic Information (MassGIS),
Old Colony Planning Council (OCPH)
INTRODUCTION

The Old Colony Metropolitan Planning Organization (MPO) is responsible for a continuing, cooperative and comprehensive transportation planning process in the Old Colony Region that encompasses the communities of Abington, Avon, Bridgewater, Brockton, Duxbury, East Bridgewater, Easton, Halifax, Hanover, Hanson, Kingston, Pembroke, Plymouth, Plympton, Stoughton, West Bridgewater, and Whitman. This planning process guides the use of federal and state dollars spent on existing and future transportation projects or programs. The Limited English Proficiency (LEP) Plan/ Language Assistance Plan (LAP) plays an integral role in the MPO process. This document will detail the LEP Plan developed in conjunction with best-practice standards for public involvement.

The intent of this Limited English Proficiency Plan is to ensure access to the planning process and information published by the MPO where it is determined that a substantial number of residents in the Old Colony Region do not speak or read English proficiently. The production of multilingual publications and documents and/or interpretation at meetings or events will be provided to the degree that funding permits based on current laws and regulations.

LAW AND POLICIES GUIDING LIMITED ENGLISH PROFICIENCY PLANS

The LEP/ LAP Plan will be assessed and evaluated as part of the Metropolitan Planning Organization certification by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). The following matrix illustrates these laws, policies, and considerations:
**WHO IS AN LEP INDIVIDUAL?**

According to the United States Department of Justice, a Limited English Proficiency individual or LEP is a person who does not speak English as their primary language and who have a limited ability to read, speak, write, or understand English. As a recipient of federal funding, the MPO must take reasonable steps to ensure meaningful access to the information and services it provides. As noticed in the Federal Register/Volume 70, Number 239/Wednesday 14, 2005/Notices, there are four factors to consider in determining “reasonable steps”.

- **Factor 1**: The number and proportion of LEP persons in the eligible service area
- **Factor 2**: The frequency with which LEP persons encounter MPO programs
- **Factor 3**: The importance of the service provided by MPO programs
- **Factor 4**: The resources available and overall cost of MPO

The USDOT Policy Guidance provides recipients of federal funds substantial flexibility in determining what language assistance is appropriate based on a local assessment of the four factors listed above. The following is an assessment of need in the Old Colony Region in relation to the four factors and the transportation planning process.
LEP ASSESSMENT FOR THE OLD COLONY METROPOLITAN PLANNING ORGANIZATION

Factor 1: The Number and Proportion of LEP Persons in the Eligible Service Area.

The first step towards understanding the profile of individuals that could participate in the transportation planning process is a review of U.S Census data. Tables 1 and 2 below display languages spoken and the number of individuals who are LEP. For our planning purposes, we are considering people that speak English “not well” or “not at all” and only the top four language groups are included in the analysis.

Table 1, derived from the 2018 US Census American Community Survey, shows the number and percent of persons who are five (5) and older, with regard to their English language skills, for the communities within the MPO area and a number of adjacent municipalities. It should be noted that the U.S. Census has changed how it collects data on the number of LEP individuals in a given area. In years past, the U.S. Census collected LEP data down to the census block level, but due to privacy concerns, the U.S. Census no longer gets as granular in its LEP data collection efforts. In the case of the Old Colony Region, LEP data is collected on the community level, and with some communities, LEP information is provided only on a multi-community level.

As seen in the table below, approximately 9.44% of the MPO area population is not proficient in English. The combined communities of Avon, Brockton, and Stoughton have the greatest concentration of LEP persons at 17.4%. The second-highest concentration of LEP individuals is in the community grouping of Duxbury, Kingston, Marshfield, Plymouth, and Scituate at 18%.

<table>
<thead>
<tr>
<th>Community</th>
<th>Population 5 Years and Older</th>
<th>Number of LEP Persons</th>
<th>Percent of LEP Persons</th>
</tr>
</thead>
<tbody>
<tr>
<td>Avon – Brockton - Stoughton</td>
<td>120,300</td>
<td>20,882</td>
<td>17.4%</td>
</tr>
<tr>
<td>Halifax – Hanover – Hanson – Pembroke – Plympton</td>
<td>106,948</td>
<td>1,121</td>
<td>1.05%</td>
</tr>
<tr>
<td>Duxbury – Kingston – Marshfield – Plymouth – Scituate</td>
<td>87,514</td>
<td>15,781</td>
<td>18.0%</td>
</tr>
<tr>
<td>Totals:</td>
<td>430,573</td>
<td>40,653</td>
<td>9.44%</td>
</tr>
</tbody>
</table>
Table 2, shows the number and percent of LEP persons by language spoken at the individual’s home constituting 5% of the Old Colony MPOs region area’s population or 1,000 people or more in said area. Of the total LEP persons within the Old Colony MPO’s area meeting this measure, 35.7% speak Portuguese (Cape Verdean Creole) at home, making this the most significant percentage of the area’s LEP population. The second most common language of the area’s LEP population is Haitian French Creole at 32.9%. Spanish speakers make up 16% of the service area’s LEP population.

<table>
<thead>
<tr>
<th>LEP Person</th>
<th>Portuguese Language</th>
<th>Haitian French Creole Language</th>
<th>Spanish Language</th>
</tr>
</thead>
<tbody>
<tr>
<td>5 years older Total</td>
<td>9,667</td>
<td>8,900</td>
<td>4,331</td>
</tr>
<tr>
<td>Percent of all LEP Persons</td>
<td>35.7%</td>
<td>32.9%</td>
<td>16%</td>
</tr>
</tbody>
</table>

**Factor 2: The Frequency in which LEP Encounter MPO Programs**

Since the Old Colony MPO 2018 LEP Plan update, which used the 2015 U.S. Census American Community Survey five year data figures, the MPO region has seen growth in the number of LEP individuals. The number of LEP individuals has grown from 21,936 to 40,653, an 85.3% increase. This dramatic increase in LEP individuals could be due to a statistical difference in the way LEP information has changed in its collection methods. To date, no requests have been made to the MPO by individuals or groups for Spanish, Portuguese (Cape Verdean Creole), Haitian French Creole or other language interpreters or publications. The MPO staff continue to utilize the 2010 U.S. Census Language Identification Flashcards along with the language capabilities of staff members.

An underlying principle of the Old Colony Metropolitan Planning Process is public participation, coordination, and consultation with appropriate agencies and groups. The MPO staff engages the public to the maximum extent possible. Various strategies are deployed, documented, and evaluated. These strategies consist of activities designed to build better relationships with citizens that are engaged with their communities and businesses, along with individuals of “traditionally underserved” communities and Limited English Proficiency, local officials, non-profit organizations, and transportation agencies. The main purpose of the public participation process is to educate and inform stakeholders on new initiatives affecting transportation, economic development, and land-use policy changes. The process is designed to fulfill federal aid requirements and to document people’s transportation and land use needs in their communities.
The strategies the Old Colony MPO staff employ to reach out to the Limited English Proficiency population in the region are developed through surveys and direct engagement through LEP community support groups. Surveys are a reliable tool to reach individuals that feel too timid to participate with the public and for individuals that cannot attend meetings and outreach activities. Surveys are available in multiple languages: English, Spanish, Portuguese (Cape Verdean Creole), and Haitian French Creole. Consultation with community groups like Associacao Caboverdiana de Brockton, Inc., Brockton Area Multi - Services, Inc., Latin American Health Institute, South Shore Haitians United for Progress, and Brockton Interfaith Community also supports the efforts of reaching the LEP population.

**Factor 3: The Importance of the Service Provided by the MPO Program**

MPO programs use federal funds to plan for future transportation projects and therefore do not include any direct service or programs that require vital, immediate, or emergency assistance, such as medical treatment or services for basic needs (like food and shelter). Further, the MPO does not conduct required activities such as applications, interviews or other activities before participation in its programs or events. Involvement by any citizen with the MPO or its committees is voluntary. The MPO, however, must ensure that all segments of the population, including LEP persons, have been involved or have had the opportunity to be involved in the transportation planning process, in order to be consistent with the goals of the Federal Environmental Justice program and policy. The impact of proposed transportation investments on underserved and underrepresented population groups is part of the evaluation process in the use of federal funds in four major areas for the MPO:

- The Unified Planning Work Program
- The Transportation Improvement Program
- The Long Range Transportation Plan (covering 20 + years)
- Public Participation Plan

Inclusive public transportation is a priority consideration in Old Colony MPO plans, studies, and programs. The impacts of transportation improvements resulting from these planning activities have an impact on all residents. Understanding and continued involvement are encouraged throughout the process. The MPO is concerned with input from all stakeholders, and every effort is taken to make the planning process as inclusive as possible. As a result of the long-range transportation planning process, selected projects receive approval for federal funding and progress towards project planning and
construction under the responsibility of local jurisdictions or state transportation agencies. These state and local organizations have policies to ensure LEP individuals can participate in the process that shapes where, how, and when a specific transportation project is implemented.

**Factor 4: The Resources Available and Overall MPO Cost**

Given the size of the LEP population in the MPO area and current financial constraints, full multilanguage translations of large transportation plan documents and maps are not considered warranted at this time; however, the continued presence of large populations of Spanish, Haitian French Creole, and Portuguese (Cape Verdean Creole) speaking populations in the MPO service area makes offering translation in these languages when requested a sound community investment.

The MPO intends to make the Executive Summary for the Regional Transportation Plan, the Transportation Improvement Program, the Public Participation Plan, and other key documents available in multiple languages by request. To accommodate the cost, these summaries may be presented in alternative formats, such as brochures or newsletters, which are designed to capture all of the significant points of the full document. The MPO will continue collaborative efforts with state and local agencies to provide language translation and interpretation services when practical and in consideration of the funding available. The translation of these documents will be offered after the final English version has been completed and a request made to the Title VI Coordinator. Spanish, Haitian French Creole, and Portuguese (Cape Verdean Creole) outreach materials from organizations such as federal, state, and local transportation agencies will be used when possible.

**MEETING THE REQUIREMENTS**

Engaging the diverse population within the MPO area is important. The MPO is committed to providing quality services to all citizens, including those with limited English proficiency. Portuguese (Cape Verdean Creole) is the most dominant language spoken by LEP individuals in the Old Colony MPO Area, followed by Haitian French Creole and then Spanish.

**Safe Harbor Stipulation and LEP Thresholds**

Federal law provides a “safe harbor” stipulation so recipients of federal funding can ensure compliance with their obligation to provide written translations in languages
other than English with greater certainty. A “safe harbor” means that as long as a recipient (the MPO) has created a plan for the provision of written translations under a specific set of circumstances, such action will be considered strong evidence of compliance with written translation obligations under Title VI. However, failure to provide written translations under the circumstances does not mean there is noncompliance, but rather provides for recipients a guide for greater certainty of compliance in accordance with the four-factor analysis. Evidence of compliance with the recipient’s written translation obligations under “safe harbor” includes providing written translations of vital documents for each eligible LEP language group that constitutes 5% or 1,000 persons, whichever is less, of eligible persons served or likely to be affected. Translation can also be provided verbally.

The “safe harbor” provision applies to the translation of written documents only. It does not affect the requirement to provide meaningful access to LEP individuals through competent oral interpreters where oral language services are needed and reasonable to provide.

Providing Notice to LEP Persons

US DOT guidance indicates that once an agency has decided, based on the four factors, to provide language services, it is important that the recipient notify LEP persons of services available free of charge in a language the LEP persons would understand. Where appropriate and feasible, the staff will include the following language in English, Spanish, Portuguese (Cape Verdean Creole) and Haitian Creole on meeting notifications and other informational materials: Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services for a meeting (free of charge) should contact Mary Waldron at 508-583-1833 or mwaldron@ocpcrpa.org at least seven days in advance. Se solicita La participación del público, sin importar la raza, color, nacionalidad, edad, sexo, religión, incapacidad o estado familiar. Personas que requieran facilidades especiales bajo el Acta de Americanos con Discapacidad (Americans with Disabilities Act) o personas que requieren servicios de traducción (sin cargo alguno) deben contactar a Mary Waldron al teléfono 508-583-1833 o mwaldron@ocpcrpa.org por lo menos siete días antes de la reunión. As pessoas que requerem acomodações especiais sob a Lei dos Americanos Portadores de Deficiência ou pessoas que necessitam de serviços de tradução para uma reunião (grátis) devem contatar Mary Waldron pelo telefone 508-
The Old Colony MPO will use the following methods of notification:

- Signage indicating that free language assistance is available with advance notice
- Stating in outreach documents that language services are available
- Working with community-based organizations and other stakeholders to inform LEP individuals of MPO services and the availability of language assistance
- Using automated telephone voicemail or menu to provide information about available language assistance services
- Including notices in local newspapers in languages other than English
- Providing notices on non-English-language radio and television stations about MPO services and the availability of language assistance
- Providing presentations and/or notices at schools and community-based organizations
- Website translation tools
- The MPO will publicize the availability of interpreter services, free of charge, at least seven (7) days prior to MPO Board and Committee meetings, workshops, forums or events which will be noticed on the MPO website, in meeting notices (packets), and using the following additional tools as appropriate:
  - Signage
  - Public outreach material
  - Community-based organizations
  - Local newspapers
  - Old Colony Library System

The MPO defines an interpreter as a person who translates spoken languages orally, as opposed to a translator, who translates written languages and transfers the meaning of the written text from one language into another. The MPO will request language interpreter services from Old Colony MPO staff or through contracted interpreter service agencies. The MPO can post meeting notices in the Cape Verdean media that serves the Cape Verdean community throughout the greater Brockton area. As covered under Title VI, the material will be provided in an alternative language when applicable.
Identifying Persons Who May Need Language Assistance

When encountering an LEP person, staff will use Language Identification Flashcards to identify that person’s primary language. Language Identification Flashcards, as developed by the U.S. Census Bureau (https://www.lep.gov/lSpeakCards2004.pdf), are translated into 51 different languages. The flashcards are used by the Census Bureau and other federal agencies to identify the primary language of LEP persons during face to face encounters. The staff will make the Language Identification Cards available to the public through its website so that LEP persons contacting the Planning Council online can communicate their primary language to the staff. The staff then can then use that information to provide language assistance to the LEP person. The staff will make the Language Identification Flashcards available at all public meetings. Once an LEP person’s primary language is identified using the flashcards, the staff will assess the feasibility of providing written translation service and/or oral interpretation assistance to the LEP person.

Language Assistance

Information regarding MPO transportation planning processes is made available through multiple means, including translated public meeting notices and providing a bilingual staff whenever possible. The MPO’s future programs and services to enhance the accessibility of transit services to LEP persons may include the following:

- Continued partnerships with Brockton Area Transit (BAT) and community organizations to continuously develop a list of language translation volunteers who are available for public meetings. This option could be used where advanced notice is provided that translator services are needed. This option may also help increase the number of languages for which translation services are available.

- Continued development of written translation and oral interpreter service providers’ database. This would improve the speed and convenience with which written documents can be translated for the public, and reduce the need to have public requests for them.

- Ensuring that MPO members are aware of the USDOT LEP guidance and support their LEP planning activities, as appropriate.
• Regular updates to this LEP Plan, as needed by new events, such as the release of language related demographic data from future decennial census, American Community Survey updates and/or indications of increases in LEP population.

• Continued identification of community based organizations that are not being contacted through existing outreach.

The MPO intends to initiate a program to make the Executive Summaries for key documents available in Portuguese (Cape Verdean Creole), Haitian Creole and Spanish. Key documents include the Regional Transportation Plan, the Transportation Improvement Program, the Public Participation Plan, and other identified key documents. A goal of the MPO’s Public Participation Plan is to provide user-friendly material that will be appealing and easy to understand. The MPO may provide Executive Summaries in alternative formats, such as brochures or newsletters, depending on the work product.

The MPO encourages staff to explore and utilize visualization techniques, methods, and devices that do not use language alone. For example, the use of pictograms, symbol signs, diagrams, color code warnings, illustrations, graphics, and pictures can be considered information using few words in any language. Schematic maps can similarly communicate large amounts of information without words.

MPO Staff Training

To establish meaningful access to information and services for LEP individuals, the MPO will continuously train its employees to assist in-person, and/or by telephone LEP individuals who request assistance. MPO Board members will receive a copy of the LEP Plan and have access to training, assuring that they are fully aware of and understand the plan and its implementation.

Monitoring and Updating the Language Assistance Plan

The LEP/ Language Assistance Plan, as part of the Old Colony MPO’s Title VI Plan will be reviewed annually by OCPC Title VI coordinators on staff and included in the Annual Title VI Update provided to MassDOT. This annual review will also include a review of whether existing assistance is meeting the needs of LEP persons, and whether new documents, programs, services, and activities need to be made accessible for LEP individuals. Such guidance will also be based on consideration of the frequency of encounters with LEP
language groups and the availability of resources. Additionally, as new data is made available on the demographics of the region and the resulting transportation needs (e.g., 2020 U.S. Census Data), this Language Assistance Plan will be reviewed and updated to respond to the needs of the region’s growing and changing population.
February 18, 2020 Old Colony MPO Meeting
Agenda Item 10
Administrative Matters, Other Business, and Date and Time of Next Meeting(s)
• Old Colony MPO Transportation Planning Certification Review

Summary

Administrative Matters and Other Business to be discussed.

Date and Time of Next Meeting(s)

The Old Colony MPO members are respectfully requested to schedule the date and time of their next meeting(s).
  ▪ March 17, 2020
  ▪ April 21, 2020
  ▪ May 19, 2020
  ▪ June 16, 2020

Attachment(s)
None