

FFY 2019 OLD COLONY UNIFIED PLANNING WORK PROGRAM

PREPARED BY:

**OLD COLONY PLANNING COUNCIL (OCPC)
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508-583-1833 / WWW.OCPCRPA.ORG
PREPARED UNDER MASSDOT CONTRACT 88826**

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FROM OCTOBER 1, 2018 THROUGH SEPTEMBER 30, 2019**

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UNIFIED PLANNING WORK PROGRAM (UPWP) TASK 1200

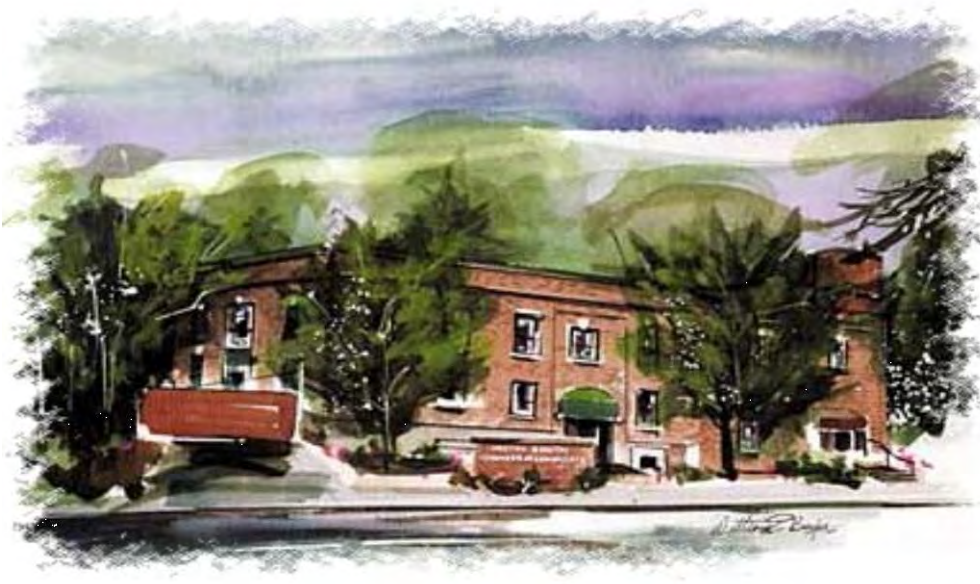
OLD COLONY METROPOLITAN PLANNING ORGANIZATION (MPO)

The preparation of this document 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.

**RELEASED BY
THE OLD COLONY MPO
ON APRIL 17, 2018 FOR A
21-DAY PUBLIC REVIEW
AND COMMENT PERIOD**

**PREPARED IN
COOPERATION WITH BAT,
FHWA, FTA, AND
MASSDOT
UNDER CONTRACT 88826**



DISCLAIMER

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Updated April 2015
Old Colony Planning Council

DRAFT FFY 2019 OLD COLONY UNIFIED PLANNING WORK PROGRAM (UPWP)

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INTRODUCTION

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

The FFY 2019 Old Colony Unified Planning Work Program (UPWP) describes and provides budgetary information for the transportation planning tasks and activities, which are to be conducted in the region during the federal fiscal year. The UPWP is prepared and endorsed annually by the Old Colony MPO, prior to the start of the planning program. The Old Colony Planning Council (OCPC) has the responsibility of preparing the UPWP and implementing the tasks contained here within.

The FFY 2019 Old Colony UPWP describes the planning to be undertaken by the Old Colony MPO. Transportation planning activities are described as procedures under specific tasks. For each task, the anticipated accomplishment or product is provided. For each task, budget, and sources of funding are also provided. For management convenience, similar tasks are grouped into the following elements:

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

The Old Colony UPWP is a planning and budgeting tool that is used by Brockton Area Transit (BAT), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Massachusetts Department of Transportation (MassDOT), and Old Colony Planning Council (OCPC), as the Scope of Services for the contracting for planning services, and may be amended, and/ or administratively modified during the program year with approval of the Old Colony MPO.

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

The FFY 2019 Old Colony UPWP continues to expand on several major tasks that are specifically targeted to implement provisions of several pieces of federal legislations, such as the Fixing America's Surface Transportation (FAST) Act, the Clean Air Act Amendments of 1990, and the Americans with

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Disabilities Act. The Old Colony MPO develops its programs with regional needs in mind, and in alignment with the FAST Act Planning Factors. The federal transportation act, the FAST Act identifies nine (9) Planning Factors that Metropolitan Planning Organizations, such as the Old Colony MPO, must consider in their Unified Planning Work Programs. During the development of the 2016 Long Range Transportation Plan, goals and objectives were developed to guide the region's transportation planning activities through the near future, as were the performance measures that work towards achieving these goals and objectives. Planning staff collaborated with stakeholders in an attempt to develop realistic and achievable targets and performance measures for each individual objective. The Old Colony MPO will continue to collaborate with its planning partners and refine the development of targets and performance measures for Objectives as they are applicable. Additionally, planning staff will continue to self-evaluate on progress towards all objectives and report to its planning partners and to the public as appropriate. The following is a listing of the national planning factors with information provided on the related 2016 LRTP objectives and performance measures.




FAST-ACT: National Planning Factors

1. **Safety** - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads. Increase the safety of the transportation system for motorized and non-motorized users. Review safety data, goals, objectives, and strategies to promote safety.








In addition, the Strategic Highway Safety Plan should be incorporated into the long-range plan. OCPC shall apply specific criteria in the review of transportation strategies. These criteria are applied to estimated changes in safety. The primary goal of the LRTP is focused on safety and security: "Enhance Safety and Security." Safety is of such importance that it is recognized in its own chapter of the LRTP. Increase the security of the transportation system for motorized and non-motorized users. MPOs should look at both transit and highways networks and develop appropriate goals and strategies. Review current plans for emergency planning and security elements, identify critical facilities and transportation systems, and help define the roles of the various players in promoting security. The primary goal of the LRTP is focused on safety and security: "Enhance Safety and Security." Security is of such importance that it is recognized in its own chapter of the LRTP. One area of additional security planning that applies is that of traffic impacts due to extreme weather events such as impending hurricanes, and climate changes. OCPC has participated in the Massachusetts Emergency Management Agency (MEMA) Massachusetts State Police efforts regarding the Cape Cod Evacuation Plan.

Goal 1: Safety and Security: To ensure that the transportation system and its users are safe and secure.

Objectives:








- Reduce the number and rates of fatalities and serious injuries
 -  **Target and Performance Measure:** Reduce motor vehicle, pedestrian, and bicyclist fatalities, hospitalizations, and crashes by 10 percent in 10 years
 -  **Target and Performance Measure:** Conduct Road Safety Audits for a minimum of 3 high crash locations (MassDOT Top 5% Crash Clusters) per year, including minimum of 1 pedestrian/walkability audit and one bicycle audit per year
 -  **Target and Performance Measure:** Fully program minimum HSIP targets each TIP year and seek to program Statewide HSIP funds when available/feasible for priority safety related projects

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- Provide and maintain safe fixed route service (e.g. Preventable Accidents per 100K miles)
 -  **Target and Performance Measure:** Maintain fixed route service preventable accidents/ 100k miles below 2 (FY 2014 actual is 1.02) (from BAT Performance Dashboard)
 - Provide and maintain safe demand response service (Preventable accidents/ 100k miles)
 -  **Target and Performance Measure:** Maintain demand response service preventable accidents/ 100k miles below 2 (FY 2014 actual is 1.20) (from BAT Performance Dashboard)
 - Protect the viability of transportation infrastructure to accommodate emergency response and evacuations
 - Protect transportation system users from safety and security threats
 - Increase number of Safe Routes to School Partner Schools
 -  **Target and Performance Measure:** Increase percentage of SRTS Partner Schools to 85% in 10 years. Currently, 70% of eligible partner schools are partner schools
2. **Infrastructure Condition (Pavement and Bridge)** - To maintain a highway infrastructure asset system in a state of good repair. Emphasize the preservation of the existing transportation system. The LRTP supports this planning factor through this goal: Enhance and Protect Regional Mobility. The LRTP also supports this performance measure: Maintaining and preserving transit, highway, and bridge infrastructure. As part of the LRTP development, OCPC utilizes a pavement management system to develop costs and recommended repair for operation, preservation, and maintenance of the federal aid network.
- Objectives:**
- Provide and maintain fixed route and demand response state of good repair
 -  **Target and Performance Measure:** Increase miles between breakdowns with passenger interruption on fixed route to 20,000 (standard) within 10 years (currently 18,020) (from BAT Performance Dashboard)
 -  **Target and Performance Measure:** Increase miles between breakdowns with passenger interruption on demand response to 10,000 (standard) within 10 years (currently 6,452) (from BAT Performance Dashboard)
 - Improve bridge conditions
 -  **Target and Performance Measure:** Maintain percentage of bridges categorized “structurally deficient” below 5% and increase overall average AASHTO rating (current 79) by 10 percent by 2040
 - Improve pavement conditions and state of good repair
 -  **Target and Performance Measure:** Achieve 50% of federal-aid eligible roadways in the region with a PCI-based pavement ranking of “Good” or “Excellent” within 10 years
3. **Congestion Reduction** - To achieve a significant reduction in congestion on the NHS. Enhance the integration and mobility of the transportation system, across and between modes, for people and freight. OCPC shall apply specific criteria in the review of transportation strategies. These criteria are applied to improvements in multimodal accessibility. The LRTP supports these efforts through its goal: “Enhance and Protect Regional Mobility, and Foster Sustainable, Healthy, and Livable Communities.”

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Objectives

- Promote Mode Shift by increasing use of transit, carpool/vanpool, and non-motorized transportation modes such as bicycling and walking
 -  **Target and Performance Measure:** Achieve 15% of commuters in the Old Colony region using healthy transportation modes (transit, walking, bicycling, etc.) within 10 years (10.5% of surveyed commuters in Old Colony Region were using transit, walking, or bicycling in the 2010 Massachusetts Travel Survey)
 - Reduce traffic congestion, and improve level of service and access management
 -  **Target and Performance Measure:** Monitor congestion levels on federal-aid eligible highway network annually, and highlight corridors with volume to capacity (v/c) ratios of 0.8 or greater for targeted study and/or improvements
 - Maintain and improve transit system efficiency and capacity
 -  **Target and Performance Measure:** Achieve average on-time ranking on fixed-route system of 98% by 2040 (from BAT Performance Dashboard)
 - Increase automobile and bicycle parking capacity and usage at transit stations and commuter lots
 -  **Target and Performance Measure:** 100% of intermodal facilities with adequate bicycle parking by 2040
 - Eliminate bottlenecks on limited access highways and on the freight network
 - Improve and expand human service coordination, mobility, and accessibility for all modes
 - Reduce number and size of gaps in the ADA-accessible sidewalk network
 - Increase use of traffic signal priority (hold current green light) for transit vehicles and traffic signal pre-emption for emergency vehicles (override programmed phasing to provide approaching emergency vehicles a green light)
 - Monitor utilization and congestion levels at commuter rail and Park & Ride parking facilities
 -  **Target and Performance Measure:** Record utilization data twice annually and report data to MassDOT
 - Improve accessibility for all modes to all users
 -  **Target and Performance Measure:** 50% of communities with Complete Streets policies within 10 years
 -  **Target and Performance Measure:** 50% of available Transportation Improvement Program (TIP) funding allocated to projects that significantly improve bicycle and pedestrian mobility
4. **System Reliability** - To improve the efficiency of the surface transportation system. Promote efficient system operation and management. The Old Colony MPO supports Operation and Management Strategies (O and M) for both the transit and highway networks. The LRTP supports this planning factor through this performance measure: "Maintaining and preserving transit, highway, and bridge infrastructure." As part of the LRTP development, OCPC utilizes a pavement management system to develop costs and recommended repair for operation, preservation, and maintenance of the federal aid network. Additionally, the Old Colony TIP contains operation and maintenance costs for the federal aid network and BAT.


Objectives

- Provide and maintain fixed route reliability: Miles between breakdown w/ passenger interruption

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 **Target and Performance Measure:** Achieve average of 20K miles between breakdowns with passenger interruptions by 2025; and 25K miles by 2040 (from BAT Performance Dashboard)




- Provide and maintain demand response reliability: Miles between breakdown w/ passenger interruption

 **Target and Performance Measure:** Achieve average of 10K miles between breakdowns with passenger interruptions by 2025; and 15K miles by 2040 (from BAT Performance Dashboard)

- Provide and maintain highway network travel time reliability
- Protect and strengthen transportation systems vulnerable to climate change through identification of at-risk transportation assets and development of protection measures for each category of asset

5. **Freight Movement and Economic Vitality** - To improve the nation freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency. OCPC staff shall apply specific criteria in the review of transportation strategies. These criteria are applied to changes of delay and emissions. Reduction in traffic delay has a direct consequence on economic vitality both through the timely arrival of commuters and goods and reduction in fuel expenses and losses due to air pollution. The LRTP directly supports these efforts through the goal: "Promote Policies that Ensure Economic Vitality and Sustainability." OCPC directly supports regional productivity through its economic development mission manifested in the Regional Policy Plan, including support of the federally approved Old Colony Comprehensive Economic Development Strategy priority projects.

Objectives



- Reduce delay along identified freight routes
 -  **Target and Performance Measure:** Address minimum of (2) freight corridors through UPWP every four years
- Improve safety along freight routes
- Mitigate and improve key arterial (such as Route 106) and freeway (Routes 3 and 24) bottlenecks that inhibit efficient freight movement by truck
- Identify opportunities for promoting intermodal freight movement and uses for the Brockton CSX site
- Increase access to major employment centers
 -  **Target and Performance Measure:** Minimum of 2 planning studies in UPWP every 4 years that address access to employment centers
- Increase viaduct clearance to improve freight movement, emergency response, and reduce delay
 -  **Target and Performance Measure:** 100% of underpasses on freight corridors have highway standard vertical clearance by 2040
- Plan and prioritize transportation investments that serve targeted development areas

6. **Environmental Sustainability** - To enhance the performance of the transportation system while protecting and enhancing the natural environment. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between




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transportation improvements and State and local planned growth and economic development patterns. The LRTP supports this planning factor through three goals: “Promote Environmental Protection and Climate Change Adaptation, and Pursue the GreenDOT Vision and achieve the three GreenDOT goals.” The LRTP and therefore the UPWP includes a focus on addressing Climate Change. Where appropriate, UPWP tasks will include assessments of vulnerabilities and negative risks that climate change effects or extreme weather events pose, to the region’s transportation infrastructure. These vulnerabilities and risks will be seriously considered when planning future improvements. Where appropriate, UPWP tasks will develop adaptation strategies that will enable the region to implement improvements appropriately. The reduction of greenhouse gas emissions (GHG) remains an important goal in addressing climate change. UPWP tasks are encouraged that reduce VMT and congestion.


Objectives


- Minimize negative environmental impacts of the transportation system
 -  **Target and Performance Measure:** Program a minimum of 100% of Congestion Mitigation and Air Quality (CMAQ) Program funding targets
 - Reduce greenhouse gas emissions and ground level ozone (NOx and VOCs) by all transportation modes
 -  **Target and Performance Measure:** 50% of TIP projects reduce GHGs while also reducing negative impacts on the natural environment (such as improved storm water management or the addition of green space)
 - Increase the usage of clean alternative fuels and recyclable material for new transportation infrastructure
 - Increase coordination of transportation and housing programs to promote affordable housing near transit
 - Develop and support transportation policies that support healthy lifestyles
 - Support investments that clean up brownfields and avoid investments that increase pressure to develop greenfields
 - Support livable communities and smart growth development patterns through the creation of a balanced multi-modal transportation system
7. **Reduced Project Delivery Delays** - To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies’ work practices.

Objectives

- Continue to utilize transportation evaluation criteria in screening potential TIP projects
 -  **Target and Performance Measure:** 100% of all potential projects undergo initial evaluation to determine if project is realistic, viable, and implementable
- Enhanced careening and evaluation of projects to determining Year 1 readiness for TIP
 -  **Target and Performance Measure:** 100% of potential Year 1 TIP projects are screened for implementation readiness
 -  **Target and Performance Measure:** At least 80% of Year 1 TIP Projects are advertised
- Continue to maintain annual participation at TIP Day with MassDOT

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 **Target and Performance Measure:** 100% attendance and participation at TIP Day

 **Target and Performance Measure:** At 25% design stage, work with stakeholders on 100% of potential projects to determine ROW, environmental permitting, and other potential challenges to project development and implementation

- Reduce time of transit contracting

8. **Resiliency and Reliability of the Transportation System** - improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation. Promote efficient system operation and management.

Objectives

- Provide and maintain fixed route reliability: Miles between breakdown w/ passenger interruption
 -  **Target and Performance Measure:** Achieve average of 20K miles between breakdowns with passenger interruptions by 2025; and 25K miles by 2040 (from BAT Performance Dashboard)
- Provide and maintain demand response reliability: Miles between breakdown w/ passenger interruption
 -  **Target and Performance Measure:** Achieve average of 10K miles between breakdowns with passenger interruptions by 2025; and 15K miles by 2040 (from BAT Performance Dashboard)
- Provide and maintain highway network travel time reliability
- Protect and strengthen transportation systems vulnerable to climate change through identification of at-risk transportation assets and development of protection measures for each category of asset

The Old Colony MPO supports Operation and Management Strategies (O&M) for both the transit and highway networks. The LRTP supports this planning factor through this performance measure: “Maintaining and preserving transit, highway, and bridge infrastructure.” As part of the LRTP development, OCPC utilizes a pavement management system to develop costs and recommended repair for operation, preservation, and maintenance of the federal aid network. Additionally, the Old Colony TIP contains operation and maintenance costs as available for the federal aid network and BAT.

9. Travel and Tourism – Enhance Travel and Tourism.

The Old Colony MPO is working on efforts to enhance travel and tourism through Element 3000 Major UPWP Studies. Opportunities to monitor, analyze, and development recommendations will be undertaken.

Consistent with U.S. Department of Transportation’s strategic objectives for the Surface Transportation Program, the FFY 2019 UPWP emphasizes the planning emphasis areas of the FAST Act Implementation, Regional Models of Cooperation, and Ladders of Opportunity.

- FAST Act Implementation - The Old Colony MPO continues to develop its performance management approach to transportation planning and programming. Performance-based planning and programming includes using transportation performance measures, setting

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targets, reporting performance, and programming transportation investments directed toward the achievement of transportation system performance outcomes. Appropriate UPWP work tasks include working with local planning partners to identify how to implement performance-based planning provisions such as collecting performance data, selecting and reporting performance targets for the metropolitan area, and reporting actual system performance related to those targets. Such activities are included in the FFY 2019 UPWP through tasks such as the Management Systems (Congestion, Pavement, and Safety), and the Performance Management efforts.

- **Regional Models of Cooperation** - The Old Colony MPO seeks to ensure a Regional Approach to Transportation Planning by Promoting Cooperation and Coordination across MPO and Transit Agency Boundaries. To improve the effectiveness of transportation decision making, the Old Colony MPO thinks beyond traditional borders and conducts a coordinated approach to transportation planning. A coordinated approach supports common goals and capitalizes on opportunities related to project delivery, congestion management, safety, freight, livability, and commerce across boundaries. Improved multi-jurisdictional coordination by MassDOT, MPOs, and providers of public transportation can reduce project delivery times and enhance the efficient use of resources, particularly in urbanized areas that are served by multiple MPOs. During FFY 2019, the Old Colony MPO will continue to coordinate planning activities within the Boston Urbanized Area (UZA) with MassDOT and the common MPOs, and seek to update the Boston UZA Coordination Memorandum of Understanding (MOU) to ensure that there are effective processes for cross-jurisdictional communication to improve collaboration, policy implementation, technology use, and performance management.
- **Ladders of Opportunity** - The Old Colony MPO, as part of the transportation planning process, identifies transportation connectivity gaps in accessing essential services. Essential services include employment, health care, schools/education, and recreation. The FFY 2019 UPWP includes efforts to develop and implement methods to identify gaps in the connectivity of the transportation system and developing infrastructure and operational solutions that provide the public, especially the traditionally underserved populations, with adequate access to essential services. As such, examples undertaken in previous UPWPs include the Bicycle and Pedestrian Connectivity and Safety Study (assessing the connectivity and safety and condition of pedestrian and bicycle facilities; and evaluating compliance with Americans with Disabilities Act, particularly around schools, concentrations of disadvantaged populations, social services, medical, and transit facilities), the Congestion Management Process, the Route 53 Corridor Study (Hanover, Pembroke, Duxbury, and Kingston), the Route 106 Corridor Study (Kingston, Plympton, Halifax, East Bridgewater, and West Bridgewater), the Route 123 Corridor Study (Abington and Brockton). The FFY 2019 UPWP also includes tasks to develop the 2020 Long Range Regional Transportation Plan (LRTP), and 2019 Coordinated Public Transit - Human Service Transportation Plan.

This year's UPWP efforts focus on the development of the 2020 Long Range Regional Transportation Plan (LRTP), 2019 Coordinated Public Transit - Human Service Transportation Plan, the FAST Act Performance Management and related Performance Measures and Target development, continued development of the Regional Travel Demand Model (TransCAD), operation of the Congestion Management Process, operation of the Safety Management System, operation of the Pavement Management System, and the development of the Transportation Improvement Program. Attention is also focused on the regional multi-modal data surveillance program (including counting of bicycles and

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pedestrians, developing inventory of gaps in the bicycle network, and developing an index of regional likeability), maintaining regional databases, adjusting and amending certification documents as needed, and implementing the management systems. OCPC continues to integrate the Geographic Information Systems into various tasks and plans undertaken. As indicated in the title of the Federal transportation act, the safety of our transportation network has become an increasing priority, and a key consideration in the selection and prioritization of future projects. Tasks within the UPWP are consistent with the goals of the LRTP. As an example, the Plan supports efforts to reduce congestion, improve safety, and develop capital projects that represent an efficient expenditure of public dollars. Such efforts are addressed in this UPWP under multiple tasks such as the Management Systems of Congestion, Pavement, and Safety, along with the TIP.

Federal transportation legislation continues to prioritize the concept of Sustainability and Livability within the transportation planning process. This concept is addressed in the 2016 Long Range Transportation Plan, and in the Bicycle – Pedestrian Connectivity and Livability Study. Beyond those efforts, one method for measuring the sustainability of a highway project is to assess the project against existing best practices. With this in mind, FHWA has developed and released a web-based tool known as the Infrastructure Voluntary Evaluation Sustainability Tool (INVEST). As such, the Old Colony MPO will continue to consider sustainability and livability, and seek to utilize the INVEST Tool during the implementation of the FFY 2019 UPWP.

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

The FFY 2019 UPWP is consistent with Federal Planning Regulations and Other Federal Legislative Requirements.

Fixing America's Surface Transportation (FAST) Act

This legislation requires all MPOs to carry out the 3C process. Activities the MPOs must perform to meet this requirement are:

- Preparation of the LRTP, the TIP, and the UPWP
- Establishment and oversight of the public participation process
- Maintenance of transportation models and data resources to support air quality conformity determinations as well as long-range and short-range planning efforts

Title VI and the Americans with Disabilities Act (ADA)

Title VI of the 1964 Civil Rights Act, Executive Order 12898, Executive Order 13166, and Executive Order 13330

Federal "Title VI/Nondiscrimination" Protections

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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 administered 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**.

Executive Order 12898, dated February 11, 1994, expands upon Title VI, requiring each federal agency to achieve environmental justice by identifying and addressing any disproportionately high adverse human health or environmental effects, including interrelated social and economic effects, of its programs, policies, and activities on minority or low-income populations.

On April 15, 1997, the U.S. Department of Transportation issued its Final Order to Address Environmental Justice in Minority Populations and Low-Income Populations. Among other provisions, this order requires programming and planning activities to:

- Explicitly consider the effects of transportation decisions on minority and low-income populations
- Provide meaningful opportunities for public involvement by members of minority and low income populations
- Gather (where relevant, appropriate, and practical) demographic information such as the race, color, national origin, and income level of the populations affected by transportation decisions
- Minimize or mitigate any adverse impact on minority or low-income populations

Executive Order 13166, dated August 11, 2000, is intended to ensure compliance with Title VI of the Civil Rights Act of 1964 by specifically calling for improved access to federally conducted and federally assisted programs and activities for persons who, as a result of national origin, have limited English

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proficiency (LEP). To comply with the order, MPOs are required to develop and implement a system by which LEP persons can meaningfully participate in the transportation planning process.

FTA Environmental Justice Policy Guidance For Federal Transit Administration Recipients Circular 4703.1 (2012) provides recommendations on how to fully engage environmental justice populations in the public transportation decision-making process; how to determine whether environmental justice populations would be subjected to disproportionately high and adverse human health or environmental effects as a result of a transportation plan, project, or activity; and how to avoid, minimize, or mitigate these effects.

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

The Americans with Disabilities Act (ADA)

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

Funding Sources

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

FHWA PL/ MassDOT	October 2018 through September 2019
FTA 5303/ OCPC	April 2018 through March 2019
BAT	July 2018 through June 2019

Administrative Modification and Amendment Procedures

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

The procedures for modifying the UPWP are:

UPWP Amendment

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

- The addition or removal of UPWP tasks
- The change in start/ completion dates, outside of originally intended federal fiscal year(s)
- The significant change in project scope, cost, and/ or time allocation

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UPWP Administrative Modification (Adjustment)

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

- The reallocation of budget funds
- The change in start/ completion dates, within originally intended federal fiscal year(s)
- Adjustment to project scope

Geographic Distribution of Major UPWP Funded Studies

The Old Colony Planning Council staff monitors the geographic distribution of UPWP funded studies over time. Table 1 provides the distribution of Major UPWP Studies over the time period of 2004 through 2019. To assist with providing context to the distribution, included in the table is 2010 Population and 2010-2014 Median Household Income. For the purposes of 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 also may include studies such region wide bicycle and pedestrian connectivity studies, climate change transportation studies, and priority development areas/ priority preservation areas studies.

From an examination of the distribution of Major UPWP Studies from 2004 through 2019, the following observations may be made:

- There are higher concentrations of studies within the more populated urban areas (i.e. Brockton and Stoughton). Such concentrations tend to follow areas with elevated levels of congestion and crash clusters.
- The towns of Bridgewater, Plymouth, and Stoughton also had higher concentration of studies. A potential explanation for such a trend is that these populous communities feature proximity to limited access highways, commuter rail, and academic institutions of higher learning. Such features, while beneficial in many respects, also lead to higher pedestrian, bicyclist and vehicle trips, and the need for additional multimodal and infrastructure.

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Table 1 - Geographic Distribution of Major UPWP Funded Studies

Community	2010 Population	All Minority (Including White Hispanic) Population	Median Household Income, 2010- 2014	Number of Major Old Colony UPWP Studies, 2004 through 2019	Percentage of Total Studies
Abington	15,985	1,368	\$81,500	4	6.1%
Avon	4,356	741	\$78,750	4	6.1%
Bridgewater	26,563	2,941	\$88,481	4	6.1%
Brockton	93,810	53,542	\$48,569	6	9.1%
Duxbury	15,059	560	\$120,253	2	3.0%
East Bridgewater	13,794	790	\$88,534	4	6.1%
Easton	23,112	2,327	\$95,372	1	1.5%
Halifax	7,518	282	\$69,917	3	4.5%
Hanover	13,879	579	\$98,750	1	1.5%
Hanson	10,209	424	\$93,771	1	1.5%
Kingston	12,629	598	\$86,339	4	6.1%
Pembroke	17,837	699	\$89,954	2	3.0%
Plymouth	56,468	4,230	\$76,925	4	6.1%
Plympton	2,820	112	\$94,505	2	3.0%
Stoughton	26,962	5,822	\$74,688	5	7.6%
West Bridgewater	6,916	440	\$81,573	3	4.5%
Whitman	14,489	886	\$76,494	3	4.5%
Region Wide	362,406	76,341	\$84,963	13	19.7%
				66	100.0%

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

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

1100 - 3C Program Support

1200 - Unified Planning Work Program (UPWP)

1300 - Public Participation Program (PPP)

1400 - Transportation Improvement Program (TIP)

1500 - Title VI and Environmental Justice (EJ)

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TASK 1100 - 3C PROGRAM SUPPORT

OBJECTIVE:

To manage, support, and provide the capability to maintain an open, comprehensive, cooperative and continuing (3C) transportation planning and programming process at all levels in conformance with applicable Federal and State requirements and guidelines. Tasks include preparation and presentation of transportation plans and programs (i.e. Long Range Transportation Plan (LRTP), Unified Planning Work Program (UPWP), Transportation Improvement Program (TIP), Public Participation Plan (PPP), and other transportation studies); technical assistance and information related to transportation planning to the public, local, state and federal agencies; updates to memorandums of understanding; timely response to relevant planning studies by local, state, and federal agencies; and administer contracts.

PREVIOUS WORK:

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

PROCEDURES:

1. Provide administrative and technical support to the 3C regional planning process such as: Provide community liaison activities and short term planning assistance to OCPC communities on transportation planning matters; Review Federal and State transportation programs, guidelines, circulars and manuals, plans and regulations as may be required or necessary; Provide for and support public and private involvement in the 3C Planning Process; Participate in informational programs on transportation, air quality, hazardous waste, energy conservation, accessibility, casinos/ gaming, and other planning.
2. Provide and maintain coordination for Old Colony MPO activities including the preparation and presentation of transportation plans and programs (e.g. Unified Planning Work Program, Long Range Transportation Plan, Transportation Improvement Program, Amendments, etc., Public Participation Plan), developed through the public participation process. Distribute documents/amendments to the Old Colony MPO for appropriate action and/or endorsement as needed. Develop documents necessary for the certification reviews and the self-certification process. Maintain all Old Colony MPO documentation records, and files.

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4. Provide for participation of staff in educational development programs and conferences with coordination of BAT, GATRA, FHWA, FTA, MassDOT, MBTA, and other agencies as needed.
5. Provide inter-agency coordination with other transportation agencies, including FHWA, FTA, MassDOT, MBTA, RPAs, and RTAs on an ongoing, regular basis. Coordinate highway-planning activities with local officials and MassDOT District 5. Provide certification documents in accordance with the UZA Coordination MOU and participate in review and related update activities.
6. Participate in the South Coast Rail Task Force for the New Bedford/ Fall River Commuter Rail Restoration Project.
7. Provide financial management of the transportation planning contracts with FHWA/ MassDOT, FTA/ MassDOT, Executive Office of Energy and Environmental Affairs, BAT, GATRA, and MBTA staff supervision and work assignment. Prepare applications, contracts, time sheets, progress reports, invoices, request forms, and perform other contract administration activities necessary to the conduct of the 3C Transportation Planning Process.
8. Follow up on recommendations of previous transportation planning studies by attending and participating in public meetings or making presentation of study results.
9. Coordinate planning activities within the Boston Urbanized Area (UZA) with MassDOT and the common MPOs, and seek to update the Boston UZA Coordination Memorandum of Understanding (MOU) to ensure that there are effective processes for cross-jurisdictional communication to improve collaboration, policy implementation, technology use, and performance management.
10. Prepare for and participate in the Old Colony Transportation Planning Certification Review.
11. Review and provide consideration and implementation of Old Colony MPO certification review recommendations. Implementation of recommendations will be guided by an action plan, which will be updated quarterly.

PRODUCT:

Maintenance and federal certification of a viable 3C Transportation Planning Process and Old Colony MPO operation (ongoing); Input and Support Community Development and Environmental Planning (ongoing); Memorandums of Understanding; Information on FAST Act and the Clean Air Act (CAA) as needed; Consideration and implementation of MPO certification review recommendations; Inter-agency meetings, memorandum and correspondence on various aspects of the transportation planning program (ongoing); attendance and participation in Transportation Program Managers Group; and administration of contracts and invoices.

SCHEDULE:

Management and support activities to be carried on a continuing basis throughout the program year.

FUNDING:

FHWA PL	MassDOT	FTA 5303	OCPC	BAT	MassDOT SCR	TOTAL
\$40,800	\$10,200	\$4,533	\$1,133			\$56,667

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TASK 1200 - UNIFIED PLANNING WORK PROGRAM (UPWP)

OBJECTIVE:

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

PREVIOUS WORK:

UPWPs prepared and endorsed annually by the Old Colony MPO; monthly invoices; quarterly progress reports, and year end progress reports.

PROCEDURES:

1. Maintain the existing UPWP and prepare related invoicing. Review and adjust and/ or amend the UPWP when necessary and circulate revisions to the Old Colony MPO, Old Colony JTC, OCPC, and other appropriate agencies for review, adjustments, and/or endorsement, as appropriate.
2. Follow the Old Colony MPO endorsement process for amendments. Other revisions to the Unified Planning Work Program, such as changes in the existing level of effort or funding of a specific task or the addition/deletion of a task and procedures within the current contract/grant programs, etc., will be made as required throughout the program year upon mutual agreement of the agencies involved. Such revisions/ adjustments will be conducted by the OCPC staff and distributed to the appropriate agencies, as appropriate. These revisions/adjustments do not require formal Old Colony MPO endorsement.
3. Develop the FFY 2020 UPWP for the Old Colony region covering the next program year. The UPWP will be developed in conformance with the latest federal and state regulations and guidelines. The UPWP describes transportation, air quality and transportation related planning activities anticipated within the region during the upcoming year. The staff will prepare the UPWP in coordination with the Old Colony JTC and submit it in draft version to BAT, GATRA, FHWA, FTA, OCPC, and MassDOT for public review and comment. The Old Colony MPO will endorse the final document by September 2019.

PRODUCT:

Maintain the existing UPWP and prepare invoices; Prepare quarterly and year- end progress reports; Prepare and submit Adjustments and Amendments, as needed; Prepare the FFY 2020 UPWP.

SCHEDULE:

FFY 2020 UPWP to be developed and endorsed by September 2019.

FUNDING:

FHWA PL	MassDOT	FTA 5303	OCPC	BAT	MassDOT SCR	TOTAL
\$11,541	\$2,885	\$1,282	\$321			\$16,029

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TASK 1300 - PUBLIC PARTICIPATION PROGRAM

OBJECTIVE:

To continue to support and implement the Old Colony MPO's Public Participation Plan (PPP) that was developed and endorsed in 2017. This process is designed to ensure that key public agencies at all levels of government, private and nonprofit organizations and interested citizens will be kept apprised of transportation planning activities and opportunities to participate in the region. The encouragement of participation and provision of meaningful access the metropolitan transportation planning for the public is one of the most important goals of the "3C" (continuing, cooperative, and comprehensive) process. The Public Participation Plan is reviewed and updated as deemed appropriate.

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

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

To conduct outreach activities related to the development of FAST Act performances measures and targets.

PREVIOUS WORK:

Old Colony JTC Newsletters, OCPC Newsletters, News Releases and Articles for the Media, OCPC Annual Reports, Old Colony JTC meetings, 2007, 2012, and 2016 Old Colony LRTPs, TIPs and Implementation, Title VI Reports, 2007 Public Participation Plan, and 2017 Public Participation Plan.

PROCEDURES:

1. Provide a proactive public involvement process that provides complete information, timely public notice, full public access to decisions, and supports early and continuing involvement of the public in the developing Plans and Transportation Improvement Programs and other documents. Employ social media as a meaningful and effective communication medium.
2. Provide staff support and actively encourage public and private participation in the 3C planning process through the Old Colony Joint Transportation Committee including:
 - Host meetings of the Old Colony JTC and Old Colony MPO.
 - Work with the Old Colony JTC, working towards expanding and educating the membership.
 - Modify and expand the Transportation Advisory Network (TAN) as appropriate.
 - Continue to maintain and update comprehensive mailing lists of interested groups, local, state, and federal agencies, Old Colony JTC, minority and low-income groups, and individuals who should be informed of regional plans, programs, and accomplishments in the area of comprehensive transportation and environmental planning and development.
 - Ensure early and continuing involvement of the public in the development of plans and other documents. Old Colony Planning Council shall utilize visualization techniques and will publish or announce the availability of plans and/or document for review and comments.
 - Continue to review and evaluate the effectiveness of the public participation plan; identify innovative public involvement techniques and/or programs that enhance public participation.
 - Continue to implement the public involvement process with particular emphasis on the LRTP and the TIP. During the year, OCPC will continue to prepare mailings, newspaper

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announcements, public notices, and public service announcements, as outlined in Old Colony MPO's Public Participation Plan.

- Continue to identify under-served and under-represented groups in the Old Colony region, continue to make efforts to reach out, attempt to get them interested, and involved in the transportation planning process. OCPC will continue efforts to broaden public participation especially reaching out to the limited English proficient, minority, and low-income population groups.
 - Provide staff support and actively encourage both public and private minority groups/agencies participation in the 3C planning process through the Old Colony JTC.
3. Prepare articles and documentation related to transportation planning including: Articles for OCPC Annual Report, newsletters, website, and other media outlets, as appropriate.
 4. Address Title VI and Environmental Justice as part of the public participation process and ensure that there is equity in the distribution of transportation resources in the Old Colony region. This process is designed to ensure that public and private minority agencies, organizations, and interested residents will be kept apprised of transportation planning milestones in the region. The encouragement of meaningful participation of local minority groups, organizations, and citizens in metropolitan transportation planning is one of the most important goals of the "3C" process (comprehensive, cooperative, and continuing).
 5. Present transportation plans and programs (e.g. Long Range Transportation Plan, Transportation Improvement Program, Public Participation Plan, and Unified Planning Work Program) developed through the public and private participation process to the Old Colony MPO for appropriate action (endorsement as needed).
 6. Maintain, adjust, and/ or amend the current PPP. OCPC seeks to ensure that the interested parties and the public are involved in developing new outreach procedures and will have many opportunities to voice their opinions on these changes once proposed. Endorsement procedures will be conducted in a manner acceptable to the FHWA and FTA.
 7. Conduct outreach activities related to the development of FAST Act performances measures.

PRODUCT:

Old Colony MPO meetings; Old Colony JTC meetings; Old Colony MPO documents; Old Colony JTC documents; Website Notices; Legal Notices; Articles in OCPC Annual Report and News Releases; Participation in public meetings; newsletters; outreach activities related to the development of performances measures and thresholds; maintenance of a viable Public Participation Process; 2019 Old Colony Title VI Report; Public Participation Plan amendments, and refinements for the website.

SCHEDULE:

To be carried out throughout the program year.

FUNDING:

FHWA PL	MassDOT	FTA 5303	OCPC	BAT	MassDOT SCR	TOTAL
\$42,400	\$10,600	\$4,711	\$1,178			\$58,889

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TASK 1400 - TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

OBJECTIVE:

To develop and maintain a multi-year, financially constrained, program of transportation/ air quality improvement projects that is consistent with the Old Colony MPO's LRTP, the State Implementation Plan (SIP), the Environmental Protection Agency's Air Quality Conformity Regulations, and FHWA and FTA Planning Regulations. The TIP will include a program of highway and transit projects for FFY 2020-2024. Any project, which is to be implemented, using federal funding, must appear in this document and any project, which is to be implemented in the current fiscal year, must appear in the annual element.

The Old Colony MPO's FFY 2019-2023 TIP will be maintained and any future amendments to the TIP will be conducted in accordance with the PPP. The FFY 2020-2024 TIP will be developed and endorsed.

PREVIOUS WORK:

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

PROCEDURES:

1. Develop a program of projects: In developing the FFY 2020-2024 TIP, staff will update the list of all transit, highway, or air quality projects that are expected to require federal and state transportation funds for planning and engineering, construction or purchase during FFY 2020-2024. This work will include:
 - All transportation projects or programs that require FHWA or FTA approval that are not using Federal transportation funds.
 - For informational purposes, all projects to be funded with Federal funds other than those from FHWA or FTA
 - For informational purposes, all projects to be funded with Non-Federal Funds.
2. Include the following information in this multi-year list of projects: The MassDOT identification number: Project description; Transportation Evaluation Criteria Scores; Estimated total cost expressed in year of expenditure dollars; Amount of federal funds proposed to be obligated during each program year; Proposed source of Federal and Non-Federal funds; Identification of the recipient/sub recipient and state and local agencies responsible for carrying out the project; and project phase. In addition, the total costs of projects seeking Federal funds in each program year shall be in line with reasonably anticipated Federal funds.
3. Prepare Draft FFY 2020-2024 TIP for the Old Colony Region: The following tasks and procedures will be performed by the OCPC transportation planning staff in developing the Draft FFY 2019-2023 TIP:
 - Early involvement of local legislators, chief local elected officials, and citizens through the public participation process.
 - Provide technical assistance to municipalities and private interests in developing projects and priorities.
 - Meet with communities, MassDOT District 5, MassDOT, and consultants in developing project information, and utilizing transportation evaluation criteria regularly.
 - Utilize transportation evaluation criteria.

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- Solicit and analyze Congestion Mitigation and Air Quality Projects.
4. The Transportation Improvement Program will also include sections relative to:
 - The relationship to the TIP to the LRTP.
 - Funding categories and amounts of federal funding proposed to be obligated during each program year.
 - Previously funded projects, programs, and an explanation of any significant delays in the planned implementation of major projects.
 - A description of the transportation evaluation criteria and process for prioritizing projects.
 - Air quality significance and relationship of the TIP, STIP, and SIP.
 - A financial plan that compares revenue needs to revenue sources for highway and transit programs.
 5. Public Participation: There will be a reasonable opportunity for public comment on the Draft FFY 2020-2024 TIP in accordance with the Old Colony PPP. OCPC will hold at least one public meeting during the TIP development process and both the proposed and approved TIP will be published or otherwise made readily available for informational purposes via various media outlets, and website.
 6. TIP Administrative Modifications/ Amendments: Amendments to the TIP will require Old Colony MPO endorsement. Administrative Modifications to the TIP typically require approval of the Old Colony JTC and notification of the Old Colony MPO.
 8. TIP Project Impact Before and After Evaluation to identify the effectiveness of selected TIP projects. Typically, for intersection improvement projects, intersection operations and safety will be evaluated using turning movement counts, operational performance measures, and crash data.
 9. Conduct public health assessments and consider public health outcomes as part of ongoing planning and performance measures planning.
 10. TIP Endorsement: The completed document will be reviewed and endorsed by the Old Colony MPO, and once endorsed, will serve as the required air quality conformity documentation necessary for U.S. DOT and EPA conformity determinations.

PRODUCT:

Maintenance of the FFY 2019-2023 TIP, and Administrative Modifications/, as needed; Preparation and endorsement of the FFY 2020-2024 TIP; and, Preparation of TIP Project Impact Before and After Evaluation.

SCHEDULE:

The FFY 2020-2024 TIP will be developed and endorsed by September 2018. TIP Project Impact Before and After Evaluation to be completed by September 2019.

FUNDING:

FHWA PL	MassDOT	FTA 5303	OCPC	BAT	MassDOT SCR	TOTAL
\$33,325	\$8,331	\$3,703	\$925			\$46,284

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TASK 1500 - TITLE VI AND ENVIRONMENTAL JUSTICE

OBJECTIVE:

To ensure that there is equity in the distribution of transportation resources in the Old Colony region. Ensuring that the 3C planning process is accessible to the public, including members of the Title VI, Environmental Justice (EJ), and Limited English Proficiency (LEP) communities is a central federal, state, and regional priority. This process is designed to ensure that public and private minority agencies, organizations, and interested citizens will be kept apprised of and involved in the transportation planning milestones in the region. The encouragement of participation and provision of meaningful access to all local citizens in metropolitan transportation planning is one of the most important goals of the "3C" (continuing, cooperative, and comprehensive) process. The MPO process must engage these populations and reach out to them throughout all transportation planning related activities. As such, data collection and data analysis practices throughout the UPWP will reflect the needs of these populations.

PREVIOUS WORK:

Old Colony LEP Plan, Old Colony PPP, Old Colony JTC Newsletters, OCPC Newsletters, News Releases and Articles for the Media, OCPC Annual Reports, Website, Old Colony JTC meetings, Public Participation process (Old Colony 2016 LRTP), Old Colony TIP and Implementation Process, Annual Old Colony Title VI Reports.

PROCEDURES:

1. Ensure that there is equity in the distribution of transportation resources and that there is reasonable access to the planning process, OCPC will continually conduct Title VI and Environmental Justice planning for the Old Colony Region. The planning includes the following:
 - Evaluate the effectiveness of public participation plan for engaging transportation-disadvantaged communities in the transportation decision-making process.
 - Regional maps using the 2010 Census illustrating where high concentrations of minority and low-income persons are located.
 - Regional maps using the 2010 Census identifying where highway Transportation Improvement Projects are located in relation to minority population and low-income areas.
 - Regional maps using the 2010 Census illustrating the existing transit routes, fatal crash locations, pavement conditions, safe routes to schools buffers, and future capital transit projects.
 - Examination of mobility issues using the 2010 Census, access to jobs and services, and levels of service for both transit services and automobiles.
 - Analysis and documentation using the 2010 Census of project benefits and impacts.
 - Efforts to address those that are limited English proficient.
 - Analyze the outcomes of processes and plans by assessing the geographic distribution of the benefits and burdens of the regional transportation system to protected populations
2. Provide staff support and actively encourage both public and private minority groups/agencies/community based organizations participation in the 3C planning process through the Old Colony Joint Transportation Committee.

PRODUCT:

Preparation of the Title VI and Environmental Justice planning for the Old Colony Region, and 2019 Title VI Report. Maintain an outreach contact list of minority groups and community based organizations, develop maps identifying minority and low-income populations, develop transit route maps, and

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develop maps showing existing and future location of Transportation Improvement Program and Transportation Plan projects. Conduct benefits, burden analysis, and include in TIP. Continue to expand outreach process and methods. Obtain and secure on-call interpreters. Utilization of MassDOT Title VI Tool.

SCHEDULE:

To be carried out throughout the year.

FUNDING:

FHWA PL	MassDOT	FTA 5303	OCPC	BAT	MassDOT SCR	TOTAL
\$33,600	\$8,400	\$3,733	\$933			\$46,667

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2000 - DATA RECONNAISSANCE, ACQUISITION, AND ANALYSIS ACTIVITIES

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

2100 - Demographic and Land Use Surveillance, and Road Inventory Update

2200 - Multi-Modal Data Surveillance and System Monitoring

2300 - System Planning Resource Activities

2400 - Geographic Information System (GIS)

2500 - Management Systems (Congestion, Pavement & Safety), and Travel Demand Modeling

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TASK 2100 - DEMOGRAPHIC AND LAND USE SURVEILLANCE, AND ROAD INVENTORY UPDATE

OBJECTIVE:

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

PREVIOUS WORK:

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

PROCEDURES:

1. Review and continue to maintain, update, and develop where appropriate existing demographic files based on the 2010 U.S. Census information, and the 2011 Massachusetts Household Transportation Survey.
 - Review, maintain and periodically update physical data and prepare data maps, including land use, zoning, etc.
 - Develop, update, and revise socioeconomic forecasts for use in refinement of the regional model, the Geographic Information System, and the Long Range Transportation Plan.
 - Develop traffic analysis zones for the Transportation Model with the most recent census data, as it becomes available.
 - Review and analyze the 2010 U.S. Census Data and demographic data.
 - Provide and respond to requests for U.S. Census Data and demographic data.
 - Review, update, and add development projects in MassBuilds.
 - Attend and participate in workshops and courses (US Census, CTPP, etc.) sponsored by Federal Highway Administration, Federal Transit Administration, Massachusetts Department of Transportation, Baystate Roads, and other agencies or groups.
2. Socio-Economic forecasting
 - Develop, update, and revise socioeconomic forecasts for use in refinement of the regional travel demand model.
 - Obtain the necessary information to revise the population and employment projections based on the 2010 U.S. Census, and the 2011 Massachusetts Household Transportation Survey.
 - Participate in process to develop socio-economic forecasts for 2020 LRTP.
3. Monitor changes in local government land use plans and regulations, land use patterns, development projects, trip generations, on and off site mitigation, and the various associated land use characteristics of the region in order to update the land use and zonal forecasts, and to use as inputs into the MassBuilds, congestion management process and mitigation activities.
4. Continue to collect and update attributes of the Massachusetts Department of Transportation's Road Inventory File that have not been updated:
 - Assist communities with the documentation needed in order to add newly constructed accepted streets or to change an existing street from unaccepted to an accepted roadway.

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- Meet with local officials to discuss the Road Inventory Data Files and the changes identified during the Pavement Management survey process.
- Continue to maintain the Road Inventory on the Geographic Information System.
- Investigate the feasibility of using a Global Positioning System to plot and update the Road inventory files with new roads created from new subdivision development. Additionally, OCPC will also use the Global Positioning System to plot both existing pedestrian and bicycling trails within the region.

PRODUCT:

Updated Socio-Economic Data Files; Updated Physical Data Files; 1990-2010 Journey-to-Work data tables; Journey-to-Work Reports; technical assistance with regard to the 2010 U.S. Census, and the 2011 Massachusetts Household Transportation Survey; Priority Development Areas and Priority Preservation Areas; and, provide technical assistance and maintain and update Road Inventory Files.

SCHEDULE:

To be carried out throughout the year.

FUNDING:

FHWA PL	MassDOT	FTA 5303	OCPC	BAT	MassDOT SCR	TOTAL
\$20,000	\$5,000	\$2,222	\$556			\$27,778

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

OBJECTIVE:

To develop and maintain a region-wide, multi-modal transportation system monitoring program (includes OCPC Program and MassDOT). To respond to requests for traffic (vehicle, bicycle, pedestrian, and transit) counts from state, city, and town officials within the region. To preserve up-to-date files of traffic - specific data characteristics of the multi-modal transportation system, demand, and its use. To conduct pedestrian, bicyclist counts, and transit counts and measures such as levels of service.

PREVIOUS WORK:

Annual Old Colony Traffic Volume Reports. Maintenance of comprehensive computer file inventory of local, state and other traffic counts, and MS2 upload. Turning movement counts and Travel Time Studies. Collection and analysis of data previously performed for other Transportation Plans and Studies. Numerous speed and vehicle classification studies requested by member communities. Review of studies and reports prepared by agencies and consultants. MassDOT/ RPA Traffic Count Program (vehicle, bicycle, pedestrian, and transit). In addition, a three-year count program of strategic road/locations within the region has been developed to provide information for implementation of the regional growth factors, model inputs, etc.

PROCEDURES:

1. Undertake a transportation system counting program (vehicle, bicycle, pedestrian, and transit) in coordination with municipal and MassDOT officials including:
 - Conduct bicycle and pedestrian counts, as appropriate.
 - Conduct directional traffic counts as part of MassDOT's Statewide Traffic Coverage Counts, and upload to MS2.
 - Conduct traffic counts using mechanical recorders and conduct manual turning movement counts at the request of the municipalities within the region, and/or as needed for planning purposes.
 - Conduct transit counts, as appropriate.
 - Conduct turning movement counts, as appropriate, and upload to MS2.
 - Develop likeability measures and/ or quality of service metrics.
 - Maintain and continue to expand on an ongoing region wide traffic count database for use in monitoring regional VMT growth rate.
 - Maintain interactive traffic count database.
 - Measure levels of service for all modes (vehicle, pedestrian, bicycle, and transit).
 - Prepare and distribute reports summarizing the traffic counting activities in the region (includes distribution to MassDOT), as appropriate.
 - Prepare and report primary data collected to host municipalities and MassDOT.
 - Provide maintenance, payments, and replacements of all traffic counters, and traffic counting related equipment, as needed.
 - Purchase equipment and supplies as needed to continue the traffic count program.
 - Verify and calibrate traffic counters according to MassDOT Procedures.
2. Conduct additional transportation system (vehicle, bicycle, pedestrian, and transit) counts throughout the region as needed in order to refine and update the traffic database for the Regional Transportation Model.

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

4. Review, monitor and update the following transportation systems data as needed including:
 - Average Daily Traffic and transportation growth trends and seasonal adjustments (vehicle, pedestrians, bicycles, and transit).
 - Commuter rail parking lots and park and ride facilities (inventory) and utilization study.
 - Traffic crash and crash rate documentation.
 - Traffic control devices.
 - 2010 U.S. Census Place of Work and Residence Data.
 - 2011 Massachusetts Household Transportation Survey.

5. Develop and maintain staff awareness of Intelligent Transportation System Technology, and promote Intelligent Transportation System solutions in the region and participate in the implementation of Intelligent Transportation System Architectures.

PRODUCT:

Transportation system counting program; Bikeability measures and/ or quality of service metrics; Highway Data Displays; speed and classification reports; Turning movement counts; MS2 Upload; Vehicle Occupancy and Travel Time Reports as needed and updated computer files of traffic counts on a community/ roadway basis and a data layer of regional counts with Geographic Information System and Commuter Rail Parking Lots and MassDOT Park and Ride Utilization documentation; and, the replacement, maintenance, and, purchase of traffic counters, equipment, and software. Other products include Annual Traffic Volumes Report, traffic count interactive database, turning movement count interactive database, and traffic volume growth/ decline rates.

SCHEDULE:

To be carried out typically from January to December (weather permitting). Year End Traffic Volume Report to be completed during spring 2019.

FUNDING:

FHWA PL	MassDOT	FTA 5303	OCPC	BAT	MassDOT SCR	TOTAL
\$59,200	\$14,800					\$74,000

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TASK 2300 - SYSTEM PLANNING AND RESOURCE ACTIVITIES

OBJECTIVE:

To continually improve the region's capability for estimating and evaluating impacts of existing and proposed regional and multi-modal transportation facilities and to provide support for the day to day operation of the OCPC Transportation Department's computer system and to expand the utility of the computers to other areas of transportation planning. Additionally, to provide for staff development, training, and their related participation in educational development programs, seminars, conferences, and courses.

PREVIOUS WORK:

Staff development and participation in courses, seminars, and workshops (on-going project). Use of TransCAD, Geographic Information System, HCS, Pavement Management, McTrans Highway Capacity Software, SYNCHRO, Pictometry, CMAQ Analysis, GHG Analysis, and other transportation analysis software packages. Purchase, installation, and upgrade of computer systems, software, and equipment, as needed. Purchase of relevant reference materials and documents.

PROCEDURES:

1. Staff development, attendance and participation in transportation courses, trainings, seminars and workshops sponsored by BAT, GATRA, DEP, EOEAA, EPA, FHWA, FTA, MassDOT, and others. This will assist staff in continued and ongoing development, maintenance, and application, sketch planning, quick response and other forecasting methods. This will also encompass all activities that are directed to the production of new computer procedures that support OCPC analytical, administrative and documentation tasks.
2. Computer hardware and software acquisition, maintenance, and updates.
 - Purchase, update/upgrade, and maintenance of all hardware equipment/supplies and software applications that are needed for the Transportation Section's computer facilities.
 - Integrate computer capabilities into all practical aspects of the transportation planning process. This effort entails the acquisition, testing, and refinement of additional hardware and transportation related software from US DOT supported research and other public agencies as well as private companies.
 - Provide necessary support for the effective operation of the OCPC Transportation staff's computer facilities.
 - Monitor technological development in the field of computer hardware and software for potential use in planning activities. Continue ongoing planning, evaluation, and implementation of computer software and hardware.
 - Familiarize the Transportation Staff with the computer facilities and applications through informal and formal training sessions.
 - Continue to maintain and update the library of programs and data files.
 - Develop a database that will archive data from past projects and provide current GIS and tabular data in an online format searchable by the public.
 - Maintain website.

PRODUCT:

Staff development of enhanced technical and multi-modal planning capabilities. Attend courses/workshops etc., maintain, and update website, computer hardware and software, and

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knowledge bases, as needed. Purchase of relevant software, reference materials, and documents. Application of new forecasting techniques and transportation analysis techniques.

SCHEDULE:

To be carried out throughout the year.

FUNDING:

FHWA PL	MassDOT	FTA 5303	OCPC	BAT	MassDOT SCR	TOTAL
\$34,400	\$8,600	\$3,822	\$956			\$47,778

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TASK 2400 - GEOGRAPHIC INFORMATION SYSTEM (GIS)

OBJECTIVE:

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

PREVIOUS WORK:

Roadway Classification; technical assistance program for member communities; regional crash database; regional land use map; regional growth map; regional build out analyses; Parcel Maps; Priority Development Areas (PDAs) and Priority Preservation Areas (PPAs); Crash Cluster Maps; Stormwater Maps; Developed Land as of 2009.

PROCEDURES:

1. Collect, maintain, and analyze data on an ongoing and continuing basis.
2. Train staff and enhance system abilities and develop regional databases and geodatabases.
3. Integrate of existing databases such as road inventory, hydrology, and bicycle and pedestrian infrastructure into Geographic Information System.
4. Utilize GIS and GPS capabilities in maintaining traffic data, mapping pavement condition information, mapping existing and projected land use data for use in various transportation projects such as the revisions to the long range plan and special studies, road inventory; roadway functional classification; crash location analysis; travel demand model; and transit routes; etc.
5. Review and prepare Priority Development Areas and Priority Preservation Areas, as appropriate.
6. Enter relevant demographic, economic, environmental, stormwater, drainage, and traffic data into the GIS as needed to provide increased abilities for organization, analysis, and retrieval. Establish new database and map overlays on a continual basis as projects develop.
7. Continue the expansion of GIS and GPS technology from a mapping tool to an analytical tool through various project needs.
8. Develop the interactive capabilities of web-based GIS to serve communities.
9. Review, select, and purchase additional software and hardware as needed.
10. Provide GIS, Global Positioning System, and technical assistance to regional communities.

PRODUCT:

Base maps; overlay files, and photography that can be utilized for tasks including travel demand modeling, traffic counting program, management systems, road inventory; PDAs and PPAs; crash data processing; transit routing; plan updates; environmentally sensitive areas; data models for advanced geoprocessing; and traffic signal & intersection inventory.

SCHEDULE:

To be carried out throughout the year.

FUNDING:

FHWA PL	MassDOT	FTA 5303	OCPC	BAT	MassDOT SCR	TOTAL
\$46,000	\$11,500	\$5,111	\$1,278			\$63,889

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

OBJECTIVE:

Congestion Management Process (CMP)

To continue to implement a congestion management process. Considered an ongoing effort, OCPC will continue to collect and maintain data needed in the estimation of refined performance measures while identifying both existing and future needs of the region's transportation system (vehicle, pedestrian, bicyclist, and transit). Subsequently, ranked regional listing of congested highways, transit facilities, pedestrian and bicycle, and park and ride parking facilities that have been established will continue to be refined. As part of this System, regional congestion will be addressed at locations identified in the 2016 Old Colony LRTP.

Pavement Management System (PMS)

To continue to implement a pavement management system on a continual basis in keeping with objective driven, performance based planning. OCPC will continue to collect and analyze road surface data on federal aid eligible roadways, and update the PMS database on an ongoing basis. OCPC will also continue to assist and provide technical assistance to local communities interested in developing a local Pavement Management Program. OCPC will continue to maintain the Old Colony Pavement Management Program, as well as and provide technical assistance to local communities. OCPC will continue research in updating and/ or replacing the existing the pavement management system software.

Safety Management System (SMS)

To continue to implement a safety management system. This consists of a systematic process that has the goal of reducing the number of and severity of traffic crashes on the public roads, reducing transit crashes, reducing pedestrian crashes and injuries, and reducing bicyclist crashes and injuries. Recommended actions include providing information for selecting and implementing effective safety strategies and projects. All opportunities to improve roadway safety are identified, considered, and implemented in all phases of highway planning, design, construction, maintenance, and operation. The safety management system incorporates roadway, human, and vehicle safety elements. Considered an ongoing effort, OCPC will collect and maintain data needed in the estimation of refined performance measures and the completion of road safety audits. Staff will identify both existing and future needs of the region's multi-modal transportation system with regard to safety. Subsequently, this includes development of annual regional listings and monitoring of high hazard intersections and corridors, participation and implementation of the Strategic Highway Safety Plan and the Highway Safety Improvement Program, and evaluation of potential improvements.

Travel Demand Modeling

To continue to develop staff capabilities in using the TransCAD Modeling System and provide assistance in the development of the Statewide Model. To continue refinement, calibration, development, maintenance, and application of the Old Colony Regional Travel Demand Model used in the development of the Long Range Transportation Plan, and to continue refining and calibrating the transportation demand model to meet the forecasting requirements of federal transportation and air quality laws and regulations.

The regional transportation model is an effective and comprehensive way to forecast transportation needs for the next 20 years in the Old Colony region. The transportation model enables OCPC to forecast

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traffic impacts caused by population and economic growth, identify congestion growth areas on highways, impacts on travel patterns and estimate Vehicle Miles Traveled. The model is a valuable transportation tool in analyzing the transportation network and evaluating alternative solution to transportation problems.

OCPC may hire a consultant to assist with model refinements, and will utilize the model in testing of the transportation alternatives as part of the refinement of the Long Range Transportation Plan and traffic studies as appropriate. The model will also be used to assist in identifying future problem areas and in the development of strategies for the ongoing CMP. OCPC will utilize the model in testing of the transit alternatives as part of the refinement of the LRTP and transit studies as appropriate. OCPC will continue to work with the MassDOT in developing the statewide travel demand model as needed.

PREVIOUS WORK:

Congestion Management Process

Preparation of the Annual Report. Monitoring and analysis of the parking, transit, and roadway facilities. Link V/C Ratios as part of the regional traffic-counting program. Participation on the Congestion Management Technical Team, development of strategies, and corridor studies. During previous years, the staff defined a focused roadway network for the region. Data collection, consisting of numerous travel time runs was completed on roads identified as having existing congestion. In addition, ridership data were analyzed on Brockton Area Transit's routes. Staff also identified and analyzed the park and ride lots and commuter rail lots in the region. Identification of problematic bottleneck areas to be studied in detail.

Pavement Management System

Maintenance of a PMS on the federal aid eligible roadways miles in the region (approximately 642 miles); Preparation of the Annual Report; OCPC Report On Roadway Condition; Road Inventory Update; Technical assistance to local communities interested in Pavement Management Program; Pavement Management Subcommittee; PCI development for incorporation in transportation evaluation criteria, and formation coordination and implementation of Pavement Management Subcommittee, and related products; review of consultant proposals for updating and/ or replacing the pavement management system software; and, revise the PMS database to reflect changes in road classifications, and cost of materials for developing budgets.

Safety Management System

Participation in development of Highway Safety Improvement Program; Safety analyses as part of Transportation Evaluation Criteria application; Crash Rate processing; OCPC Top 100 High Hazard Intersections; Preparation of the Annual Report, and studies for communities warranting specific attention to highway safety, East Bridgewater Route 106 at Washington Street RSA, Halifax Route 36 at Oak Street RSA, Halifax Route 106 RSA, Brockton Route 123 at Manley Street and VA Hospital RSA, Route 28 at Route 106 RSA, Brockton Route 123 at Linwood and Lorraine RSA, Main Street Brockton RSA, West Elm Street Brockton RSA, and Route 28 at East/ West Spring Street RSA, Samoset Street Plymouth RSA, Nelson Street and Water Street Plymouth RSA, Route 27 Hanson RSA, Bay Road at Boulder Lane Stoughton/ Sharon RSA, and Cedar Street at Whiting Street and Pleasant Street Hanover RSA.

Travel Demand Modeling

The Regional Transportation Model was used as an analytical tool during the development of the LRTP. OCPC utilized a regional traffic simulation model that encompasses every community in the region. During the past year staff has worked on refining the model to address specific deficiency detailed in the

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L RTP. The model was used to identify and verify congested corridors/areas in the region for the CMP, Corridor Studies, and Major Bottleneck Identification Studies.

PROCEDURES:

Congestion Management Process

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

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Pavement Management System

1. Continue to use the Road Manager software, and/or other software to maintain and update the Old Colony Pavement Management Program as needed. Pavement management data collection and analyses will be used to inform OCPC, JTC, and MPO of the regional costs associated with regional pavement conditions and needs. This information is to support the inclusion of pavement projects in the TIP and will aid in the development of realistic estimates of costs to the Region, particularly while developing the LRTP. OCPC will update the PMS database to reflect the expansion of the federal aid eligible mileage due to the reclassification of roads and inclusion of new member communities.
2. Provide technical assistance to member communities interested in the Pavement Management Program.
 - Initiate, coordinate, and develop pavement management programs for local communities.
3. Meet with MassDOT, RPAs, and appropriate committees to coordinate regional and statewide efforts and to compare programs and strategies for improvement of data collection, analysis, and assistance to local communities.
 - Stay informed of pavement and roadway improvement projects completed throughout the region.
4. Pavement Management Procedures:
 - Conduct windshield surveys to determine severity and extent of pavement distresses.
 - Train and monitor community personnel in conducting the windshield survey.
 - Input data into pavement management program used by OCPC (Road Manager) and other software(s), as appropriate.
 - Use computer capabilities to provide conditions analysis and recommended repairs and costs, and reports to municipalities.
 - Provide follow-up technical assistance, as needed.
 - Train staff in use of pavement management software so that database and management program may be maintained and continued following completion of OCPC work efforts.
 - Coordinate and share information with regard to pavement management.
 - Develop a system of performance measures and thresholds.

Safety Management System

1. Develop and work with the SMS to identify and coordinate various work tasks, and prepare and participate in Road Safety Audits. Staff will continue to attend meetings (such as SHSP and TRCC, etc.), and training as appropriate since they serve as a forum for the dissemination of data produced by the system, and allow personnel from other RPAs to meet and share information on data collection, data sources, etc.
2. Review local and state crash data for intersections and corridors. In addition, OCPC will provide crash data processing, upon request, to assist local police departments in the identification of high locations. Calculation of crash rate (crashes per million entering vehicles and crashes per hundred million miles) and comparison to both State and District Averages will be conducted. For corridors, the crashes per lane mile and fatality per lane mile will be used.
3. Develop both site specific and generalized recommendations in order to address safety deficiencies. This will include recommendations regarding geometric, speed reductions, traffic calming techniques, vegetation clearing, signage consolidation, pavement markings, pedestrian ramps and crossings, roundabouts and signalizations, as appropriate. To supplement the recommendations development, staff will utilize the Manual on Uniform Traffic Control Devices, the MassDOT Project Development and Design Guide Book, and the Governor's Highway Safety Bureau.

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4. Incorporate safety criteria in the transportation evaluation process used in the development of the TIP. Project specific recommendations will be discussed with local, regional and state officials as appropriate, in order to address safety issues and concerns.
 - Provide administrative and technical support during the implementation of safety management strategies.
 - Provide safety inputs to statewide and regional plans and TIPs.
5. Continue to develop and refine safety strategies. Develop both general and corridor specific recommendations for addressing safety on selected corridors.
6. Develop a system of performance measures and thresholds, and document results of implemented safety measures. Such measures may include percent reduction in crash rate, percent reduction in the number of injury crashes, and percent reduction in crashes involving fatalities. Improve methods for compiling and retrieving crash data through utilization of GIS and through the improvement of information sharing with local, state, and federal partners.
7. Staff will continue to measure identified safety at high hazard locations through a data collection effort, which includes, but is not limited to the following:
 - Conducting turning movement counts, vehicle volume studies, vehicle speed studies, vehicle classification studies and pedestrian studies.
 - Continue to identify, evaluate, and select strategies that address safety.
 - Update status of performance measures at locations where safety improvement have been implemented.

Travel Demand Modeling

1. During the program year, the products developed from the model, i.e. the existing and future year scenarios used for network analysis of air quality and travel demand will be reviewed, evaluated, and utilized as part of any changes/updates to the LRTP and TIP.
2. Continue to refine and update the Old Colony travel demand model to include the block group demographic data from US Census 2010; contract with consultant as needed; this information will be used to calibrate the model (this may include utilizing consultants under contract).
3. Continue to collect/compile, update traffic count data, and adjust as necessary to refine the accuracy of the model.
4. Develop external zones from external stations on the fringe areas of the region to improve the calibration of the existing conditions as appropriate.
5. Utilize the refined and calibrated model for analyzing alternatives in the development and refinement of the Long Range Transportation Plan and other transportation or corridor studies (this may include utilizing consultants under contract).
6. Analyze forecast information to identify deficiencies as required for the LRTP and Air Quality Conformity. Evaluate improvement strategies. Incorporate findings in the LRTP as appropriate.
7. Assist MassDOT in the preparation of statewide modeling efforts as needed. Integrate the 2010 Census block group data and MassDOT Road Inventories Files into TransCAD model for use with the statewide travel demand model.
8. Maintain and update (as needed) the network model developed for the Downtown Brockton area to evaluate the one-way system.
9. Continue work on developing the transit network model as appropriate.
10. Survey of Existing Services: Collect data on existing services provided by the MBTA, BAT, and GATRA. This data collection will include route and service information provided by the respective transit providers as appropriate.

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11. Survey of Existing Needs: Collect data on need for transit services across region. Data will be collected using a variety of techniques such as ridership surveys origin/destination, license plate surveys, and mode split analysis as appropriate.

PRODUCT:

Congestion Management Process

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

Pavement Management System

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

Safety Management System

Annual Management System Reporting will be prepared. Road Safety Audits. Top 100 High Hazard Intersections in Old Colony Region. Identification of data collection, intersection data survey, roadway refinement, proposal strategies, and progress report preparation. Development of specific-safety recommendations for intersections, corridors, and pedestrian crossings. Inclusion of safety analyses as a component of the Transportation Evaluation Criteria in the development of the TIP. Establishment of Performances Measures and Thresholds. Identification of safety specific projects for the Old Colony Region.

Travel Demand Modeling

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

SCHEDULE:

Management Systems and processes, and travel demand modeling to be carried out throughout the year. Annual Reports, Road Safety Audits, and analyses to be completed by end of September 2019.

FUNDING:

FHWA PL	MassDOT	FTA 5303	OCPC	BAT	MassDOT SCR	TOTAL
\$68,000	\$17,000	\$7,556	\$1,889			\$94,444

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3000 - SHORT AND LONG RANGE TRANSPORTATION PLANNING ACTIVITIES

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

3100 - Regional Traffic Studies, ITS, and Intermodal Planning

3200 - Local Highway Transportation Technical Assistance

3300 - 2020 Long Range Transportation Plan

3400 - Coordinated Public Transit - Human Services Transportation Plan (CHST)

3500 - Performance Management

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TASK 3100 - REGIONAL TRAFFIC STUDIES, ITS, AND INTERMODAL PLANNING

OBJECTIVE:

To provide planning services for highway, transit projects, and movement of goods in the region designed to address immediate traffic and safety problems, and to conduct Intelligent Transportation Systems (ITS) planning. The LRTP identifies deficiencies in the region's transportation network. The deficiencies are shown in the plan including deficient bridges, dangerous intersections, congested highway corridors, and overcrowded transit facilities. Where projects have not been developed to correct these deficiencies, studies and intermodal planning will have to be undertaken to evaluate each problem in detail and to recommend the appropriate solution.

To provide a comprehensive inventory of roadway facilities that interact with the regional hydrologic network, including the condition, type, location, function, surrounding conditions, and environmental attributes of these facilities. Forthcoming EPA Phase II Stormwater Regulations will require communities to locate and map their roadway stormwater infrastructure. To update an assessment of vulnerabilities and risks that climate change, and/ or extreme weather event pose to critical transportation infrastructure.

OCPC will conduct traffic studies and intermodal planning to assist member communities and agencies in developing the appropriate solutions for any identified local transportation deficiencies. OCPC also anticipates undertaking traffic studies at selected intersections and along selected roadway corridors identified in the Old Colony LRTP or as part of the CMP, as warranting further study. Continually, OCPC receives requests from communities to conduct traffic studies. For example, in the past, the town of Whitman requested that OCPC conduct a traffic study on Route 18 and for Whitman Town Center, and the town of Stoughton requested a circulation study in Stoughton Center.

PREVIOUS WORK:

2011 Major Bottleneck Study (Plymouth Route 3 at Exit 6, East Bridgewater Central Square, and West Bridgewater Route 106); 2012 Major Bottleneck Study (Bridgewater Route 104 and Stoughton Route 138); 2013 Major Bottleneck Study (Stoughton Central Street and Avon Harrison Boulevard); 2014 Southwest Brockton Corridor Study; 2014 Regional Freight and Goods Movement Study; Route 53 Corridor Study; Route 58 Corridor Study; Route 106 Corridor Study; Route 123 Corridor Study; Route 139 Corridor Study; Stoughton Square By-Pass Study; Stoughton Square Origin - Destination Study; Bridgewater Center Circulation Study; Bourne Road Corridor Study; 2013 participation in development Regional Intelligent Transportation System Architecture for the Metro Boston Area and Southeastern Massachusetts Area; 2007 Old Colony ITS Plan; Complete Streets Technical Assistance; Safe Route to School (SRTS) Technical Assistance; South Coast Rail Technical Assistance; Climate Change Transportation Impact Study; Climate Change Roadway Drainage and Runoff Program; Avon and Halifax Stormwater Management System Mapping and Database.

PROCEDURES:

1. The following is a list of potential projects, among others, that could be undertaken as part of this task:
 - Before and After Route 44 Study
 - Bicycle and Pedestrian Planning, Levels of Service, Technical Assistance, and Education
 - Brockton Area Transit Planning and Technical Assistance
 - Brockton Main Street Corridor Study
 - City/town center circulation studies

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- Climate change adaptation strategies to enable the region to implement improvements
 - Complete Streets Technical Assistance
 - Crash and Safety Studies
 - Development knowledge and skills, regarding the integration of goods movement
 - Follow-up studies to the Congestion, Land Use, Pavement, and Safety Management Systems
 - Freight Plan and Related Analyses
 - Geographic analyses and attribute analysis of drainage facilities that includes capacity and adequacy structures with regard to extreme weather events and climate change
 - Identification and demarcation of roadway drainage and stormwater management systems
 - Identify transportation connectivity gaps in accessing essential services
 - Intermodal Connector Analysis (Intermodal interfaces examined for identification of necessary improvements)
 - Inventory of critical infrastructure vulnerable to extreme weather events and climate change
 - Meetings with stakeholders representing the freight community, in order to understand inefficiencies.
 - Intersection Sub-area Studies
 - Public Health Assessments
 - Regional Casino/ Gaming Impact Study
 - Regional Intersection Study
 - Regional ITS Architecture Plan
 - Route 18 Corridor Study
 - Safe Routes to School (SRTS) Technical Assistance
 - Various corridor-wide traffic studies and Sub-area Traffic Studies
2. Efforts will include undertaking transportation studies at locations and developing specific reports as products for intermodal connectors as requested by local communities, FHWA, FTA, and/or MassDOT. OCPC will work with community officials, MassDOT, and MassDOT District 5, and stakeholders to develop a scope of service for the proposed study.
 3. For each corridor study, staff will prepare a draft report, which outlines the Study's findings and recommendations. This report will be circulated to for review and comment. These comments will be incorporated into a final report. The findings and recommendations contained in the final report will serve as the basis for including projects in the region's TIP and LRTP.
 4. For ITS, activities to include: Promote the implementation of Intelligent Transportation System solutions to regional transportation problems; Work with MassDOT, SRPEDD, BAT, MBTA, and Cape Cod on implementing and refining Intelligent Transportation System Architectures for Southeastern Massachusetts and the Metro Boston Area; Maintain Old Colony Intelligent Transportation System Plan; Compile available information, studies, and reports on Intelligent Transportation System strategies for the Old Colony Region.
 5. Conduct public health assessments and consider public health outcomes as part of ongoing planning and performance measures planning. Assist communities in advancing bicycle and pedestrian projects into the MassDOT Highway Division project development process.

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- Promote bicycle and pedestrian initiatives in the region. Develop likeability measures and/ or quality of service metrics. Coordinate activities within the MassDOT's bicycle and pedestrian planning efforts.

PRODUCT:

Bicycle and Pedestrian Planning and Technical Assistance; Brockton Area Transit Planning and Technical Assistance; Complete Streets Technical Assistance; South Coast Rail Technical Assistance; Studies to identify solutions to traffic congestion and safety deficiencies on roadways within the region; Livability Measures; Performance Measures; Walk to Transit Analysis; Regional ITS Architecture Plan; Safe Routes to School Technical Assistance; Bicycle and Pedestrian Planning, Levels of Service and Education; Participation in refinements to Regional Intelligent Transportation System Architecture for Regional Intelligent Transportation System Architectures. Included in these reports/ documents will be data, analysis and improvement recommendations (location improvements, speed zoning, heavy vehicle exclusions, etc.) for implementation, and inclusion in MassDOT Project Information Forms, as appropriate; Climate Change Roadway Drainage and Runoff Report with recommendations for consideration for future implementation; Inventory of critical infrastructure vulnerable to extreme weather events and climate change; Stormwater management system mapping; Likeability measures and/ or quality of service metrics; and, Climate Change Adaptation.

SCHEDULE:

To be carried out throughout the year.

FUNDING:

FHWA PL	MassDOT	FTA 5303	OCPC	BAT	MassDOT SCR	TOTAL
\$59,200	\$14,800	\$6,578	\$1,644			\$82,222

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TASK 3200 - LOCAL HIGHWAY TRANSPORTATION PLANNING TECHNICAL ASSISTANCE

OBJECTIVE:

To provide a rapid and effective response mechanism to address special, short-term transportation issues and/or projects as they arise. This will include the development, upon request from local communities, regional authorities, state agencies, and federal agencies, of detail technical data and analyses and reports that will assist local communities and MassDOT in improving the region's transportation infrastructure.

PREVIOUS WORK:

Numerous Vehicle and Speed Classification Studies requested by OCPC communities; Route 123/Linwood/ Lorraine/ VA Hospital/ and Manley Streets Intersection analysis in Brockton; Washington Street (Route 138) and Elm Street Intersection Study in Easton; Route 138 and Route 106 Intersection Study in Easton; Foundry Street (Route 106) and Prospect Street Intersection Traffic Study in Easton; Heavy Vehicle Exclusion Study in Pembroke; Elm Street and Furnace Street in Halifax; Long Pond Road Speed Study in Plymouth; Kingston Pembroke Street School Zone Analyses; Plymouth Chiltonville Traffic Calming Study; Esta and Kristin Road in Plymouth; West Bridgewater Route 106 at Howard Street Traffic Study; Brockton Main Street RSA; Kingston Cranberry Road Traffic Study; Kingston Smith's Lane Traffic Study; Kingston Landing Road RSA; Pembroke Mattakeesett Traffic Study; Pembroke and Duxbury Heavy Vehicle Pattern Study; Halifax Route 36 at Oak Street Safety Study; West Bridgewater South Street Safety Study; Plymouth Complete Streets Policy; Plymouth Safe Routes to School Study; Stoughton Hansen School Circulation Study; East Bridgewater Summer Street at Belmont Street RSA; Pembroke Route 53 at Route 139 Traffic Study; Samoset Street Plymouth RSA, Nelson Street and Water Street Plymouth RSA, Route 27 Hanson RSA, Bay Road at Boulder Lane Stoughton/ Sharon RSA, Summer Street Easton Study, Pembroke Plain Street and Lake Street Study, Plymouth Standish at Alden Street Study, Plymouth Standish at Cherry Street Study, Abington Hancock Street at Chestnut Street RSA, and, numerous other intersections warrant analysis, sight distance and crash analysis, traffic impact studies of land use, speed and vehicle classification studies.

PROCEDURES:

1. Provide technical planning assistance to communities on highway, pedestrian, and bicycle transportation planning related matters in the form of meetings, data, analyses, and reports to communities, Massachusetts Department of Transportation, and other local, state and federal agencies as the need arises. The OCPC staff shall perform work on specific short-range highway planning tasks including but not limited to: Intersection and capacity analysis; Road Safety Audits; SYNCHRO analysis; walk to transit analysis; crash analysis; air quality analysis, both commuter and municipal parking analysis; carpool/vanpool analysis; trip generation estimation analysis, sight distance analysis, traffic impact analysis of proposed developments, traffic analysis studies, GIS, GPS, and Pictometry applications; and other short-range studies to determine the need for traffic signals, traffic signs, traffic markings and the use of one-way streets.
2. Maintain an up-to-date file of the Crash Data for communities. Continue the collecting and reporting of crash statistics for communities.

PRODUCT:

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

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appropriate. Technical assistance to member communities and crash reporting for participating communities will be provided.

SCHEDULE:

To be carried out throughout the program year.

FUNDING:

FHWA PL	MassDOT	FTA 5303	OCPC	BAT	MassDOT SCR	TOTAL
\$64,000	\$16,000					\$80,000

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TASK 3300 - 2020 LONG RANGE TRANSPORTATION PLAN (LRTP)

OBJECTIVE:

To amend the 2016 Regional Transportation Plan (RTP) for the Old Colony Planning Council region as needed and develop the 2020 Long Range Transportation Plan. The LRTP identifies transportation issues/concerns and problems that will require improvements now or are expected to need additional attention in the future, and outline possible courses of action designed to facilitate these improvements. The Regional Transportation Plan will be submitted to the Joint Transportation Committee, local officials, Massachusetts Department of Transportation, Federal Highway Administration, Federal Transit Administration, and the public for review and comments, and the Old Colony Metropolitan Planning Organization for endorsement. The LRTP will be consistent with regional growth policies, public investment decisions, the amended Clean Air Act (CAA), Americans with Disabilities Act and state air quality regulations. As requested by the U.S. DOT, the plan will include emphasis on the areas of safety and traffic congestion management.

PREVIOUS WORK:

2016 Regional Transportation Plan, surveys, public participation and consultation, and preparation of analyses and draft chapters.

PROCEDURES:

1. Develop the 2020 Long Range Transportation Plan that will be consistent with State Transportation Plans.
 - Review and Refine Regional Goals, Policies and Objectives.
 - Review and update Regional Profile and Socio-Economic Data.
 - Review and refine the 10-20 year population and employment forecasts.
 - Develop land use component of the plan and include recommendations.
 - Refine plan based on improved modeling efforts and Journey-to-Work data and other new data inputs.
 - Develop regional highway and regional transit sections. This shall include identifying existing and future needs. Evaluate current and future demand, identify deficiencies, and evaluate alternative improvement strategies and recommendations for all facilities.
 - Assess regional congestion and identify priority locations for in-depth study in the FFY 2020 Unified Planning Work Program.
 - Develop bicycle and pedestrian section.
 - Develop freight and goods mobility section.
 - Develop performance measures and thresholds section.
 - Develop short and long-range transportation improvement and incorporate transportation evaluation criteria.
 - Review State Transportation Plans and include goals, policies, and procedures as appropriate.
 - Develop recommendations of the plan in relation to the recommended strategies in the State Implementation Plan and State Transportation Plan.
 - Develop financial section and provide cost estimates for short and long-range recommendations.
2. Include recommendations from other transportation studies conducted during the previous years; including but not limited to: corridor studies; transit studies; Old Colony Planning Council's Regional Transportation and Land Use Policy Plan; Kingston, Plymouth and Plympton Transportation Induced Growth Impact Study; and Brockton Central Area Traffic Study.

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

4. Combine revised working papers into a comprehensive Regional Transportation Plan; conduct public outreach and meetings in accordance to the Public Participation Plan; Distribute plan to federal and state agencies for review and comment.

5. Public Participation: conduct public meetings, workshops, surveys, and coordinate with the Old Colony Joint Transportation Committee and Old Colony Planning Council, which will assist in obtaining input from citizens, business community, special interest groups, and local officials on the transportation issues facing the region. Expansive and inclusive public outreach will be in accordance with Old Colony’s Public Participation Plan.

PRODUCT:

2020 Long Range Transportation Plan

SCHEDULE:

To be carried out throughout the year and completed by September 2019.

FUNDING:

FHWA PL	MassDOT	FTA 5303	OCPC	BAT	MassDOT SCR	TOTAL
\$80,000	\$20,000	\$8,889	\$2,222			\$111,111

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TASK 3400 - COORDINATED PUBLIC TRANSIT – HUMAN SERVICES TRANSPORTATION PLAN (CHSTP)

OBJECTIVE:

To prepare the Coordinated Public Transit - Human Service Transportation Plan that will identify the transportation needs of individuals with disabilities, older adults, and people with low incomes, and provide strategies for meeting these needs, and prioritize transportation services for funding and implementation.

To maintain an understanding of the region's transit system in order to provide an accurate basis for future forecasting, planning and program analysis, and project evaluation.

PREVIOUS WORK:

BAT - Aging in Place Studies; Comprehensive Regional Transit Plan; Fare Elasticity and Equity Study; Fixed Route Ridership Analyses; Service Change Equity Analysis; Title VI Studies; Air quality analysis for CMAQ and Transportation Demand Management proposals; Rockland Transit Feasibility Study; System Time Study; Route 2A Analysis; Abington Transportation Study; Paratransit Expansion; Regional Coordinating Committee participation; and Human Services Coordination Plan.

GATRA - Ridership analysis; Human Services Coordination Plan.

Other - Assisted Communities, COAs and other public and private agencies with the Section 5310, 5317, and MAP; Transit Directories; RTA Fare Comparison; Queset Commons Transit Study, Rockland Transit Study; Community Transit Grant solicitations, reviews, rankings, and related coordination.

Senior and Individuals with Disabilities Neighborhood Sourcebook; Technical assistance to public and private non-profit organizations in preparing Federal Transit Administration applications for Section 5310, and Mobility Assistance; Participation in Regional Coordinating Councils; Regional map of the OCPC area showing the locations with high density of senior population (60+); Compilation of US Census data of senior population; BAT Route Ridership Analysis; BAT Title VI Study; Brockton Area Transit Fare Elasticity Study; Air quality analysis for CMAQ proposals; Abington Transportation Study; Human Services Coordination Plan.

PROCEDURES:

1. Develop and approve that Plan through a process that includes participation by seniors, individuals with disabilities, representatives of public, private, and nonprofit transportation and human services providers and other members of the public utilizing transportation services
2. Acquire and review paratransit data from BAT and GATRA.
3. Identify needs and gaps in human transportation services for seniors and individuals with disabilities. Additionally, assess medical and aging in place transportation needs.
4. Coordinate plan development with Area Agency on Aging, BAT, GATRA, SSCAC, Regional Coordinating Councils, and Councils on Aging.
5. Review past Community Transit Grant Program projects to assist with determining regional needs.

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6. Provide technical assistance to public and private non-profit agencies in the development, maintenance, and expansion of senior and/or individuals with disabilities services in the region.
7. Consider applicability of public health assessments and consider public health outcomes as part of ongoing planning and performance measures planning.
8. Develop Draft Plan and provide opportunity for public review and comment. Following public review and comment period, prepare Final Plan.

PRODUCT:

Coordinated Public Transit - Human Service Coordination Plan; Technical assistance to BAT, GATRA, MBTA, SSCAC, and to area communities as needed.

SCHEDULE:

To be completed by end of September 2019.

FUNDING:

FHWA PL	MassDOT	FTA 5303	OCPC	BAT	MassDOT SCR	TOTAL
\$30,400	\$7,600	\$3,378	\$844			\$42,222

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TASK 3500 - PERFORMANCE MANAGEMENT

The cornerstone of the Federal transportation program transformation is the transition to a performance based outcome program. States and regions will invest in projects to achieve individual targets that collectively will make progress towards national goals. Therefore, the objective is to develop performance measures and targets for the Old Colony Region for utilization in the planning process and inclusion in the Long Range Transportation Plan.

Performance management increases the accountability and transparency of the Federal-aid highway program and provides for a framework to support improved investment decision making through a focus on performance outcomes for key national transportation goals. A significant part of the reforms made by MAP-21 included transitioning to a performance-based program, including establishing national performance goals for Federal-aid highway programs. The FAST Act supports and continues this overall performance management approach, within which States invest resources in projects that collectively will make progress toward national goals.

The national performance goals for the Federal highway program include:

- Safety – To achieve a significant reduction in traffic fatalities and serious injuries on all public roads
- Infrastructure condition (pavement and bridge) – To maintain a highway infrastructure asset system in a state of good repair
- Congestion reduction- To achieve a significant reduction in congestion on the NHS
- System reliability – To improve the efficiency of the surface transportation system
- Freight movement and economic vitality – To improve the nation freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development
- Environmental sustainability – To enhance the performance of the transportation system while protecting and enhancing the natural environment
- Reduced project delivery delays – To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices
- Resiliency and Reliability of the Transportation System - improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation
- Travel and Tourism – Enhance travel and tourism

In March 2016, FHWA published rules on safety performance measures and integration of performance management into the Highway Safety Improvement Program (HSIP). In May 2016, FHWA and the FTA published a rule implementing changes to the planning process. And in October 2016, FHWA published a rule on asset management plans.

In January 2017, FHWA published the final rules for the last two national performance management measure regulations. One rule establishes regulations to assess the condition and performance of bridges on the NHS and of pavements on the Interstate and non-Interstate NHS. The other establishes regulations to assess the performance of the NHS, Freight Movement on the Interstate System, and the Congestion Mitigation and Air Quality Improvement (CMAQ) Program.

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Performance based planning will include working with BAT, FHWA, FTA, and MassDOT, and to establish thresholds for performance measures or goals that meet state and national criteria. The objective of performance measures are to insure that investments in future transportation improvements effectively address transportation issues, are cost effective, and are implemented in a timely manner. The ultimate goal will be to develop projects that relieve congestion, improve safety, provide efficient alternative travel choices, preserve and maintain the existing system, promote economic development and protect the environment. This effort will coordinate information and studies developed in other planning tasks such as, but not limited to Congestion Management, Safety Management, Pavement Management, and ITS/Freight/Intermodal Planning. The effort will also include MEPA reviews; gaming reviews and technical assistance; coordination of transportation planning activities with other local and state agencies, and other MPOs.

Pavement and Bridge Condition Performance Measures Final Rule

The Pavement and Bridge Condition Performance Measures Final Rule establishes measures for State DOTs to use to carry out the National Highway Performance Program (NHPP) and to assess the condition of the following: Pavements on the NHS (excluding the Interstate System), bridges carrying the NHS which includes on- and off- ramps connected to the NHS, and pavements on the Interstate System. This final rule is effective February 17, 2017. This final rule:

- Requires State DOTs to maintain their bridges and pavements at or above a minimum condition level;
- Provides for greater consistency in the reporting of condition and performance;
- Requires the establishment of targets that can be aggregated at the national level;
- Improves transparency by requiring consistent reporting on progress through a public reporting system;
- Requires State DOTs to make significant progress toward meeting their targets; and
- Establishes requirements for State DOTs that have not met or made significant progress toward meeting their targets.

State DOTs and MPOs will be expected to use the information and data generated as a result of the new regulations to inform their transportation planning and programming decisions.

System Performance/ Freight/ CMAQ Performance Measures Final Rule

The System Performance/ Freight/ CMAQ Performance Measures Final Rule establishes a set of performance measures for State DOTs and MPOs to use as required by the MAP-21 and the FAST Act. The measures in this final rule will be used by State DOTs and MPOs to assess the performance of the Interstate and non-Interstate NHS for the purpose of carrying out the National Highway Performance Program (NHPP); to assess freight movement on the Interstate System; and to assess traffic congestion and on-road mobile source emissions for the purpose of carrying out the CMAQ Program. This final rule is effective February 17, 2017. This final rule:

- Provides for greater consistency in the reporting of condition and performance;
- Established specific national performance measures to be used to assess performance of the NHS, freight movement on the Interstate and CMAQ traffic congestion and on-road mobile source emissions;
- Required the establishment of targets that can be aggregated at the national level;

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- Improved transparency by requiring consistent reporting on progress through a public reporting system;
- Required State DOTs to make significant progress toward meeting their targets; and
- Establishes requirements for State DOTs that have not met or made significant progress toward achieving their NHPP and NHFP targets.

State DOTs and MPOs will be expected to use the information and data generated as a result of the new regulations to inform their transportation planning and programming decisions.

HSIP and Safety Performance Management Measures Final Rule

The HSIP and Safety Performance Management Measures Final Rules adds Part 490 to title 23 of the Code of Federal Regulations to implement the performance management requirements under 23 U.S.C. 150, including the specific safety performance measure requirements for the purpose of carrying out the HSIP to assess serious injuries and fatalities on all public roads. The Safety PM Final Rule establishes the process for State DOTs and MPOs to establish and report their safety targets, and the process that FHWA will use to assess whether State DOTs have met or made significant progress toward meeting their safety targets. The Safety PM Final Rule also establishes a common national definition for serious injuries. This final rule is effective April 14, 2016.

Planning Final Rule

The transition to a performance-driven, outcome-based program that provides for a greater level of transparency and accountability, improved project decision-making, and more efficient investment of Federal transportation funds. As part of this new performance-based approach, recipients of Federal-aid highway program funds and Federal transit funds are required to link the investment priorities contained in the STIP and TIP to achievement of performance targets. In a series of rulemakings, FHWA and FTA established national performance measures in key areas, including safety, infrastructure condition, congestion, system reliability, emissions, and freight movement.

States, MPOs, and operators of public transportation must use these measures to establish targets in the key national performance areas to document expectations for future performance. The final rule further establishes that States and MPOs must coordinate their respective targets with each other to ensure consistency to the maximum extent practicable. The final rule requires that for transit-related targets, States and MPOs must coordinate their selection of targets relating to transit safety and transit state of good repair to the maximum extent practicable with operators of public transportation to ensure consistency with other performance-based provisions applicable to operators of public transportation.

MPOs must identify how they will cooperatively implement these performance-based planning provisions with States and operators of public transportation. The final rule provides the option documenting it either as part of the metropolitan planning agreements, or documenting it in some other means outside of the metropolitan planning agreements as determined cooperatively by the MPO(s), State(s), and providers of public transportation. Whichever option is selected, the MPO(s), the State(s), and the providers of public transportation must jointly agree upon and document in writing the coordinated processes for the collection of performance data, the selection of performance targets for the metropolitan area, the reporting of metropolitan area targets, and the reporting of actual system

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performance related to those targets. The documentation must also describe the roles and responsibilities for the collection of data for the NHS. Including this description is critical because of the new requirements for a State asset management plan for the NHS and establishment of performance measures and targets.

In the final rule, once performance targets are selected by MPOs, MPOs must reflect those targets in their MTPs. Accordingly, in their transportation plans, MPOs need to describe these performance targets, evaluate the condition and performance of the transportation system, and report on progress toward the achievement of their performance targets. States must include similar information in their transportation plans. The effective date is June 27, 2016.

Asset Management Plan Final Rule

Asset management is defined as “a strategic and systematic process of operating, maintaining, and improving physical assets, with a focus on both engineering and economic analysis based on quality information, to identify a structured sequence of maintenance, preservation, repair, rehabilitation, and replacement actions that will achieve and sustain a desired state of good repair over the life cycle of the assets at minimum practicable cost.” The effective date is October 2, 2017.

Transit Asset Management (TAM) Final Rule

The FTA published a final rule to define the term state of good repair and to establish minimum Federal requirements for transit asset management that will apply to all recipients and subrecipients of chapter 53 funds that own, operate, or manage public transportation capital assets. This final rule requires public transportation providers to develop and implement out transit asset management (TAM) plans. TAM plans must include an asset inventory, condition assessments of inventoried assets, and a prioritized list of investments to improve the state of good repair of their capital assets. This final rule also establishes state good repair standards and four state of good repair (SGR) performance measures. Transit providers are required to set performance targets for their capital assets based on the SGR measures and report their targets, as well as information related to the condition of their capital assets, to the National Transit Database. Effective date is October 1, 2016.

Public Transportation Safety Program Final Rule

The Public Transportation Safety Program Final Rule final rule to establish substantive and procedural rules for FTA's administration of a comprehensive safety program to improve the safety of the Nation's public transportation systems. This final rule provides the framework for FTA to monitor, oversee, and enforce transit safety, based on the methods and principles of Safety Management Systems. The effective date is September 12, 2016.

HIGHWAY PERFORMANCE

Through the federal rulemaking process, FHWA has required states and MPOs to monitor the transportation system using specific performance measures to address the national goals and performance areas identified in MAP-21. The table below lists specific measures in various performance areas for roadways and highways.

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Federally Required Highway Performance Measures (as of January 18, 2017)

NATIONAL GOAL	HIGHWAY PERFORMANCE AREA	PERFORMANCE MEASURE
Safety	Injuries & Fatalities	<ul style="list-style-type: none"> • Number of fatalities • Fatality rate (per 100 million vehicle miles traveled) • Number of serious injuries • Serious injury rate (per 100 million vehicle miles traveled) • Number of non-motorized fatalities and non-motorized serious injuries
Infrastructure Condition	Pavement Condition	<ul style="list-style-type: none"> • Percentage of pavements on the Interstate System in Good condition • Percentage of pavements on the Interstate System in Poor condition • Percentage of pavements on the non-Interstate NHS in Good condition • Percentage of pavements on the non-Interstate NHS in Poor condition
Infrastructure Condition	Bridge Condition	<ul style="list-style-type: none"> • Percentage of NHS bridges classified as in Good condition • Percentage of NHS bridges classified as in Poor condition
System Reliability	Performance of the National Highway System	<ul style="list-style-type: none"> ▪ Percent of person miles traveled on the Interstate System that are reliable ▪ Percent of person miles traveled on the non- Interstate NHS that are reliable ▪ Percent change in tailpipe carbon dioxide emission levels on the NHS compared to the calendar year 2017 levels
Freight Movement and Economic Vitality	Freight Movement on the Interstate System	Truck Travel Time Reliability Index
Congestion Reduction	Traffic congestion	<ul style="list-style-type: none"> • Annual hours of peak-hour excessive delay per capita • Percent of non-single-occupant vehicle travel

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Environmental Sustainability	On-Road Mobile Source Emissions	Total emissions reduction
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TRANSIT PERFORMANCE

Recipients of public transit funds, which can include states, local authorities, and public transportation operators, are required to establish performance targets for safety and state of good repair; to develop transit asset management and transit safety plans; and to report on their progress toward achieving targets. Public transportation operators are directed to share information with MPOs and states so that all plans and performance reports are coordinated. The table below identifies performance measures outlined in the National Public Safety Transportation Plan, released by FTA, and in the final rule for transit asset management.

Federally Required Transit Performance Measures (as of January 18, 2017)

NATIONAL GOAL	TRANSIT PERFORMANCE AREA OR ASSET CATEGORY	PERFORMANCE MEASURE
Safety	Fatalities	Total number of reportable* fatalities and rate per total vehicle revenue miles by mode
Safety	Injuries	Total number of reportable* injuries and rate per total vehicle revenue miles by mode
Safety	Safety Events	Total number of reportable* events and rate per total vehicle revenue miles by mode
Safety	System Reliability	Mean distance between major mechanical failures by mode
Infrastructure Condition (State of Good Repair: Transit Asset Management)	Equipment	Percentage of vehicles that have met or exceeded their Useful Life Benchmark (ULB)
Infrastructure Condition (State of Good Repair: Transit Asset Management)	Rolling Stock	Percentage of revenue vehicles within a particular asset class that have met or exceeded their ULB
Infrastructure Condition (State of Good Repair: Transit Asset Management)	Infrastructure	Percentage of track segments with performance restrictions

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Infrastructure Condition (State of Good Repair: Transit Asset Management)	Facilities	Percentage of facilities within an asset class rated below 3.0 on the FTA Transit Economic Requirements Model scale
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*Reportable as defined in the National Transit Database Safety and Security Reporting Manual.

PREVIOUS WORK:

Long Range Transportation Plan, Regional Policy Plan, Congestion Management Process, Land Use Management System, Safety Management System, Pavement Management Systems, Road Safety Audits, and, Reviews, comments, and site visits relating to Environmental Notification Forms and Environmental Impact Reports/Environmental Impact Statements.

PROCEDURES:

1. Establish and refine performance measures and thresholds for pavement conditions and performance of the federal aid network, bridge conditions, injuries, and fatalities, traffic congestion. The federal rulemaking process will establish performance measures for each of these items. As such, this does not preclude the region from establishing additional measures for use locally, and the Old Colony MPO will continue to review the supplement the performances measures developed and included in the 2016 Long Range Transportation Plan. Using information collected annually through other tasks outlined in this document, implement, and maintain a comprehensive strategy to evaluate the effectiveness of transportation improvements throughout the region.

2. Determine and set performance measures and thresholds in support of the performance measures framework and describe how program and project selection will help achieve the targets. With acceptable thresholds or targets for performance measures, staff will continue to maintain relevant data for safety, pavement, and congestion management and provide comparison analyses before and after the implementation of projects.

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

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

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

PRODUCT:

Development and refinement of Performance Measures and thresholds for the Old Colony Region. Review and comment on traffic studies submitted to member municipalities by developers under the Massachusetts Environmental Protection Agency (MEPA). Public Health Assessments.

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SCHEDULE:

To be carried out throughout the year and completed by the end of September 2019.

FUNDING:

FHWA PL	MassDOT	FTA 5303	OCPC	BAT	MassDOT SCR	TOTAL
\$34,400	\$8,600	\$3,822	\$956			\$47,778

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

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

4100 - Transit Technical Assistance, and Seniors and Individuals with Disabilities Support

4200 - BAT Planning and Technical Studies

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

OBJECTIVE:

To respond to short-range transit planning needs upon request from communities, BAT, GATRA, MassDOT, and MBTA. To maintain an understanding of the region's transit system in order to provide an accurate basis for future forecasting, planning and program analysis, and project evaluation. To maintain and update the Coordinated Public Transit - Human Service Transportation Plan, and to conduct Community Transit Grant reviews, rankings, and related coordination. To maintain and operate a Congestion Management Process.

To ensure the accessibility to public transit services for seniors and individuals with disabilities. To attend meetings of the senior and disability committees. To provide technical assistance to BAT, GATRA, region's municipalities, human service agencies, Councils on Aging, private non-profit agencies, and other parties involved in meeting special transportation needs. To maintain and update Coordinated Public Transit - Human Service Transportation Plan, and to conduct annual Community Transit Grant reviews, rankings, and related coordination.

PREVIOUS WORK:

BAT - Aging in Place Studies; Comprehensive Regional Transit Plan; Fare Elasticity and Equity Study; Fixed Route Ridership Analyses; Service Change Equity Analysis; Title VI Studies; Air quality analysis for CMAQ and Transportation Demand Management proposals; Rockland Transit Feasibility Study; System Time Study; Route 2A Analysis; Abington Transportation Study; Paratransit Expansion; Regional Coordinating Committee participation; and Human Services Coordination Plan.

GATRA - Ridership analysis; Human Services Coordination Plan.

Other - Assisted Communities, COAs and other public and private agencies with the Section 5310, 5317, and MAP; Transit Directories; RTA Fare Comparison; Quset Commons Transit Study, Rockland Transit Study; Community Transit Grant solicitations, reviews, rankings, and related coordination.

Senior and Individuals with Disabilities Neighborhood Sourcebook; Technical assistance to public and private non-profit organizations in preparing Federal Transit Administration applications for Section 5310, and Mobility Assistance; Regional map of the OCPC area showing the locations with high density of senior population (60+); Compilation of US Census data of senior population; BAT Route Ridership Analysis; BAT Title VI Study; Brockton Area Transit Fare Elasticity Study; Air quality analysis for CMAQ proposals; Abington Transportation Study; Human Services Coordination Plan.

PROCEDURES:

1. Provide technical planning assistance to transit providers and member communities on transit matters. This assistance may take the form of assistance in meeting federal reporting requirements; in assessing and evaluating routes; Title VI update; fare change and service change equity analyses; schedule and fare changes; assessing manpower and equipment needs; access-to-jobs; 2010 census update; needs assessment study; provide and improve BAT's analytical and forecasting capabilities; assist BAT with the Americans with Disabilities Act Plan update, Title VI Trend Analysis, Service Area Demographic Trend Profile, etc.

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2. Provide technical planning assistance to area communities outside the transit authority district, on transit matters. This assistance can take the form of helping the communities in assessing potential membership in a transit authority; assisting the communities in providing for private carrier service; identifying and assessing park-and-ride lots; assessing commuter rail lots; encouraging private enterprise participation; encouraging minority business participation; 2010 census and journey-to-work update, etc.
3. Prepare information as needed for FTA reports, State Implementation Plan submissions, MassDOT reports, and other routine reporting.
4. Provide transit input into regional transit and transportation modeling efforts, and conduct air-quality analysis as needed for transit projects.
5. Continue to provide assistance and guidance to applicants for Community Transit Grant Program in preparing applications and coordinating service.
6. Provide technical assistance to public and private non-profit agencies in the development, maintenance, and expansion of senior and/or individuals with disabilities services in the region.
7. Continue to provide support for the replacement of Section 5310 and Mobility Assistance Program vehicles, which have outlived their usual life.
8. Develop updates for the Old Colony Human Service Coordination Plan in coordination with communities, transit providers, and regional coordination committees, as appropriate. Plan shall be reflective of the FAST Act.
9. Operate and maintain a Congestion Management Process (CMP).
10. Conduct public health assessments and consider public health outcomes as part of ongoing planning and performance measures planning.

PRODUCT:

Provide technical assistance to BAT, GATRA, MBTA, SSCAC, and to area communities as needed; Information for compliance with federal and state requirements for the TIP; BAT/ GATRA (Brockton/ Taunton) Intercity Feasibility Study; Coordinated Public Transit - Human Service Coordination Plan; Community Transit Grant Program Education, Reviews and related Rankings; and, Regional Travel Demand Model, and LRTP updates, as appropriate.

SCHEDULE:

To be carried out throughout the year.

FUNDING:

FHWA PL	MassDOT	FTA 5303	OCPC	BAT	MassDOT SCR	TOTAL
		\$46,999	\$11,750			\$58,749

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TASK 4200 - BAT PLANNING, TECHNICAL ASSISTANCE, AND STUDIES

OBJECTIVE:

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

PREVIOUS WORK:

BAT Aging in Place Studies; BAT Comprehensive Regional Transit Plan; BAT fixed-route ridership analyses; Brockton Area Transit Farebox Analyses; Title VI Reports; BAT Service Change Equity Study; BAT Fare Equity and Elasticity Study; Air quality analysis for CMAQ and Transportation Demand Management proposals; Route 2A Study; Rockland Transit Feasibility Study; System Time Study; Abington Transportation Study; Human Services Coordination Plan.

PROCEDURES:

1. Develop a detail study(s) design/estimated work time effort and cost for planning tasks requested by Brockton Area Transit and agreed to by OCPC. The following is a list of planning/projects that could be undertaken as part of this task: Americans with Disabilities Act Plan Update; Route Evaluation Study/Survey; Fare Increase Analysis; Title VI Report Update; Title VI Trend Analysis; Transfer Study; Financial Plan Update; Demographic/Urban Area Analysis; Manley Street Industrial Park Route Analyses; Technical assistance to BAT, as needed, on the Intermodal Facility; BAT/ GATRA (Brockton/ Taunton) Intercity Feasibility Study; Avon/Stoughton Route extension planning; Fare Modeling Study; Massasoit Study; provide planning assistance and address/ undertake alternatives analysis as identified in the CRTP; and, Stoughton Fixed Route Study.
2. Undertake planning, studies, and comprehensive service assessments in accordance with study requirements and available funding.
3. Prepare analyses, reports, maps, charts, as appropriate.

PRODUCT:

Planning services; Paratransit plan in conformity with Americans with Disabilities Act requirements; Route evaluation study; Fixed Route Ridership Report; Abington Transit Study; Hanson Transit Study; South Shore Medical Transportation Options Study; Avon/ Stoughton Route extension planning; Bridgewater State University Transit Route Expansion Study; Massasoit Reverse Commute Study; BAT/ GATRA (Brockton/ Taunton) Intercity Feasibility Study; and, provision of planning assistance and alternatives analysis as identified in the CRTP.

SCHEDULE:

To be carried out throughout the year. Schedules are contract dependent.

FUNDING:

FHWA PL	MassDOT	FTA 5303	OCPC	BAT	MassDOT SCR	TOTAL
				\$50,000		\$50,000

FFY 2019 OLD COLONY UNIFIED PLANNING WORK PROGRAM (UPWP)

TRANSPORTATION PLANNING STAFF

The following OCPC staff members will be working on the FFY 2019 Unified Planning Work Program and the percent efforts represents the approximate time devoted to the 3C Transportation Planning Tasks.

<u>Names</u>	<u>Title</u>	<u>% Efforts</u>
Charles Kilmer, AICP	Assistant Director/ Transportation Program Manager	100%
Shawn Bailey	Transportation Planner	100%
Paul Chenard	Senior Transportation Planner	100%
Raymond Guarino	Senior Transportation Planner	100%
Bruce Hughes	Economic Development/ Community Planner	25%
William McNulty	Senior Transportation Planner	100%
Kyle Mowatt	Transportation Planner	100%
Laurie Muncy	Principal Comprehensive Planner	25%
Jimmy Pereira	Transportation Planner	100%
Lisa Sullivan	Senior Planner	25%
Andrew Vidal	GIS Manager/ Communications Specialist	75%

**FFY 2019 OLD COLONY UNIFIED PLANNING WORK PROGRAM (UPWP)
ESTIMATED BUDGET**

ELEMENT TASK DESCRIPTION	FHWA PL	MassDOT NFA	FTA 5303	OCPC	BAT			TOTAL
1000 - Management & Support of Planning and Certification Activities								
1100 3C Program Support	\$ 40,800	\$ 10,200	\$ 4,533	\$ 1,133	\$ -	\$ -	\$ -	\$ 56,667
1200 Unified Planning Work Program (UPWP)	\$ 11,541	\$ 2,885	\$ 1,282	\$ 321	\$ -	\$ -	\$ -	\$ 16,029
1300 Public Participation Program (PPP)	\$ 42,400	\$ 10,600	\$ 4,711	\$ 1,178	\$ -	\$ -	\$ -	\$ 58,889
1400 Transportation Improvement Program (TIP)	\$ 33,325	\$ 8,331	\$ 3,703	\$ 926	\$ -	\$ -	\$ -	\$ 46,284
1500 Title VI and Environmental Justice (EJ)	\$ 33,600	\$ 8,400	\$ 3,733	\$ 933	\$ -	\$ -	\$ -	\$ 46,667
Element 1000 Subtotals	\$ 161,666	\$ 40,416	\$ 17,963	\$ 4,491	\$ -	\$ -	\$ -	\$ 224,536
2000 - Data Reconnaissance, Acquisition, and Analysis Activities								
2100 Demographic Surveillance & Road Inventory Update	\$ 20,000	\$ 5,000	\$ 2,222	\$ 556	\$ -	\$ -	\$ -	\$ 27,778
2200 Multi-Modal Data Surveillance and System Monitoring	\$ 59,200	\$ 14,800	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 74,000
2300 System Planning and Resource Activities	\$ 34,400	\$ 8,600	\$ 3,822	\$ 956	\$ -	\$ -	\$ -	\$ 47,778
2400 Geographic Information System (GIS)	\$ 46,000	\$ 11,500	\$ 5,111	\$ 1,278	\$ -	\$ -	\$ -	\$ 63,889
2500 Management Systems and Travel Demand Modeling	\$ 68,000	\$ 17,000	\$ 7,556	\$ 1,889	\$ -	\$ -	\$ -	\$ 94,444
Element 2000 Subtotals	\$ 227,600	\$ 56,900	\$ 18,711	\$ 4,678	\$ -	\$ -	\$ -	\$ 307,889
3000 - Short and Long Range Transportation Planning Activities								
3100 Regional Traffic Studies, ITS, and, Intermodal Planning	\$ 59,200	\$ 14,800	\$ 6,578	\$ 1,644	\$ -	\$ -	\$ -	\$ 82,222
3200 Local Highway Transportation Technical Assistance (LTA)	\$ 64,000	\$ 16,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 80,000
3300 2020 Long Range Transportation Plan	\$ 80,000	\$ 20,000	\$ 8,889	\$ 2,222	\$ -	\$ -	\$ -	\$ 111,111
3400 Coordinated Human Services Transportation Plan	\$ 30,400	\$ 7,600	\$ 3,378	\$ 844	\$ -	\$ -	\$ -	\$ 42,222
3500 Performance Management	\$ 34,400	\$ 8,600	\$ 3,822	\$ 956	\$ -	\$ -	\$ -	\$ 47,778
Element 3000 Subtotals	\$ 268,000	\$ 67,000	\$ 22,667	\$ 5,667	\$ -	\$ -	\$ -	\$ 363,333
4000 - Other Transportation Technical Activities								
4100 Transit Technical Assistance, and Seniors and Individuals with Disabilities Support	\$ -	\$ -	\$ 46,999	\$ 11,750	\$ -	\$ -	\$ -	\$ 58,749
4200 BAT Planning, Technical Assistance, and Studies	\$ -	\$ -	\$ -	\$ -	\$ 50,000	\$ -	\$ -	\$ 50,000
Element 4000 Subtotals	\$ -	\$ -	\$ 46,999	\$ 11,750	\$ 50,000	\$ -	\$ -	\$ 108,749
Total of All Elements	\$ 657,266	\$ 164,316	\$ 106,340	\$ 26,585	\$ 50,000	\$ -	\$ -	\$ 1,004,507

FFY 2019 OLD COLONY UNIFIED PLANNING WORK PROGRAM (UPWP)

APPENDICES

Appendix A

FFY 2019 Old Colony Unified Planning Work Program (UPWP) Endorsement

Appendix B

§450.334 - Self Certification Compliance Statement - 3C Process

Appendix C

Estimates of Other Funding Sources, and Other Transportation Planning Activities

Appendix D

Acronyms

Appendix E

Public Comments

FFY 2019 OLD COLONY UNIFIED PLANNING WORK PROGRAM (UPWP)

APPENDIX A - FFY 2019 OLD COLONY UNIFIED PLANNING WORK PROGRAM ENDORSEMENT

OLD COLONY METROPOLITAN PLANNING ORGANIZATION (MPO)
FFY 2019 OLD COLONY UNIFIED PLANINNG WORK PROGRAM (UPWP)
ENDORSEMENT OF
FFY 2019 OLD COLONY UNIFIED PLANINNG WORK PROGRAM (UPWP)

This is to certify that the Signatories of the Old Colony Metropolitan Planning Organization, at their Old Colony MPO meeting on May 15, 2018 hereby approve and endorse the FFY 2019 Old Colony Unified Planning Work Program (UPWP) in its entirety for the Old Colony Region, in accordance with the certified 3C Transportation Planning Process.

<hr style="border: 0; border-top: 1px solid black; margin-bottom: 5px;"/> Stephanie Pollack, Secretary and CEO Massachusetts Department of Transportation	<hr style="border: 0; border-top: 1px solid black; margin-bottom: 5px;"/> Date	<hr style="border: 0; border-top: 1px solid black; margin-bottom: 5px;"/> The Honorable Bill Carpenter, Mayor City of Brockton	<hr style="border: 0; border-top: 1px solid black; margin-bottom: 5px;"/> Date
<hr style="border: 0; border-top: 1px solid black; margin-bottom: 5px;"/> Jonathan Gulliver, Highway Administrator Massachusetts Department of Transportation	<hr style="border: 0; border-top: 1px solid black; margin-bottom: 5px;"/> Date	<hr style="border: 0; border-top: 1px solid black; margin-bottom: 5px;"/> Kenneth Tavares, Chairman Plymouth, Board of Selectmen	<hr style="border: 0; border-top: 1px solid black; margin-bottom: 5px;"/> Date
<hr style="border: 0; border-top: 1px solid black; margin-bottom: 5px;"/> Reinald G. Ledoux, Jr., Administrator Brockton Area Transit	<hr style="border: 0; border-top: 1px solid black; margin-bottom: 5px;"/> Date	<hr style="border: 0; border-top: 1px solid black; margin-bottom: 5px;"/> Eldon Moreira, Clerk West Bridgewater, Board of selectmen	<hr style="border: 0; border-top: 1px solid black; margin-bottom: 5px;"/> Date
<hr style="border: 0; border-top: 1px solid black; margin-bottom: 5px;"/> Frank Staffier, President Old Colony Planning Council	<hr style="border: 0; border-top: 1px solid black; margin-bottom: 5px;"/> Date	<hr style="border: 0; border-top: 1px solid black; margin-bottom: 5px;"/> Daniel Salvucci, Vice-Chairman Whitman, Board of selectmen	<hr style="border: 0; border-top: 1px solid black; margin-bottom: 5px;"/> Date

Ex-Officio Non-Voting Members

Noreen O'Toole, Chairperson
 Old Colony Joint Transportation Committee (JTC)

Jeff McEwen, Massachusetts Division Administrator
 Federal Highway Administration (FHWA)

Mary Beth Mello, Region 1 Administrator
 Federal Transit Administration (FTA)

FFY 2019 OLD COLONY UNIFIED PLANNING WORK PROGRAM (UPWP)

APPENDIX B - §450.334 - SELF CERTIFICATION COMPLIANCE STATEMENT - 3C PROCESS

§450.334 - Old Colony MPO Self Certification Compliance Statement

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

1. 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
2. In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 1101(b) of the SAFETEA-LU (Pub. L. 109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 *et seq.*) and 49 CFR parts 27, 37, and 38;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

Stephanie Pollack, Secretary and CEO
Massachusetts Department of Transportation

Date

The Honorable Bill Carpenter, Mayor
City of Brockton

Date

Jonathan Gulliver., Highway Administrator
Massachusetts Department of Transportation

Date

Kenneth Tavares, Chairman
Plymouth, Board of Selectmen

Date

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

Date

Eldon Moreira, Clerk
West Bridgewater, Board of Selectmen

Date

Frank Staffier, President
Old Colony Planning Council

Date

Daniel Salvucci, Vice-Chairman
Whitman, Board of Selectmen

Date

FFY 2019 OLD COLONY UNIFIED PLANNING WORK PROGRAM (UPWP)

APPENDIX C - OTHER OLD COLONY PLANNING COUNCIL FUNDING SOURCES AND OTHER PLANNING STUDIES

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

Estimates of Other OCPC Funding Sources

1. Economic Development Administration (EDA) \$70,000
2. Executive Of Elder Affairs (EOEA)
 - a. Administration \$151,985
 - b. Ombudsman Program \$120,000
3. District Local Technical Assistance (DLTA) \$194,932
4. Septic Repair Program \$ 25,000

Listing of Other Transportation Planning Activities

The following is a listing of other transportation planning activities underway in the region that are not being funded with FHWA and/ or FTA funds included in the FFY 2018 Old Colony Unified Planning Work Program.

1. MassDOT Cape Cod Canal Area Transportation Study
2. MassDOT Route 3 Integrated Corridor Management Study
3. MassDOT South Coast Rail Project Design and Environmental Permitting
4. MassDOT State Bicycle Plan
5. MassDOT State Freight Plan
6. MassDOT State Pedestrian Plan
7. MassDOT State Rail Plan
8. MBTA Focus40

FFY 2019 OLD COLONY UNIFIED PLANNING WORK PROGRAM (UPWP)

APPENDIX D - GLOSSARY/ ACRONYMS

List of Acronyms

3C:	Comprehensive, Cooperative, and Continuing Planning Process
ADA:	Americans with Disabilities Act
BAT:	Brockton Area Transit Authority
CAAA:	Clean Air Act Amendments of 1990
CMP:	Congestion Management Process
DEP:	Department of Environmental Protection
EIR:	Environmental Impact Report
EJ:	Environmental Justice
ENF:	Environmental Notification Form
EPA:	Environmental Protection Agency
FAST Act:	Fixing America's Surface Transportation (FAST) Act
FHWA:	Federal Highway Administration
FTA:	Federal Transit Administration
GATRA:	Greater Attleboro-Taunton Regional Transit Authority
JTC:	Joint Transportation Committee
LAP:	Language Access Plan
LEP:	Limited English Proficient
LUMS:	Land Use Management System
MassDOT:	Massachusetts Department of Transportation
MBTA:	Massachusetts Bay Transportation Authority
MOU:	Memorandum of Understanding
MPO:	Metropolitan Planning Organization
NHS:	National Highway System
PMS:	Pavement Management System
PPP:	Public Participation Plan
LRTP:	Long Range Transportation Plan
SIP:	State Implementation Plan
SMS:	Safety Management System
STP:	Surface Transportation Program
TCM:	Transportation Control Measure
TIP:	Transportation Improvement Program

FFY 2019 OLD COLONY UNIFIED PLANNING WORK PROGRAM (UPWP)

APPENDIX E - PUBLIC COMMENTS