

OLD COLONY METROPOLITAN PLANNING ORGANIZATION (MPO)

C/o Old Colony Planning Council, 70 School Street, Brockton, MA
Phone: 508-583-1833 / www.oldcolonyplanning.org

OLD COLONY MPO VOTING MEMBERS

CITY OF BROCKTON

TOWN OF PLYMOUTH

TOWN OF WEST BRIDGEWATER - REPRESENTING
AVON, EAST BRIDGEWATER, HALIFAX, HANOVER,
HANSON, KINGSTON, PLYMPTON, AND
WEST BRIDGEWATER

TOWN OF WHITMAN - REPRESENTING
ABINGTON, BRIDGEWATER, DUXBURY, EASTON,
PEMBROKE, STOUGHTON, AND WHITMAN

BROCKTON AREA TRANSIT AUTHORITY (BAT)

MASSACHUSETTS DEPARTMENT OF
TRANSPORTATION (MASSDOT)

MASSACHUSETTS DEPARTMENT OF
TRANSPORTATION (MASSDOT) HIGHWAY DIVISION

OLD COLONY PLANNING COUNCIL (OCPC)

OLD COLONY MPO EX-OFFICIO NON-VOTING MEMBERS

OLD COLONY JOINT TRANSPORTATION COMMITTEE
(JTC)

FEDERAL HIGHWAY ADMINISTRATION (FHWA)
MASSACHUSETTS DIVISION

FEDERAL TRANSIT ADMINISTRATION (FTA)
REGION 1

NOTICE OF VIRTUAL MEETING

Tuesday, July 18, 2023, 10:00 A.M.

Join Zoom Virtual Meeting:

<https://zoom.us/join>

Meeting ID: 828 6889 7278 | Password: 370367

Dial by your phone: +1-646-518-9805

Meeting ID: 828 6889 7278 | Password: 370367

AGENDA

1. Call to Order, Accessibility Statement, Title VI Notice of Protection, and Introductions
2. Public Comments
3. Minutes of June 20, 2023 Old Colony MPO Meeting
4. Brockton Area Transit Authority (BAT) Report
 - Public Transit Agency Safety Plan (PTASP) and Transit Safety Performance Targets: Presentation of Federally Required Performance Targets Pertaining to Transit Safety - Review and Potential Endorsement
5. Greater Attleboro Taunton Regional Transit Authority Report
6. Old Colony MPO Federal Certification Overview and Public Involvement Session - Please Share Your Views About the Transportation Planning Process in the Old Colony Region
7. FFY 2023-2027 Old Colony Transportation Improvement Program (TIP) Adjustments and/ or Amendments
 - Amendment 4 (Stoughton 607403; 5310 Projects) - Review and Potential Endorsement
 - Amendment 5 (Brockton RAISE Grant; BAT Projects) - Review and Potential Release to Public Review and Comment Period
 - Adjustment 2 (BAT) - Review and Potential Endorsement
8. Massachusetts Vehicle Census Presentation - Liz Williams, MassDOT
9. 2050 Old Colony Long-Range Transportation Plan (LRTP) - Update and Status Report
10. Administrative Matters, Other Business, and Date and Time of Next Meeting(s)
11. Adjournment

The Old Colony MPO fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. The Old Colony MPO operates without regard to race, color, or national origin (including limited English proficiency), age, sex, disability, ancestry, ethnicity, gender, gender identity or expression, sexual orientation, religion, creed, veteran's status, or background. Any person who believes that they or any specific class of persons to be subject to discrimination prohibited by Title VI may by themselves

or by representative file a written complaint with the Old Colony MPO. Complaints are to be filed no later than 300 days from the date of the alleged discrimination. Please contact Mary Waldron at 508-583-1833 for more information.

This meeting is accessible to people with disabilities and those with limited English proficiency. Accessibility accommodations and language services will be provided free of charge, upon request, as available. For more information or to request reasonable accommodation and/or language services please, contact Mary Waldron at 508-583-1833.

- If this information is needed in another language, please contact Mary Waldron at 508-583-1833.
- Se esta informação é necessária em outro idioma, entre em contato com Mary Waldron em 508-583-1833.
- Si se necesita esta información en otro idioma, por favor póngase en contacto con Mary Waldron al 508-583-1833.
- Si yo bezwen enfòmasyon sa a nan yon lòt lang, tanpri kontakte Mary Waldron nan 508-583-1833.

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

July 18, 2023 Old Colony MPO Meeting
Agenda Item 1
Call to Order, Accessibility Statement and
Title VI Nondiscrimination Statement, and Introductions

Summary

Call to Order, Accessibility Statement and Title VI Nondiscrimination Statement, Roll Call, and Introductions

Accessibility Statement and Title VI Nondiscrimination Statement

“This meeting is accessible to people with disabilities. Microphones or telephones will be used by all speakers. If you would like this accommodation, please contact Mary Waldron at 508-583-1833. Thank you.”

“The Notice of Nondiscrimination Rights and Protections to Beneficiaries with regard to the Federal Title VI/Nondiscrimination Protections and the State Nondiscrimination Protections is included on this meeting’s agenda and is available on the Old Colony Planning Council Website at <https://oldcolonyplanning.org/>. Please contact Mary Waldron at 508-583-1833 for more information. Thank you.”

July 18, 2023 Old Colony MPO Meeting
Agenda Item 2
Public Comments

Summary

Public comments.

July 18, 2023 Old Colony MPO Meeting
Agenda Item 3
Minutes of June 20, 2023 Old Colony MPO Meeting

Summary

The Old Colony MPO is respectfully asked to consider approval of the June 20, 2023 Old Colony MPO Meeting Minutes.

OLD COLONY METROPOLITAN PLANNING ORGANIZATION (MPO)

Minutes of the Old Colony MPO Virtual Meeting, June 20, 2023 - 10:00 A.M., Held Via Zoom

Signatories Present:

Stephen Woelfel, Representing Gina Fiandaca, Secretary and CEO, MassDOT
Pam Haznar, Representing Jonathan Gulliver, Administrator, MassDOT Highway Division
Glenn Geiler, Representing Michael Lambert, Administrator, Brockton Area Transit (BAT)
Mary Waldron, Representing Becky Coletta, President, Old Colony Planning Council (OCPC)
Lee Hartmann, Representing Richard Quintal, Board of Selectmen, Town of Plymouth
Kamiya Parkin, Representing Mayor Robert Sullivan, City of Brockton
Dan Salvucci, Vice-Chair, Board of Selectmen, Whitman

Others Present:

Al DeGirolamo, Office of Senator Michael Brady
John Messia, Office of Mayor Robert Sullivan, Brockton
Chris Ryan, Duxbury
Joshua Barber, FHWA
Valerie Massard, Kingston
William Roth, Stoughton
Raissah Kouame, MassDOT
Derek Krevat, MassDOT
Andrew Wang, MassDOT
Shaun Handy, MassDOT District 5
Bonnie Roalsen, Safe Routes to School
Shawn Bailey, OCPC
Ray Guarino, OCPC
Charles Kilmer, OCPC
Bill McNulty, OCPC
Kyle Mowatt, OCPC
Guoqiang Li, OCPC
Nate Ryan, OCPC

1. Call to Order and Introductions

Chairperson Stephen Woelfel called the meeting to order at 10:02 A.M. and then read the meeting accessibility statement, and the Title VI Notice of Protection Statement. Charles Kilmer conducted the roll and announced there was a quorum present.

2. Public Comments

There were no public comments.

3. Minutes of the May 16, 2023 Meeting

Chairperson Woelfel asked the MPO Members for comments or changes regarding the minutes of the

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April 18, 2023 meeting.

Dan Salvucci made a motion and Mary Waldron seconded to endorse the minutes of the May 16, 2023 meeting.

There being no changes, the Old Colony MPO then voted vis roll call to endorse the minutes of the May 16, 2023 Old Colony MPO Meeting. Pam Haznar abstained due to her absence from the May 16, 2023 MPO Meeting.

4. Brockton Area Transit (BAT) Report

Glenn Geiler stated that BAT has nothing to report at this time.

5. Greater Attleboro Taunton Regional Transit Authority Report

Shawn Bailey reported on the following items from GATRA:

- Ridership is continuing to rebound
- Waiting to see what state funding will be available which will drive the next step for GATRA's service expansion
- Sunday service remains a top priority for any increase in base funding

6. MassDOT District 5 Updates on Projects Under Design or Construction

Shaun Handy provided an update on projects under design or construction. They are as follows:

STOUGHTON - CORRIDOR IMPROVEMENTS ON ROUTE 138, FROM 300 FEET NORTH OF CHARLES AVENUE TO LINCOLN STREET (PHASE 1)

- At 100% Design and PS&E Received - Resub 2 (as of 5/19/2023)

STOUGHTON - INTERSECTION IMPROVEMENTS AND RELATED WORK AT CENTRAL STREET, CANTON STREET AND TOSCA DRIVE

- At PS&E Stage
- Project cost - \$5 Million

BROCKTON - INTERSECTION IMPROVEMENTS AT CENTRE STREET (ROUTE 123) AND PLYMOUTH STREET

- At 25% Design; 75% expected in October, 2023
- Project cost - \$2-3 Million

STOUGHTON - CORRIDOR IMPROVEMENTS ON ROUTE 138, FROM CANTON T.L. TO CHARLES AVENUE (PHASE 2)

- At 100% Design
- Project cost - \$6 Million

BROCKTON - INTERSECTION IMPROVEMENTS AT LYMAN STREET/GROVE STREET/SUMMER STREET

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& REPLACEMENT OF GROVE STREET BRIDGE, B-25-005, OVER SALISBURY PLAIN RIVER

- At 25% design
- Project cost - \$4-5 Million

EASTON - CORRIDOR IMPROVEMENTS ON ROUTE 138 INCLUDING INTERSECTION IMPROVEMENTS AT ROUTE 138 (WASHINGTON STREET) AND ELM STREET

- At 75% Design
- Project cost - \$6-7 Million

ABINGTON - INTERSECTION IMPROVEMENTS AT HANCOCK AND CHESTNUT STREET

- At 25% Design; Awaiting 75% Design Submission
- Project cost - \$5-6 Million

KINSTON/DUXBURY - INTERSECTION IMPROVEMENTS AT ROUTE 3 RAMPS AND ROUTE 3A

- Pre 25% Design; Scoping meeting was held in January, 2023
- Project cost - \$2-3 Million

HANSON - CORRIDOR IMPROVEMENTS ON ROUTE 14 FROM PEMBROKE TOWN LINE

- At 25% Design

ABINGTON - INTERSECTION IMPROVEMENTS, RANDOLPH STREET AND RICHARD A FITTS DRIVE (ROUTE 139) AT CHESTNUT STREET AND OLD RANDOLPH STREET

- Pre 25% Design; Intersection Control Evaluation (ICE) process being conducted
- Project cost - \$3-4 Million

HANOVER - CORRIDOR IMPROVEMENTS ON ROUTE 139 AT MAIN STREET/CENTER STREET/SILVER STREET

- Pre 25% Design
- Intersection Control Evaluation (ICE) process being conducted
- Project cost - \$6-7 Million

BROCKTON - INTERSECTION IMPROVEMENTS AT 123, PEARL STEET, AND STONEHILL STREET

- Pre 25% Design; Will be going the Intersection Control Evaluation (ICE)
- Project cost - \$7-8 Million

Pam Haznar announced that she will be retiring in July and this will be her last Old Colony MPO Meeting. Pam stated that it has been a pleasure working with everyone.

Charles Kilmer, Lee Hartmann, Mary Waldron, William Roth, Dan Salvucci, Ray Guarino, and Glenn Geiler all expressed their pleasure of working with Pam over the years and that she will be greatly missed.

7. FFY 2023-2027 Transportation Improvements Program (TIP) Amendments and/ or Adjustments

- **Amendment 4 (Stoughton 607403: 5310 Projects) - Review and Potential Release to Public Review and Comment Period**
- **Adjustment 2 (BAT) - Review and Potential Endorsement**

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Bill McNulty discussed Amendment 4:

FFY 2023

- STOUGHTON – CORRIDOR IMPROVEMENTS ON ROUTE 138 (607403) FROM 300 FEET NORTH OF CHARLES STREET TO LINCOLN STREET AC YEAR 1 OF 2
 - Change in geographic scope
 - Total Project Cost Decrease to \$10,964,395
 - Advance Construction Year 1: \$8,411,033

- BROCKTON AREA ARC, INC
 - Total Project is \$78,604
 - Buy Van for Service (SVC) Expansion (5310)
 - FFY 2023 Cost is \$72,741; FFY 2024 Cost is \$5,863

- BROCKTON AREA ARC, INC
 - Total Project is \$121,000
 - Buy Van for Service (SVC) Expansion (5310) Type Ca
 - FFY 2023 Cost is \$121,000

- BROCKTON AREA TRANSIT (BAT) AUTHORITY
 - Total Project is \$121,000
 - Buy Replacement Type Ca Van
 - FFY 2023 Cost is \$96,800; FFY Cost is \$24,200

- BROCKTON AREA TRANSIT (BAT) AUTHORITY
 - Total Project Cost is \$318,000
 - Buy Replacement Type E Vans
 - FFY 2023 Cost is \$254,400; FFY 2024 Cost is \$63,600

FFY 2024

STOUGHTON - CORRIDOR IMPROVEMENTS ON ROUTE 138 (607403) FROM 300 FEET NORTH OF CHARLES STREET TO LINCOLN STREET AC YEAR 2 OF 2

- Change in geographic scope
- Total Project Cost \$10,964,395
- Advance Construction Year 2: \$2,664,192 (Year 2 FFY 2024 Cost Decrease By \$6,299,107)

- BROCKTON AREA ARC, INC
 - Total Project is \$78,604
 - Buy Van for Service (SVC) Expansion (GOBOND)
 - FFY 2023 Cost is \$72,741; FFY 2024 Cost is \$5,863

- BROCKTON AREA TRANSIT (BAT) AUTHORITY
 - Total Project is \$121,000

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- Buy Replacement Type Ca Van (GOBOND)
- FFY 2023 Cost is \$96,800; FFY Cost is \$24,200

- BROCKTON AREA TRANSIT (BAT) AUTHORITY
 - Total Project Cost is \$318,000
 - Buy Replacement Type E Vans (GOBOND)
 - FFY 2023 Cost is \$254,400; FFY 2024 Cost is \$63,600

Chairperson Woelfel asked if there is a motion to move Amendment 4 to a 21-Day Public Review and Comment Period.

A motion was made by Dan Salvucci and was seconded by Glenn Geiler.

The Old Colony MPO then voted unanimously vis roll call to move Amendment 4 to a 21-Day Public Review and Comment Period.

8. FFY 2023 Old Colony Unified Planning Work Program (UPWP) Budget Reallocation 1

- **Review and Potential Endorsement**

Charles Kilmer discussed the FFY 2023 Old Colony UPWP Budget Reallocation 1.

The proposed FFY 2023 UPWP Reallocation 1 is as follows:

Addition of Funds:

- Task 1400: Transportation Improvement Program (TIP): **7.3% Increase (+\$4,000)**
- Task 2500: Management Systems and Travel Demand Model: **9.4% Increase (+\$10,000)**
- Task 3200: Local Highway Technical Assistance: **11.5% Increase (+\$10,000)**
- Task 3300: Route 18 Corridor Study (Bridgewater & East Bridgewater): **5.2% Increase (+\$5,000)**

Reduction of Funds:

- Task 1500: Title VI and Environmental Justice: **11.1% Decrease (-\$5,000)**
- Task 2100: Demographic Surveillance & Road Inventory: **16.7% Decrease (-\$5,000)**
- Task 3600: Performance Based Planning: **23.1% Decrease (-\$9,000)**
- Task 4100: Transit Technical Assistance and Coordination, and Seniors and Individuals with Disabilities Support: **22.2% Decrease (-\$10,000)**

Chairperson Woelfel asked if there is a motion to endorse FFY 2023 Old Colony UPWP Budget Reallocation 1.

A motion was made by Dan Salvucci and seconded by Mary Waldron.

The Old Colony MPO then voted unanimously to endorse FFY 2023 Old Colony UPWP Budget Reallocation 1.

9. Draft FFY 2024 Old Colony Unified Planning Work Program (UPWP)

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▪ Public Comments and Potential Endorsement

Charles Kilmer reported on the Draft FFY 2024 Old Colony UPWP.

The MPO is asked to review the public comments and consider endorsement of the Draft FFY 2023 UPWP.

The comments received are as follows:

Date	Name	Representation	Comment or Summary	Response
5/10/2023	Raissah Kouame	MassDOT - Office of Transportation Planning	Reviewed and provided MPO Liaison UPWP Review Checklist. Please see attached checklist for detail.	Noted. Thank you for the review and provision of Checklist and Comments. Staff will work to align Final UPWP with provided comments and suggestions.
5/31/2023	Old Colony Planning Council (OCPC) Board of Directors	Old Colony Region	The OCPC Board of Directors, at their public meeting on May 31, 2023, reviewed and approved the FFY 2024 UPWP.	Noted.
6/1/2023	Old Colony Joint Transportation (JTC)	Old Colony Region	The Old Colony JTC, at their public meeting on June 1, 2023, reviewed and approved the FFY 2024 UPWP.	Noted.

Chairperson Woelfel asked if there is a motion to endorse FFY 2024 Old Colony UPWP.

A motion was made by Dan Salvucci and seconded by Lee Hartmann.

The Old Colony MPO then voted unanimously vis roll call to endorse FFY 2024 Old Colony UPWP.

10. 2050 Old Colony Long-Range Transportation Plan (LRTP)

▪ Update and Status Report

Bill McNulty discussed the Regional Profile Chapter.

The University of Massachusetts' Donahue Institute (UMDI) in cooperation with the Socio-economic Projections Committee has finalized socioeconomic projections for the Commonwealth through 2050. These projections are developed for the sole purpose of supporting travel demand model and may vary from projections and forecasts generated by other sources.

An aging population and housing affordability are the greatest challenges to maintaining population and employment growth through 2050 There is a need for continued planning for an aging in place population, including expansion of accessible age friendly infrastructure.

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Bill McNulty Discussed the Environmental Chapter.

The environmental chapter focuses primarily on the threats that impacts of climate change present to the region, particularly on the transportation system.

Environmental Impact of Climate Change on Region

- Increased frequency and severity of urban flooding and inland freshwater flooding events
- Increased frequency and severity of severity of coastal storms, including hurricanes and nor'easters
 - Damage from high winds
 - Coastal inundation from storm surge
 - Damage to structures from battering waves
- Increased frequency and severity of blizzards

Climate Change Impact Risk to Regional Transportation System

Climate change will only increase both the intensity and severity which natural hazards affecting the region. While occasionally flooding, late summer hurricanes, winter storms, and small wildfires are all part of life in the region, they are for the most part, at a manageable level. Other threats, such as tornadoes, earthquakes, and landslides are far less common. Each of these events, which will only intensify in frequency and severity with climate change, can have disastrous impacts across the region and has the potential to wreak havoc on the entire transportation system. Two of the most common means of traveling in the Old Colony region (road and rail) are particularly susceptible to climate change and its resulting increases in precipitation, storm activity, and temperature.

Rail

Commuter rail is a common form of transportation in the region. The primary rail system in the region is the MBTA Old Colony Commuter Rail, with most of its 14 stations in the region located in low-lying sites. Some stations and rail lines are in or near mapped floodplains, as is the case in the Town of Whitman, where the station is adjacent to a 100-Year Flood zone and the track in the southern portion of the town crosses a mapped floodplain. These facilities, however, were designed for their sites and are unlikely to be affected by local flooding. Other concerns with rail lines include extreme heat that may cause the track to buckle and cause derailments and storms that can knock down signs and potentially cause safety issues.

The interruption of rail traffic is likely to become more common with more frequent flooding. Likely impacts include track inundation, erosion of the track subgrade, and the rooting of wooden crossties. Erosion of the subgrade can wash away ballast and weaken the foundation, making the track unstable for the passage of heavy locomotives and railcars. Wind may impact the railroad signs, signals, and grade crossings, which has the potential to increase rail accidents at grade crossings.

Roads and Bridges

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The highway network is the most vital part of the transportation system in the Old Colony region, as it is used daily by almost all of the region's 393,249 residents who rely on it to get to their jobs, shopping, and social activities. The roads and bridges in the Old Colony region are some of the oldest in the country and when combined with severe weather events, this infrastructure is susceptible to major damage.

The most immediate impact of more intense precipitation is increased flooding of roadways, especially those located within the 100 and 500-Year Flood Zones as well as those areas along the coastline. While potential changes in average annual precipitation are likely to have little impact, an increase in the intensity of individual extreme rainfall events may have significant implications. An increase in the frequency of extreme precipitation events will result in more frequent short-term flooding and bridge scour, as well as more culvert washouts that exceed the capacity of the current stormwater management infrastructure.

While most of the Old Colony region is located inland, the coastal communities of Duxbury, Kingston, and Plymouth must also deal with the potential rise in sea levels. According to the Transportation Research Board (TRB), expected sea level rise will aggravate flooding because storm surges will build on a higher base, reaching farther inland. The Intergovernmental Panel on Climate Change (IPCC) Fourth Assessment Report on North America identifies coastal flooding from expected sea level rise and storm surge, especially along the Gulf and Atlantic coasts, as one of the most serious effects of climate change.

Higher sea levels and storm surges can also erode road bases and undermine bridge supports. The loss of coastal wetlands and barrier islands will lead to further coastal erosion due to the loss of natural protection from wave action. Additionally, strong winds from storms can also damage highway signs, traffic signals, and luminaries throughout the area. More significant safety and operational impacts are likely to be caused by debris blown onto roadways and from crashes precipitated by debris or severe winds.

The roadways and bridges in the Old Colony region are also exposed to a wide range of temperatures, from the extreme heat and humidity of the summer months to the cold and snow of the winter. According to the U.S. Global Change Research Program, impacts related to projected changes in average temperatures appear to have only moderate implications for bridges and highways, while increases in extreme heat may be significant. Longer periods of extreme heat may compromise pavement integrity, such as softening asphalt and increasing rutting, the buckling of pavement (especially older, jointed concrete), and flushing or bleeding of asphalt from older or poorly constructed pavements. In addition, an increase in the freeze–thaw may occur, creating frost heaves and potholes on roads resulting in load restrictions on certain bridges and roads to minimize damage. Extreme heat can also cause thermal expansion of bridge joints, which adversely affects bridge operation. This will generally lead to increased maintenance costs wherever pavement thermal tolerances are exceeded. Extreme heat during the summer is also likely to increase the number of wildfires, threatening communities and infrastructure directly and bringing about bridge and road closures in affected areas.

Hurricane Surge Zones

Maps from the Massachusetts Department of Public Health show the impact of the Hurricane surge zone on several OCPC coastal communities including Duxbury, Kingston, and Plymouth as well as those

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communities of Hanover and Pembroke near the coast, (including the non-OCPC communities just north and east, Marshfield and Norwell).

Recommendations

- Promote hazard mitigation and facility hardening of vulnerable facilities.
- Support expanded electric vehicle charging infrastructure.
- Ensure all programmed TIP projects are designed to reduce GHG emissions.
- Support smart growth strategies that promote mode shift and active transportation choices

Kyle Mowatt discussed the Vulnerable Road Users Chapter.

Facilities for safe, convenient, and efficient bicycle and pedestrian transportation are key elements of a well-balanced regional transportation network. Many of the Old Colony's goals, objectives, and policies include supporting a comprehensive and sustainable transportation network through the fostering of non-motorized active transportation choices.

Bicycling as a mode of transportation offers a high degree of personal mobility, providing door-to-door access, often at speeds comparable to or greater than automobile travel in high-density urban areas. In recent years, bicycling has become an increasingly popular healthy mode choice of travel for commuting to school, work, recreation and exercise. The ever-increasing cost of automobile ownership, a growing focus on sustainability and the persistent issue of traffic congestion has driven much of the increase in the popularity of bicycling as a form of transportation.

Safe, convenient, and well-designed bicycle transportation infrastructure is essential to encourage bicycle use. Roads designed to accommodate bicyclists of all abilities will meet the needs of most users and encourage bicycling for everyday use according to the Massachusetts Department of Transportation (MassDOT). Young children, women and the elderly are especially vulnerable and may require special consideration when designing bicycle transportation facilities, particularly on busy arterial streets and those roads with high-speeds and high traffic volumes.

All bicyclists are best served by:

- Extra operating space when riding on the roadway such as cycle tracks, protected bicycle lanes, bicycle lanes, useable shoulders, or wide curb lane
- Low speed streets (where cars and bicyclists share travel lanes)
- A network of designated bicycle facilities (bicycle lanes, side-street bicycle routes, and shared use paths).

All travelers are pedestrians at some point in their trip, and pedestrians are part of every roadway environment. Pedestrian facilities include sidewalks, walking paths, crosswalks, stairways, curb cuts, curb ramps and transit stops. In some areas, particularly in suburban and rural communities, pedestrians may be sharing the roadway itself or its shoulders. It is important to understand that there is no single "pedestrian type" and that the transportation network needs to accommodate a variety of pedestrians of varying abilities. For example, children perceive their environment differently from adults and are not able to judge how drivers behave. Children typically walk slower, have a shorter gait, and have lower eye height than adults. On the opposite end of the spectrum, older adults may require more time to cross a

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street, desire more predictable surfaces, benefit from handrails in steep areas and may require places to rest along their route. People who are blind or have limited sight require audible and tactile cues to safely navigate sidewalks and crosswalks.

An Act to Reduce Traffic Fatalities

On January 2, 2023, Governor Baker signed An Act to Reduce Traffic Fatalities into law. This bill has a variety of components that will make roadways within the OCPC region and across the commonwealth safer for everyone. Key components of the bill are as follows:

- **Defines Vulnerable Road User** - The legislation defines ‘vulnerable road users’ to include people walking and biking; roadside workers; people using wheelchairs, scooters, skateboards, roller skates, etc.
- **Safe Passing** - The bill requires “safe passing distance” to be 4 feet. Massachusetts is one of the last states to pass a safe passing distance, this will be in line with other states in terms of roadway safety.
- **Truck Safety Devices** - Requires state contracted trucks to be equipped with safety side guards, mirrors, and backup cameras to reduce fatalities of people walking and biking.
- **Safer Speed Limits** - Clarifies the process for municipalities to alter speed limits in thickly settled areas from 30 MPH to 25 MPH both on state controlled roads and on the roads they control.
- **Crash Reporting** - To improve statewide data collection surrounding vulnerable road user crashes, the bill develops a standardized analysis tool to be used to report crashes and incidents involving a person biking or walking.
- **Rear Red Light Requirement** - To ensure cyclists are visible on our roadways, the legislation adds a new requirement for use of rear red lights at night. This means, that when riding at night bicyclists should have both a front and rear light.

Inter-Regional Bicycle Connections

Coordinate efforts to improve bicycle facilities with surrounding municipalities and regional agencies. To help form a completer and more contiguous network of bicycle facilities in the region and southeastern Massachusetts, local agencies should coordinate efforts with agencies and organizations outside the region. This includes, but is not limited to, researching the existing bicycle facilities of surrounding towns before formalizing new bikeways, and coordinating public outreach programs to help minimize the cost of these efforts.

Connections to the West

- Route 106

Connections to the South

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- Route 138
- South Coast Rail Phase 2 Rail Right of Way (ROW)
- State Road (Plymouth) (Claire Saltonstall Bikeway)

Connections to the North

- South Coast Rail Phase 2 Rail Right of Way (ROW)
- Route 28 (Claire Saltonstall Bikeway)
- Route 37
- Route 138

11. Administrative Matters, Other Business, and Date and Time of Next Meeting(s)

Charles Kilmer reported on a few items:

Combined NOFO: Reconnecting Communities Pilot and Neighborhood Access & Equity Programs

The Office of the Secretary of Transportation (OST) will soon release a joint Notice of Funding Opportunity (NOFO) for the Reconnecting Communities Pilot (RCP) and Neighborhood Access and Equity (NAE) programs, which will combine two major discretionary grants into one NOFO. Together, this combined program will be known as the **Reconnecting Communities and Neighborhoods (RCN) Program**.

The RCN NOFO will solicit grant applications for the Reconnecting Communities Pilot discretionary grant program, established by the Bipartisan Infrastructure Law (BIL), and for the newly created [Neighborhood Access and Equity discretionary grant program](#), established by the Inflation Reduction Act (IRA).

Additional information on how to apply, frequently asked questions, and the Department's Benefit Cost Analysis Guidance for Discretionary Grant programs are forthcoming and will be available at [Reconnecting Communities and Neighborhoods Grant Program | US Department of Transportation](#).

USDOT has combined these two programs into a single NOFO to provide a more efficient application process for project sponsors. While they remain separate programs for the purposes of award, the programs share many common characteristics, including:

Prioritizing disadvantaged communities;

- Aiming to improve access to daily needs such as jobs, education, healthcare, food, and recreation;
- Fostering equitable development and restoration;
- Reconnecting communities by removing, retrofitting, or mitigating highways or other transportation facilities that create barriers to community connectivity, including to mobility, access, or economic development.

Date and Time of Next Old Colony MPO Virtual Meeting(s)

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The Old Colony MPO members are respectfully requested to confirm the dates and times of their next virtual meeting(s).

2023

- **July 18, 2023 at 10 AM**
- **August 15, 2023 at 10 AM**
- **September 19, 2023 at 10 AM**

Charles Kilmer stated that the Old Colony Certification Review will take place on July 11, 2023.

Chairperson Woelfel announced that the save the date for the Moving Together Conference is October 4, 2023 with a change of venue to the Sheraton Copley.

12. Adjournment

Chairperson Woelfel adjourned the meeting at 10:56 AM.

Respectfully submitted,

Kyle Mowatt

Kyle Mowatt, Senior Transportation Planner

List of Documents for the June 20, 2023 Old Colony MPO Meeting

- Minutes of May 16, 2023, Old Colony MPO Meeting
- Staff Report for June 20, 2023 Old Colony MPO Meeting Agenda Items

July 18, 2023 Old Colony MPO Meeting

Agenda Item 4

Brockton Area Transit Authority (BAT) Report

- **Public Transit Agency Safety Plan (PTASP) and Transit Safety Performance Targets: Presentation of Federally Required Performance Targets Pertaining to Transit Safety - Review and Potential Endorsement**

Summary

Brockton Area Transit Authority to provide report.

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

The PTASP includes formal documentation to guide the agency in proactive safety management policy, safety risk management, safety assurance, and safety promotion. The goal is to provide management and labor a comprehensive, collaborative approach to managing safety. The plan includes safety performance targets, the process and

schedule for an annual review to evaluate the safety performance measures and update processes to continuously improve the organization’s safety practices.

3. Safety Performance Targets

Safety Performance Targets							
<i>Specify performance targets based on the safety performance measures established under the National Public Transportation Safety Plan.</i>							
The targets below are based on the review of the previous five years of BAT’s safety performance data.							
Mode of Transit Service	Fatalities (Total)	Fatalities (Rate)	Injuries (Total)	Injuries (Rate)	Safety Events (Total)	Safety Events (Rate)	System Reliability (Miles between Major Failure)
Fixed Route	0	0	10	7.6	6	4.6	20,000
Demand Response	0	0	4	5.9	4	5.9	30,000

*Rates are per 1,000,000 vehicle revenue miles

MPOs are required to set their initial transit safety targets no more than 180 days from receipt of the PTASP. As such, the Old Colony MPO is respectively review and consider the adoption of the BAT Set of Federally Required Performance Targets pertaining to Transit Safety.

Brockton Area Transit Authority **Public Transportation Agency Safety Plan**

September, 2022



Introduction

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

The PTASP includes formal documentation to guide the agency in proactive safety management policy, safety risk management, safety assurance, and safety promotion. The goal is to provide management and labor a comprehensive, collaborative approach to managing safety. The plan includes the process and schedule for an annual review of the plan to review the safety performance measures and update processes that may be needed to improve the organizations safety practices.

Agency Background

The Brockton Area Transit Authority (BAT) was established in 1974. Bat is one of fifteen regional transit authorities operating within the Commonwealth of Massachusetts, serving eleven member communities as well as several additional communities through a coordinated human service delivery system, and also provides a critical link to the Central business District of Boston. In accordance with the provisions of Massachusetts General Laws, Chapter 161B, all of BAT's services are contracted out to private contractors. BAT, through its contractors, operates twenty fixed routes, a paratransit system, a flex ride service and a supported, regional Council on Aging (COA) transportation network. BAT's Intermodal Transportation Centre (BAT Centre), adjacent to MBTA Old Colony Rail Station, serves as the transit hub for the South Shore and Greater Brockton areas. BAT has a distinctive coalition with the local business community; BAT's innovative transportation solutions have been recognized by the Metro South Chamber of Commerce as well as the Community Bank for its positive economic impact on the region.

1. Transit Agency Information

Transit Agency Name	Brockton Area Transit Authority (BAT)		
Transit Agency Address	155 Court Street, Brockton, MA 02302		
Name and Title of Accountable Executive	Michael Lambert, Administrator		
Name of Chief Safety Officer or SMS Executive	Kelly Forrester, Manager of Transit Operations		
Mode(s) of Service Covered by This Plan	Fixed Route Demand Response	FTA Funding Types	5307, 5310
Mode(s) of Service Provided by the Transit Agency (Directly Operated or Contracted Service)	Fixed Route - Contracted Service Demand Response - Contracted Service		
Does the agency provide transit services on behalf of another transit agency or entity	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>	Description of Arrangements Brockton Area Transit is a Human Service Transportation (HST) provider.
Name and Address of Transit Agency(ies) or Entity(ies) for Which Service Is Provided	GATRA 10 Oak Street Taunton, MA 02780		

2. Plan Development, Approval, and Updates

Name of Entity That Drafted This Plan	Brockton Area Transit Authority (BAT)	
Signature by the Accountable Executive	Signature of Accountable Executive	Date of Signature
	<i>Michael J. Lambert</i>	12/09/2022
Approval by the Board of Directors or an Equivalent Authority	Name of the Individual/Entity That Approved This Plan	Date of Approval
	BAT Advisory Board	01/12/2023
	Relevant Documentation (Title and Location)	
ADV Board 1-12-23 Minutes		
Approval by the Safety Committee	Name of the Individual/Entity That Approved This Plan	Date of Approval
	PTASP Safety Committee	12/09/2022
	Relevant Documentation (Title and Location)	
12-9-22 PTASP Safety Committee Meeting Minutes		
Certification of Compliance (FTA Certs and Assurances)	Name of Individual/Entity That Certified This Plan	Date of Certification
	Brockton Area Transit Authority (BAT)	1/13/2022
	Relevant Documentation (Title and Location)	

Version Number and Updates

Record the complete history of successive versions of this plan.

Version Number	Section/Pages Affected	Reason for Change	Date Issued
1	All	New Document	9/08/20
2		BIL updates	11/25/22

Annual Review and Update of the Agency Safety Plan

Describe the process and timeline for conducting an annual review and update of the ASP.

This plan shall be reviewed on an annual basis to account for any updates to BAT’s safety policies or procedures. The Chief Safety Officer shall direct the update of the ASP, in consultation with the General Manager of each operation. Each February the Chief Safety Officer will initiate a review of the ASP, in consultation with the General Manager of each operation. By May, an updated draft of the ASP shall be provided to the Accountable Executive for final review. The Board of Directors will vote to approve any changes by July 20th. All changes will ultimately be approved by the Accountable Executive.

3. Safety Performance Targets

Safety Performance Targets

Specify performance targets based on the safety performance measures established under the National Public Transportation Safety Plan.

The targets below are based on the review of the previous five years of BAT’s safety performance data.

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

*Rates are per 1,000,000 vehicle revenue miles

Safety Performance Target Coordination

Describe the coordination with the State and Metropolitan Planning Organization(s) (MPO) in the selection of State and MPO safety performance targets.

The Accountable Executive shares our ASP, including safety performance targets, with the Metropolitan Planning Organization (MPO) in our service area each year after its formal adoption by the Advisory Board. BAT’s Accountable Executive also provides a copy of our formally adopted plan to the Massachusetts Department of Transportation (MassDOT). BAT staff are available to coordinate with MassDOT and the MPO in the selection of MassDOT and MPO safety performance targets upon request.

Targets Transmitted to the State	State Entity Name	Date Targets Transmitted
	MassDOT	
Targets Transmitted to the MPOs	MPO Name	Date Targets Transmitted
	Old Colony Planning Council	

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Safety Management Policy

Safety Management Policy Statement

Use the written statement of safety management policy, including safety objectives.

The purpose of the Agency Safety Plan is to set forth the “safety philosophy” of Brockton Area Transit Authority. To maximize this effort, this document defines the specific safety responsibilities, activities and capabilities identified by the Authority to promote and improve safety for its transit services.

The mission of the Brockton Area Transit Authority is to proudly serve and be recognized as an innovative regional transit authority by providing safe, reliable and efficient service to its customers, clients and communities.

BAT strives to reduce the number of safety and security incidents within its service area by:

- Improving community involvement
- Training employees
- Increasing organizational awareness and responsibility
- Obtaining and making effective use of technology and equipment
- Identifying and prioritizing problems that impact the transit system
- Coordinating the use of resources to obtain the proper responses to identified problems
- Establishing a feedback process for employees to address system safety concerns

Safety Management Policy Communication

Describe how the safety management policy is communicated throughout the agency. Include dates where applicable.

The Safety Management Policy was distributed to all safety-related employees at the monthly safety group meeting. Copies of the Agency Safety Plan are made available to staff and all contractors, and key safety policies are posted in common areas for both operations and maintenance staff. BAT has incorporated review and distribution of the Safety Management Policy Statement into new-hire training.

In addition, BAT’s contract operator also utilizes the BeSafe system, which provides a comprehensive safety program for all aspects of the operation. This program is the touchstone of BAT’s safety operations and is incorporated into training.

Authorities, Accountabilities, and Responsibilities

Describe the role of the following individuals for the development and management of the transit agency’s Safety Management System (SMS).

Accountable Executives

As BAT’s Administrator, the Accountable Executive has the authority to control and direct the human and capital resources needed to develop and maintain both the agency’s Public Transportation Agency Safety Plan, in accordance with 49 U.S.C. 5329(d), and the agency’s Transit Asset Management Plan in accordance with 49 U.S.C. 5326.

	<p>The responsibilities of the Accountable Executive include:</p> <ul style="list-style-type: none"> • Controlling and directing human and capital resources needed to develop and maintain the ASP and SMS • Designating and overseeing an adequately trained Chief Safety Officer who is a direct report • Ensuring that the SMS is effectively implemented
<p>Chief Safety Officer or SMS Executive</p>	<p>As Manager of Transit Operations, the Chief Safety Officer has direct responsibility for day-to-day implementation of the Safety Management System and has the authority to make modifications to operating procedures to optimize system safety. The CSO reports directly to the Accountable Executive and communicates critical safety-related information to the AE on at least a weekly basis.</p> <p>The Chief Safety Officer is responsible for:</p> <ul style="list-style-type: none"> • Developing and managing ASP and SMS policies and procedures, and keeping all policies and procedures up-to-date • Ensuring and overseeing implementation and operation of the Safety Management System (SMS) • Overseeing the Employee Safety Reporting Program and ensuring that a robust line of safety-related communication is consistently maintained
<p>Agency Leadership and Executive Management</p>	<p>Agency leadership and executive management also have authorities and responsibilities for SMS implementation and operation of BAT's SMS under the plan. Agency leadership and executive management roles include the following contractor employees:</p> <ul style="list-style-type: none"> • General Manager (Fixed Route) • General Manager (Demand Response) • Assistant General Manager • Operations Managers • Safety Manager • Assistant Safety Manager • Vehicle Maintenance Manager <p>The responsibilities of this group include:</p>

	<ul style="list-style-type: none"> • Oversight of day-to-day operations and procedures related to the Safety Management System within each of their departments • Modification of policies in their departments to be consistent with SMS implementation, as necessary • Day-to-day oversight of the employee safety reporting program, as necessary (particularly for Safety Manager and Assistant General Manager) and ensuring a consistent line of communication between front line employees and management concerning safety
<p>Key Staff</p>	<p>Other key safety-related staff at BAT include: operators, maintenance staff, trainers, supervisors, schedulers, and dispatchers.</p> <p>While employee category has diverse and specific safety responsibilities related to their day-to-day duties and job performance, the overarching responsibilities of key safety staff include:</p> <ul style="list-style-type: none"> • Reporting any identified safety concerns to management in a timely fashion • Following and abiding by all BAT safety policies and acting in accordance with the principles of the SMS
<p>Employee Safety Reporting Program</p> <p><i>Describe the process and protections for employees to report safety conditions to senior management. Describe employee behaviors that may result in disciplinary action (and therefore, are excluded from protection).</i></p>	
<p>BAT has implemented a suggestion box in the drivers' room where all employees can submit any identified safety concerns or hazards in an anonymous fashion. In addition, BAT's contractor has adopted an open-door policy that allows front line staff to report any potential safety concerns verbally to senior management (either the General Manager or the Assistant General Manager, Safety Manager or Assistant Safety Manager) at any time. In the event that a concern reported by an employee is identified as a safety hazard, management will notify the Chief Safety Officer. Additionally, every bus is examined by operators (daily), maintenance staff, and managers on a quarterly basis, which affords employees another opportunity to note any potential vehicle-related safety concerns to management.</p> <p>When action is taken to address a concern identified by an employee report that results in changes in policies or procedures, employees will be notified by either:</p> <ul style="list-style-type: none"> • Bulletins posted in common areas • A verbal update by the GM or AGM during weekly staff meetings 	

Employees that report safety concerns in good faith are protected from any retaliatory measures. However, BAT's contractors may take disciplinary actions if the report contains any of the following employee activities:

- Willful participation in illegal activity, such as assault or theft;
- Gross negligence, such as knowingly utilizing heavy equipment for purposes other than intended such that people or property are put at risk; or
- Deliberate or willful disregard of regulations or procedures, such as reporting to work under the influence of controlled substances.

4. Safety Risk Management

Safety Risk Management Process

Describe the Safety Risk Management Process, including:

- *Safety Hazard Identification: The methods or processes to identify hazards and consequences of the hazards.*
- *Safety Risk Assessment: The methods or processes to assess the safety risks associate with identified safety hazards.*
- *Safety Risk Mitigation: The methods or processes to identify mitigations or strategies necessary as a result of safety risk assessment.*

BAT generally adopts a decentralized approach to Safety Risk Management, with input from subject matter experts across different departments used to identify and assess potential safety hazards, as well as suggest and implement mitigation strategies to reduce the level of risk posed by hazards. The AGM of Operations and the Safety Department help to coordinate risk management processes across the organization and provide guidance to managers on best practices for implementing mitigation strategies.

Safety Hazard Identification

Managers at BAT rely on a variety of sources to identify potential hazards that pose safety risks to the agency. These sources include:

- Defect Sheet and Vehicle Inspection - all operators will inspect their vehicles prior to operating. Vehicle Condition Report (defect) sheets will be filled out daily by all operators for every vehicle that they drive and turned in to the office at the completion of their shift.
- Vehicle Pre-trip Inspection in the Yard – the wheelchair lift must be cycled before leaving the garage area. The radio and wheelchair lift check and camera status should be called in to Operations.
- Paratransit Vehicle Condition Reports - operators must complete a full pre-trip inspection prior to operating their vehicles as required by the DPU and the Registry of Motor Vehicles. Vehicle Condition Reports are supplied for this purpose in order to note any and all vehicle or equipment defects. This includes checking all safety equipment, fire extinguisher, first aid kit, mask, etc. Operators must fully cycle the lift, check lift restraint, etc. Operators should also perform a careful wheelchair equipment check, including all straps and belts, noting any missing pieces or defects on the report. A wheelchair and equipment check is again performed at the end of the operator's workday or when through with the vehicle.
- Observation surveys by management
- Customer Service feedback
- Accident and Incident Reporting policies/procedures, as well as BAT's comprehensive accident/incident historic database
- Secret Rider program
- Safety Lanes (quarterly safety inspection program)
- Vehicle Camera Footage
- External information, including reports from FTA and other oversight authorities, which provide information based on Federal, State or local findings, research, considerations, or assessments

Documentation procedures for hazards identified by the methods detailed above varies based on the nature of the hazard. However, all identified hazards are documented and forwarded to the Safety Department when determined to pose a safety risk to the organization.

Safety Risk Assessment

Following the identification of any risks, the Safety Department (Safety Manager and Assistant Safety Manager) will lead the assessment of safety risk for the consequences of a given hazard. The likelihood and severity of the potential consequences of the hazard are assessed based on the type of hazard presented and the potential consequences the hazard could pose if not properly mitigated. Risk assessments are brought to the attention of all managers either at monthly Safety meetings or at bimonthly managerial meetings. During these meetings, the Safety Department will take the lead on discussing the nature of the hazard, as well as evaluating the level of risk and the likelihood of occurrence of its consequences. The following matrices are used to guide discussions of the risk assessment of the consequences of hazards.

A. Categorize Level of Severity

1. Catastrophic - may cause death
2. Critical - may cause severe illness, severe injury or major system loss
3. Marginal - may cause minor injury
4. Negligible - will not result in injury, illness or property damage

B. Categorize the Likelihood of Occurrence

1. Highly likely - frequent reoccurrence
2. Likely - expected occurrence
3. Unlikely- occurrence not expected

Once the risk of a safety hazard is assessed based on the suggested categorizations above, mitigation strategies that align with the severity and likelihood of the safety problem are determined. If a mitigation is already in place to address the potential consequence of a hazard, the effectiveness of this mitigation is factored into the risk assessment. This process will generally take place under the supervision of the Chief Safety Officer and General Manager.

Safety Risk Mitigation

Appropriate mitigation strategies are determined by the Contract Operator Safety Managers in conjunction with the AGM for Operations and any other relevant departmental managers based on the level of severity and the likelihood of occurrence determined during the Safety Risk Assessment process. Any mitigations that result in long-term changes to operational procedures must be communicated to the Chief Safety Officer and approved by BAT management.

5. Safety Assurance

Safety Performance Monitoring and Measurement

Describe activities to monitor the system for compliance with procedures for operations and maintenance.

Monitoring and oversight to ensure compliance with internal procedures for operations and maintenance is the responsibility of the Chief Safety Officer. The Chief Safety Officer will periodically audit training protocols, pre-trip inspections, and post-trip operations and maintenance safety procedures. BAT uses the following procedures for ongoing monitoring of safety procedures to ensure compliance with organizational policies including:

- Ongoing informal inspections of vehicles and facilities
- Daily logs of operations and maintenance are sent directly to BAT management and , reviewed by the Chief Safety Officer
- Monthly reports on safety performance, including incidents and accidents, are filed and reviewed by the Chief Safety Officer
- Regular claims meetings are held with BAT's insurance provider to discuss systemic risk
- Quarterly "Safety Lane" inspections that involve comprehensive review of vehicle safety with operators, mechanics, and manages

Describe activities to monitor operations to identify any safety risk mitigations that may be ineffective, inappropriate, or were not implement as intended.

BAT monitors safety risk mitigations to determine if they have been implemented and are effective, appropriate, and working as intended. The Chief Safety Officer, Safety Managers, and AGM for Operations share responsibility for ensuring that mitigation strategies are effective and appropriate on a continuous basis.

Implemented safety risk mitigations are frequently reviewed at scheduled safety and managerial meetings. If a mitigation is not working as intended, the Safety Manager or other relevant manager will propose improvements to the identified mitigation, or propose an alternative mitigation strategy altogether. The Chief Safety Officer will approve or modify this proposed course of action and ensure its execution.

Monitoring methods for safety risk mitigations include:

- Reviewing results from accident, incident, and occurrence investigations, and utilizing the accident/incident database to monitor trends over time
- Monitoring employee safety reporting to determine if complaints persist after implementation of a mitigation strategy
- Reviewing results of internal safety audits and inspections
- Analyzing operational and safety data to identify emerging safety concerns.
- Job performance observations
- Tracking performance metrics, including more granular metrics like preventable accidents, "near misses", and frequency of customer complaints

Describe activities to conduct investigations of safety events, including the identification of casual factors.

BAT investigates all accidents, incidents, and occurrences that occur involving BAT revenue vehicles or on BAT property. The Safety Manager conducts an investigation of all accidents. Investigation procedures include reviewing video, operator reports, police reports, Mobileye data, and any other information available to assist in determining preventability and causes. The report is then presented to BAT for review along with any supporting material. All steps are thoroughly documented.

Additionally, BAT maintains a comprehensive database of all accidents and incidents, dating back to 2001. The database track's location, time of day, and route, as well as type of accident/incident. The database is consistently updated after the completion of an accident or incident report. This allows BAT to examine historic data and understand opportunities for mitigating accidents.

Describe activities to monitor information reported through internal safety reporting programs.

The Chief Safety Officer and Safety Department routinely review safety data captured in employee safety reports, safety meeting minutes, customer complaints, and other safety communication channels. When necessary, the Chief Safety Officer and Safety Department ensure that the concerns are investigated or analyzed through the SRM process.

The Safety Department is primarily responsible for management and oversight of all employee reporting at BAT, and particularly for monitoring of any written employee safety reports. All other managers and supervisors have the responsibility to communicate safety-related employee reports to either the Safety Department or Chief Safety Officer so any hazards can be properly documented.

6. Safety Promotion

Competencies and Training

Describe the safety training program for all agency employees and contractors directly responsible for safety.

BAT employs a comprehensive training program for all safety-sensitive staff and contractors. The Accountable Executive reviews the safety training program on at least an annual basis with the Chief Safety Officer to ensure that relevant staff are up-to-date on all trainings and that all contractor staff are receiving the training and guidance necessary to excel in their duties. This review is part of the annual ASP update process.

Other roles and responsibilities related to safety training are described below:

- It is the role of the Safety Manager to maintain complete and accurate records of all operator-training, certifications and on the road observations, as well as the training materials and grading mechanism.
- It is the role of the Safety Manager to administer the written test, road tests, and pre-trip inspection tests.
- It is the role of the Safety Manager to require all operators to demonstrate skill and performance competency in the type of vehicle to which they are assigned as a part of training requirements (periodic and annual testing).
- It is the role of the Safety Manager and AGM of Operations to regularly identify and schedule on-going/recurring training as necessary to reinforce the policies and procedures as well as providing a mechanism to brief operators on new policies, procedures, and/or regulations.
- It is the role of the Safety Manager and the AGM-Operations to perform annual ride checks to ascertain operator's competency level and their adherence to driving rules and regulations of the Authority assigned by Federal/State grant agreement.
- It is the role of the AGM of Operations/ Safety Manager and General Manager to review incident/complaint logs to identify recurring safety issues.
- It is the role of the Authority to perform ride checks to verify that operators are collecting the correct fares.
- It is the role of the Shift Supervisors/Dispatchers and the AGM of Operations to appropriately assess fitness for duty when employees report for their assigned work.

- It is the role of the Safety Manager and the AGM of Operations to do an on the road observation if an operator fails to adequately perform any of the assigned functions.
- It is the role of the Safety Manager to maintain all Drug and Alcohol testing files for FRC and PTC.
- It is the role of the Transit Supervisor at BSU to maintain all Drug and Alcohol testing files.
- It is the role of the AGM of Operations/Safety Manager to serve as the Security Incident Monitor and to contact the Administrator immediately and directly if there are any incidents of a security nature.

Refresher trainings for staff are provided on an ongoing basis, with the frequency of re-training depending on the specific training module. The frequency of re-training is noted alongside each training described below.

In addition to the required trainings below, all safety-related staff, including executive staff, are briefed on the components of the Safety Management System through completion of the Transit Safety Institute's SMS Awareness Course.

Required safety trainings for operators include:

- Traffic regulations
- Defensive driving and accident prevention
- Basic driving maneuvers
- Safety and Security training including Terrorist Activity Recognition and Response (TARR), Code Red, Code Blue and Homeland Security Readiness Alert levels
- Wheelchair Securement/Lift Training

Required safety trainings for maintenance staff include:

- Right to Know
- Hazard Communication
- Bloodborne Pathogen
- Respirator Training
- Viral Control and Vehicle Cleaning

Required trainings for supervisors include:

- Fatigue awareness
- Incident response and reporting
- Hazard waste response planning
- Drug and alcohol reasonable suspicion training

Safety Communication

Describe processes and activities to communicate safety and safety performance information throughout the organization.

BAT is committed to thoroughly communicating its safety policies, procedures, and performance, as well as ensuring that contractors are consistently conveying information related to hazards and safety risks relevant to employees' roles and responsibilities to its staff. Monthly safety meetings between BAT and its contractors serve as a consistent outlet for communication between managers to discuss ongoing safety issues.

Communication between managers and frontline staff is a critical component of safety communication at BAT. Safety policies, directives, and procedures are communicated to staff through a variety of different methods, including:

- Frequent radio communications to drivers on the road
- Weekly safety check-ins between operators and managers
- Monthly and quarterly staff safety meetings
- Bulletins detailing safety policies and procedures posted in common areas for drivers and maintenance staff

Additionally, the New Hire handbook contains detailed information about the safety responsibilities for all BAT employees and for specific staff roles. These safety responsibilities are a key element of all new-hire training. Additionally, frequent retraining is used to reinforce both safety responsibilities and standard operating procedures.

When action is taken to address a concern identified through the Employee Safety Reporting Program that results in changes in policies or procedures, employees will be notified by either:

- Bulletins posted in common areas
- A verbal update by the GM or AGM during weekly staff meetings

Additional Information

Supporting Documentation

Include or reference documentation used to implement and carry out the ASP that are not included elsewhere in this plan.

New Hire Handbook

Definitions of Special Terms Used in the ASP

Term	Definition
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Accident	Event that involves any of the following: A loss of life; a report of a serious injury to a person; a collision of public transportation vehicles; a runaway train; an evacuation for life safety reasons; or any derailment of a rail transit vehicle, at any location, at any time, whatever the cause.
Accountable Executive	Single, identifiable person who has ultimate responsibility for carrying out the Public Transportation Agency Safety Plan of a public transportation agency; responsibility for carrying out the agency's Transit Asset Management Plan; and control or direction over the human and capital resources needed to develop and maintain both the agency's Public Transportation Agency Safety Plan, in accordance with 49 U.S.C. 5329(d), and the agency's Transit Asset Management Plan, in accordance with 49 U.S.C. 5326.
BeSafe	BeSafe is a safety program conducted by First Transit, Inc that focuses on eliminating risk behaviors and mindsets and replacing them with safe ones by providing tailored safety solutions including innovative technology, training curricula and extensive on-going driver training.
Equivalent Authority	Entity that carries out duties similar to that of a Board of Directors for a recipient or subrecipient of FTA funds under 49 U.S.C. Chapter 53, including sufficient authority to review and approve a recipient or subrecipient's Public Transportation Agency Safety Plan.
Event	Any Accident, Incident, or Occurrence.
Hazard	Any real or potential condition that can cause injury, illness, or death; damage to or loss of the facilities, equipment, rolling stock, or infrastructure of a public transportation system; or damage to the environment.
Incident	Event that involves any of the following: a personal injury that is not a serious injury; one or more injuries requiring medical transport; or damage to facilities, equipment, rolling stock, or infrastructure that disrupts the operations of a transit agency.
Investigation	Process of determining the causal and contributing factors of an accident, incident, or hazard, for the purpose of preventing recurrence and mitigating risk.
National Public Transportation Safety Plan	Plan to improve the safety of all public transportation systems that receive Federal financial assistance under 49 U.S.C. Chapter 53
Occurrence	Event without any personal injury in which any damage to facilities, equipment, rolling stock, or infrastructure does not disrupt the operations of a transit agency.
Operator of public transportation system	Provider of public transportation as defined under 49 U.S.C. 5302.
Performance measure	Expression based on a quantifiable indicator of performance or condition that is used to establish targets and to assess progress toward meeting the established targets.
Performance target	Quantifiable level of performance or condition, expressed as a value for the measure, to be achieved within a time period required by the FTA.
Public Transportation Agency Safety Plan (or Agency Safety Plan)	Documented comprehensive Agency Safety Plan for a transit agency that is required by 49 U.S.C. 5329 and Part 673.
Risk	Composite of predicted severity and likelihood of the potential effect of a hazard.
Risk Mitigation	Method or methods to eliminate or reduce the effects of hazards.

Safety Assurance	Processes within a transit agency's Safety Management System that function to ensure the implementation and effectiveness of safety risk mitigation, and to ensure that the transit agency meets or exceeds its safety objectives through the collection, analysis, and assessment of information.
Safety Management Policy	Transit agency's documented commitment to safety, which defines the transit agency's safety objectives and the accountabilities and responsibilities of its employees in regard to safety.
Safety Management System	Formal, top-down, organization-wide approach to managing safety risk and assuring the effectiveness of a transit agency's safety risk mitigation. SMS includes systematic procedures, practices, and policies for managing risks and hazards.
Safety Performance Target	Performance target related to safety management activities.
Safety Promotion	Combination of training and communication of safety information to support SMS as applied to the transit agency's public transportation system.
Safety risk assessment	Formal activity whereby a transit agency determines Safety Risk Management priorities by establishing the significance or value of its safety risks.
Safety risk management	Process within a transit agency's Agency Safety Plan for identifying hazards and analyzing, assessing, and mitigating safety risk.
Serious injury	Any injury which: (1) Requires hospitalization for more than 48 hours, commencing within 7 days from the date when the injury was received; (2) Results in a fracture of any bone (except simple fractures of fingers, toes, or noses); (3) Causes severe hemorrhages, nerve, muscle, or tendon damage; (4) Involves any internal organ; or (5) Involves second- or third-degree burns, or any burns affecting more than 5 percent of the body surface.
Transit Agency	Operator of a public transportation system.
Transit Asset Management Plan	Strategic and systematic practice of procuring, operating, inspecting, maintaining, rehabilitating, and replacing transit capital assets to manage their performance, risks, and costs over their life cycles, for the purpose of providing safe, cost-effective, and reliable public transportation, as required by 49 U.S.C. 5326 and 49 CFR Part 625.

List of Acronyms Used in the ASP

Acronym	Word or Phrase
ADA	American's with Disabilities Act of 1990
ASP	Agency Safety Plan (also referred to as a PTASP in Part 673)
CSO	Chief Safety Officer
ESRP	Employee Safety Reporting Program
FTA	Federal Transit Administration
MPO	Metropolitan Planning Organization
MassDOT	Massachusetts Department of Transportation
Part 673	49 CFR Part 673 (Public Transportation Agency Safety Plan)
SMS	Safety Management System

SRM	Safety Risk Management
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July 18, 2023 Old Colony MPO Meeting

Agenda Item 5

Greater Attleboro Taunton Regional Transit Authority Report

Summary

Greater Attleboro Taunton Regional Transit Authority to provide report.

July 18, 2023 Old Colony MPO Meeting
Agenda Item 6
Old Colony MPO Federal Certification Overview and Public
Involvement Session - Please Share Your Views About the
Transportation Planning Process in the Old Colony Region

Summary

Every four years, the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) are required to review the metropolitan transportation planning process conducted by the Old Colony Metropolitan Planning Organization (OCMPO), Massachusetts Department of Transportation, Brockton Area Transit Authority (BAT), and their local municipal partners in order to certify that they are carrying out the process in accordance with all applicable Federal requirements.

FHWA and FTA conducted an on-site review on **July 11, 2023** from approximately 9:00 AM - 4:30 PM.

As part of this review, the Federal agencies would like to hear from members of the public on their views of how the metropolitan transportation planning process is conducted in the region.

As such, a virtual public meeting will be conducted by FHWA and FTA, during the regularly scheduled Old Colony MPO meeting. If you are unable to attend, you may also submit your comments or observations in writing **by July 28, 2023** to:

FHWA:

Cassandra Ostrander, Program Development Team Leader

55 Broadway, 10th Floor; Cambridge, MA 02142

Email: cassandra.ostrander@dot.gov

FTA:

Leah Sirmin, Community Planner

55 Broadway, Suite 920; Cambridge, MA 02142

Email: leah.sirmin@dot.gov

Old Colony Metropolitan Planning Organization

2023 Certification Review
Public Meeting

July 18, 2023



Why are WE here?

- The Federal government is required to *review and certify* the transportation planning practices of Metropolitan Planning Organizations (MPOs) in urbanized areas with a population over 200,000
- FHWA & FTA jointly review the metropolitan transportation planning process at least once every 4 years
- Ensure compliance with federal requirements
- The last certification review decision for the Old Colony MPO was February 24, 2020

Why are YOU here?

- To provide public input regarding the transportation planning and decision-making process administered by the Old Colony MPO:
- Examples include:
 - Availability of draft planning documents for public review and comment
 - Access and opportunity to participate in the planning process
 - Consideration of public input
 - Technical assistance and project selection

Why are YOU here? *Continued...*

- Comments received today and by e-mail/mail (no later than Friday, July 28, 2023) will be taken into consideration and summarized in the final report

When will the FHWA/FTA make its Certification Determination?

- A certification determination will be made approximately 90 days after this review
- Determination categories: certified, certified subject to corrective actions, or not certified
- If not certified, funding restrictions may be put in place

Metropolitan Transportation Planning Process

A continuing, cooperative, and comprehensive (3-C) process that informs transportation decisions, including how projects are selected and prioritized for implementation within a region.

Continuing - Cooperative - Comprehensive
Multimodal - Public Input

Metropolitan Transportation Planning Process *Continued...*

Why is it important?

- Decides how federal dollars are allocated within the region
- With limited funding, the MPO must prioritize regional needs and determine those projects that best meet performance goals and objectives and have the most public benefit
- The process lays the framework for the future transportation system

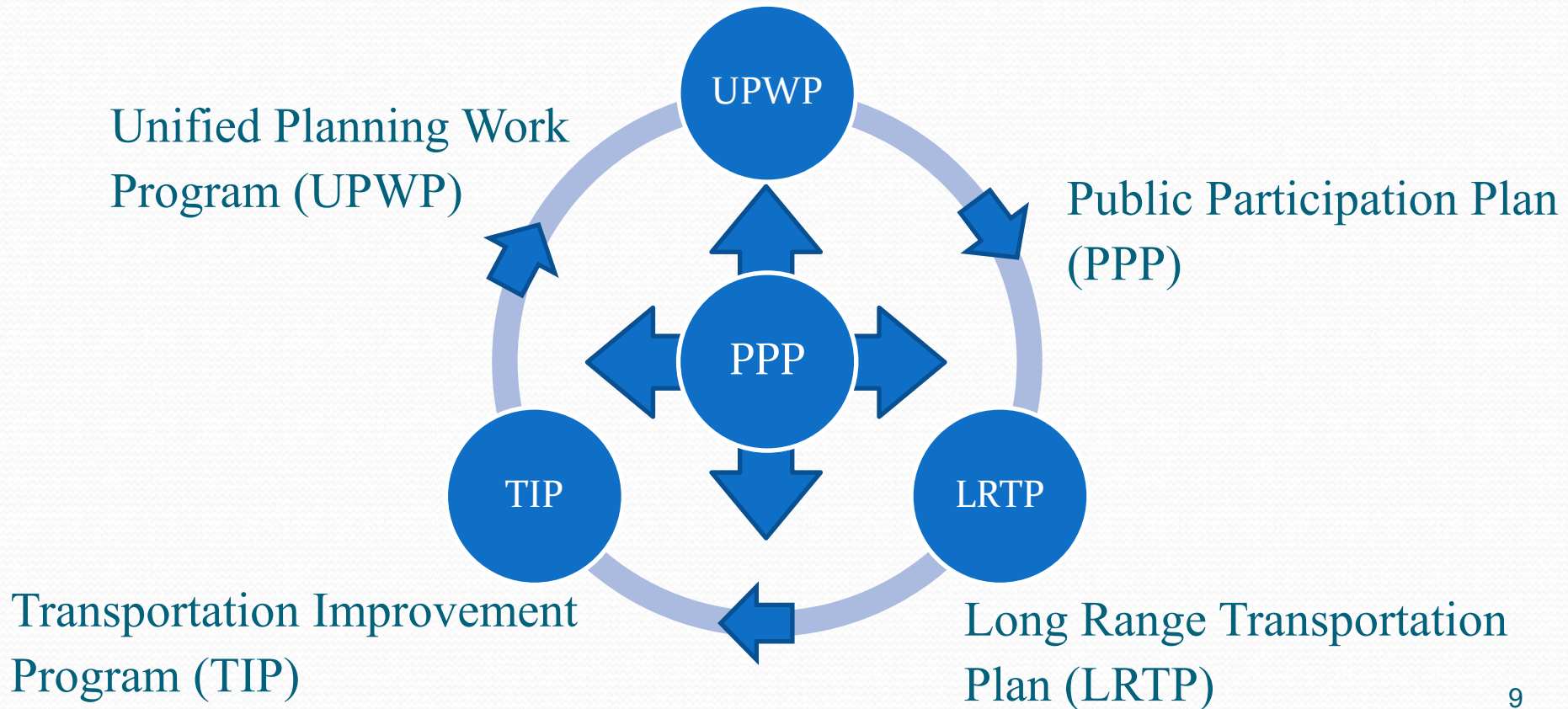
Metropolitan Transportation Planning Process *Continued...*

Who is Involved?

- Old Colony Planning Council (OCPC)
- Massachusetts Department of Transportation (MassDOT)
- Brockton Area Transit Authority (BAT)
- Local elected officials
- Federal Agencies (FHWA & FTA)
- Other stakeholders and public

Metropolitan Transportation Planning Process *Continued...*

Four Key MPO Planning Documents





Comments and Input?

Tell us...

- What are some challenges/opportunities in the planning process?
- Do you feel you understand how the planning process works and how to get involved?
- Are there adequate opportunities to participate and be heard?
- Do you feel decisions are being made in an equitable way?
- Are there certain perspectives/views you feel are missing from the process?
- How has the virtual environment helped or hindered public involvement?

Thank You for your Participation!

Comments may be submitted to:

Cassandra Ostrander or Joshua Barber

Cassandra.ostrander@dot.gov or
Joshua.Barber@dot.gov or

Federal Highway Administration

55 Broadway, 10th Floor; Cambridge, MA 02142

Leah Sirmin

leah.sirmin@dot.gov or

Federal Transit Administration

55 Broadway, Suite 920; Cambridge, MA 02142

July 18, 2023 Old Colony MPO Meeting

Agenda Item 7

FFY 2023-2027 Transportation Improvement Program (TIP)

Amendments and/ or Adjustments

- **Amendment 4 (Stoughton 607403; 5310 Projects) -
Review and Potential Endorsement**
- **Amendment 5 (Brockton RAISE Grant; BAT Projects) -
Review and Potential Release to Public Review and
Comment Period**
- **Adjustment 2 (BAT) - Review and Potential Endorsement**

Summary

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

Amendment 4

The Old Colony MPO released Amendment 4 to the FFY 2023-2027 Transportation Improvement Program (TIP) to a 21-Day Public Review and Comment Period on June 20, 2023. A summary of public comments received during the Public Review and Comment Period, which concluded at 4:00 PM on July 14, 2023, is included in this staff report.

Amendment 4 included the following changes:

FFY 2023

- STOUGHTON - CORRIDOR IMPROVEMENTS ON ROUTE 138 (607403) FROM 300 FEET NORTH OF CHARLES STREET TO LINCOLN STREET AC YEAR 1 OF 2
 - Change in geographic scope.
 - Total Project Cost Decrease to \$10,964,395
 - Advance Construction Year 1: \$8,411,033

- BROCKTON AREA ARC, INC
 - Total Project is \$78,604
 - Buy Van for Service (SVC) Expansion (5310)
 - FFY 2023 Cost is \$72,741; FFY 2024 Cost is \$5,863

- BROCKTON AREA ARC, INC
 - Total Project is \$121,00

- Buy Van for Service (SVC) Expansion (5310) Type Ca
- FFY 2023 Cost is \$121,000

▪ BROCKTON AREA TRANSIT (BAT) AUTHORITY

- Total Project is \$121,000
- Buy Replacement Type Ca Van
- FFY 2023 Cost is \$96,800; FFY Cost is \$24,200

▪ BROCKTON AREA TRANSIT (BAT) AUTHORITY

- Total Project Cost is \$318,000
- Buy Replacement Type E Vans
- FFY 2023 Cost is \$254,400; FFY 2024 Cost is \$63,600

FFY 2024

1. STOUGHTON - CORRIDOR IMPROVEMENTS ON ROUTE 138 (607403) FROM 300 FEET NORTH OF CHARLES STREET TO LINCOLN STREET AC YEAR 2 OF 2

- Change in geographic scope.
- Total Project Cost \$10,964,395
- Advance Construction Year 2: \$2,664,192 (Year 2 FFY 2024 Cost Decrease By \$6,299,107)

2. BROCKTON AREA ARC, INC

- Total Project is \$78,604

- Buy Van for Service (SVC) Expansion (GOBOND)
- FFY 2023 Cost is \$72,741; FFY 2024 Cost is \$5,863

3. BROCKTON AREA TRANSIT (BAT) AUTHORITY

- Total Project is \$121,000
- Buy Replacement Type Ca Van (GOBOND)
- FFY 2023 Cost is \$96,800; FFY Cost is \$24,200

4. BROCKTON AREA TRANSIT (BAT) AUTHORITY

- Total Project Cost is \$318,000
- Buy Replacement Type E Vans (GOBOND)
- FFY 2023 Cost is \$254,400; FFY 2024 Cost is \$63,600

Amendment 4 Public Comment Matrix

Date	Name	Representation	Comment or Summary	Response
6/28/2023	Old Colony Planning Council (OCPC) Board of Directors	Old Colony Region	The OCPC Board of Directors, at their public meeting on June 28, 2023, reviewed and approved Amendment 4 to the FFY 2023-2027 Old Colony TIP.	Noted.

Comments as of Close of Business (COB) on July 14, 2023

Amendment 5 includes the following changes:

FFY 2023

- BROCKTON AREA TRANSIT (BAT) PURCHASE OF MISCELNEOUS POWER AND ELECTRICAL EQUIPMENT
 - Total Project Cost is \$400,000
 - Move to FFY 2024

FFY 2024

- BROCKTON AREA TRANSIT (BAT) PURCHASE OF MISCELNEOUS POWER AND ELECTRICAL EQUIPMENT
 - Total Project Cost is \$400,000
 - Move in from FFY 2023

Adjustment 2 includes the following changes:

FFY 2023

- BROCKTON AREA TRANSIT (BAT) REHAB AND RENOVATE MAINTENANCE FACILITY
 - Former Project Cost: \$590,000
 - New Project Cost: \$100,000
 - Decrease in Cost: \$490,000

- BROCKTON AREA TRANSIT (BAT) BUY (5) REPLACEMENT 35-FT BUSES
 - Former Project Cost: \$3,250,000
 - New Project Cost: \$2,887,130
 - Decrease in Cost: \$362,870

- BROCKTON AREA TRANSIT (BAT) ACQUIRE MISCELNNEOUS SUPPORT EQUIPMENT
 - Former Project Cost: \$20,000
 - New Project Cost: \$148,887
 - Increase in Cost: \$128,887

- BROCKTON AREA TRANSIT (BAT) BUY ASSOC CAP MAINT ITEMS
 - Former Project Cost: \$10,000
 - New Project Cost: \$38,683
 - Increase in Cost: \$28,683

- BROCKTON AREA TRANSIT (BAT) ACQUIRE SHOP EQUIPMENT
 - Former Project Cost: \$100,000
 - New Project Cost: \$195,000
 - Increase in Cost: \$95,000

- BROCKTON AREA TRANSIT (BAT) TERMINAL / INTERMODAL
 - Former Project Cost: \$47,000
 - New Project Cost: \$67,300
 - Increase in Cost: \$27,300

July 18, 2023 Old Colony MPO Meeting
Agenda Item 8
Massachusetts Vehicle Census Presentation
▪ **Liz Williams, MassDOT**

Summary

The Massachusetts Department of Transportation (MassDOT) has launched a new online dashboard, the Massachusetts Vehicle Census (MVC), the first public dataset that joins information about how much vehicles are being driven with information about the vehicles themselves, including vehicle type, vehicle use, fuel classification, and the municipality the vehicle is garaged in.

The Massachusetts Vehicle Census is a resource for the public providing information regarding vehicle usage, baseline data on the total number of vehicles available, and mileage accrual. The data now available to the public will support conversations regarding how to reduce greenhouse gas emissions. Liz William of MassDOT to provide presentation.

Liz Williams of MassDOT to provide overview and presentation.

July 18, 2023 Old Colony MPO Meeting
Agenda Item 9
2050 Old Colony Long-Range Transportation Plan (LRTP)
Update and Status Report

Summary

The following Table 1 contains estimated highway and bridge funding amounts for the region through FFY 2044. These estimates are based on figures provided by the Massachusetts Department of Transportation.

Table 1: Estimated Bridge and Highway Funding Through 2044

	2024 to 2028	2029 to 2033	2034 to 2038	2039 to 2043	2044	TOTAL
Interstate MassDOT Pavement	\$ 9,745,555	\$ 10,346,117	\$ 11,422,949	\$ 12,611,859	\$ 2,675,712	\$ 46,802,190
Non-Interstate MassDOT Pavement	\$ 16,223,345	\$ 17,595,984	\$ 19,427,388	\$ 21,449,406	\$ 4,550,671	\$ 79,246,794
Statewide Bridge	\$ 45,766,379	\$ 68,426,511	\$ 75,548,397	\$ 83,411,535	\$ 17,696,457	\$ 290,849,279
Other (Remaining) Statewide Programs	\$ 44,445,500	\$ 40,962,308	\$ 62,225,848	\$ 69,422,386	\$ 14,829,402	\$ 231,885,444
Non-Federal Aid (NFA) Bridge Preservation	\$ 23,299,045	\$ 25,099,688	\$ 27,039,493	\$ 29,129,213	\$ 5,913,230	\$ 110,480,670
Regional Discretionary Funding	\$ 74,020,753	\$ 88,398,848	\$ 97,699,913	\$ 108,007,392	\$ 22,855,274	\$ 390,982,181
Chapter 90	\$ 52,644,486	\$ 61,096,075	\$ 61,096,075	\$ 65,817,824	\$ 13,361,018	\$ 254,015,478
Total Highway and Bridge Available for Programming	\$ 266,145,063	\$ 311,925,531	\$ 354,460,063	\$ 389,849,615	\$ 81,881,765	\$ 1,404,262,037

Table 2 contains the programmed projects from the Endorsed Old Colony FFY 2024-2028 Transportation Improvement Program (TIP),

Table 2: Programmed Highway and Bridge Projects through FFY 2028 (Old Colony FFY 20224-2028 TIP)

<u>FFY</u>	<u>PROJECT ID#</u>	<u>PROJECT DESCRIPTION</u>	<u>Cost Estimate</u>
2024	607403	STOUGHTON - CORRIDOR IMPROVEMENTS ON ROUTE 138 - YEAR 2	\$2,664,192
2024	609052	BROCKTON - ROUTE 123 (CENTRE STREET) AT PLYMOUTH STREET SIGNALIZATION AND GEOMETRIC IMPROVEMENTS	\$2,792,790
2024	409410	BROCKTON- INTERSECTION IMPROVEMENTS AND RELATED WORK AT CENTRE STREET (ROUTE 123), CARY STREET AND LYMAN STREET	\$2,506,679
2024	609435	PLYMPTON-BRIDGE REPLACEMENT, WINNETUXET ROAD OVER WINNETUXET RIVER	\$1,236,628
2025	607818	BROCKTON- INTERSECTION IMPROVEMENTS AT LYMAN STREET/GROVE STREET/SUMMER STREET & REPLACEMENT OF GROVE STREET BRIDGE, B-25-005, OVER SALISBURY PLAIN RIVER	\$4,368,000
2025	608195	EASTON- CORRIDOR IMPROVEMENTS ON ROUTE 138 INCLUDING INTERSECTION IMPROVEMENTS AT ROUTE 138 (WASHINGTON STREET) AND ELM STREET	\$7,181,554
2026	606002	KINGSTON- DUXBURY- INTERSECTION IMPROVEMENTS AT ROUTE 3 RAMPS (NB/SB) AND ROUTE 3A (TREMONT STREET)	\$2,592,000
2026	609440	ABINGTON- INTERSECTION IMPROVEMENTS AT HANCOCK STREET AND CHESTNUT STREET	\$5,182,715
2026	611979	STOUGHTON- INTERSECTION IMPROVEMENTS AT CANTON STREET (ROUTE 27), SCHOOL STREET AND SUMMER STREET	\$4,050,000

Table 2, Continued: Programmed Highway and Bridge Projects through FFY 2028 (Old Colony FFY 20224-2028 TIP)

<u>FFY</u>	<u>PROJECT ID#</u>	<u>PROJECT DESCRIPTION</u>	<u>Cost Estimate</u>
2027	608506	HANSON- CORRIDOR IMPROVEMENTS ON ROUTE 14 (MAQUAN STREET), FROM THE PEMBROKE T.L. TO INDIAN HEAD STREET AND RELATED WORK	\$11,548,342
2027	612525	ABINGTON- INTERSECTION IMPROVEMENTS, RANDOLPH STREET AND RICHARD A FITTS DRIVE (ROUTE 139) AT CHESTNUT STREET AND OLD RANDOLPH STREET	\$4,241,020
2027	612006	DUXBURY- BRIDGE REPLACEMENT, D-14-003 (438), POWDER POINT AVENUE OVER DUXBURY BAY	\$78,568,000
2028	612262	BROCKTON- INTERSECTION IMPROVEMENTS AT ROUTE 123 (BELMONT STREET), PEARL STREET AND STONEHILL STREET	\$8,659,085
2028	612769	HANOVER- CORRIDOR IMPROVEMENTS ON ROUTE 139 (HANOVER STREET) AT MAIN STREET, CENTER STREET AND SILVER STREET	\$7,141,835
2028	608615	KINGSTON- BRIDGE REPLACEMENT, K-01-014, SMITHS LANE OVER ROUTE 3 (PILGRIM HIGHWAY)	\$14,834,080
2028	611981	STOUGHTON- INTERSECTION IMPROVEMENTS AT CANTON STREET (ROUTE 27), SCHOOL STREET AND SUMMER STREET	\$2,668,000
2028	612770	ABINGTON- INTERSECTION IMPROVEMENTS AT ROUTE 18 (BEDFORD STREET) AND ROUTE 123(BROCKTON AVENUE)	\$6,248,949
TOTAL PROGRAMMED IN YEAR OF EXPENDITURE DOLLARS (ESTIMATED:			\$166,483,869
TOTAL REGIONAL FUNDING AVAILABLE (INCLUDES \$35 M IN PROJECT SPECIFIC STATEWIDE FUNDING:			\$215,272,989

Table 3: Highway and Bridge Projects 2029-2033 (From Universe of Projects)

<u>FFY</u>	<u>PROJECT ID#</u>	<u>PROJECT DESCRIPTION</u>	<u>COST ESTIMATE</u>
2029-2033	606143	BROCKTON- INTERSECTION IMPROVEMENTS AT CRESCENT STREET (ROUTE 27)/QUINCY STREET/MASSASOIT BOULEVARD	\$6,360,960
2029-2033	612526	BROCKTON - FOREST AVENUE CORRIDOR (MAIN STREET TO BELMONT STREET)	\$10,534,260
2029-2033	612269	DUXBURY- INTERSECTION IMPROVEMENTS AT ROUTE 53 AND FRANKLIN STREET	\$8,734,980
2029-2033	619968	EAST BRIDGEWATER - INTERSECTION IMPROVEMENTS AT BEDFORD STREET (ROUTE 18), WEST STREET (ROUTE 106) AND EAST STREET	\$4,200,000
2029-2033	6116976	EAST BRIDGEWATER - INTERSECTION IMPROVEMENTS AT HIGHLAND STREET AND NORTH BEDFORD STREET (ROUTE 18)	\$4,200,000
2029-2033	608585	EASTON - RESURFACING AND RELATED WORK ON ROUTE 138 (ROOSEVELT CIRCLE TO STOUGHTON TOWN LINE (EXCLUDING THE SECTION FROM ELM STREET TO UNION STREET))	\$5,196,288
2029-2033	612975	EASTON - INTERSECTION IMPROVEMENTS AT ROUTE 138 AND TURNPIKE STREET, AT ROUTE 138 AND PURCHASE STREET, AT TURNPIKE STREET AND PURCHASE STREET	\$8,914,350
2029-2033	PRE-PRC	PLYMOUTH - IMPROVEMENTS AT ROUTE 3A (STATE ROAD) AND HERRING POND ROAD AND ROUTE 3A (STATE ROAD) AT HEDGES POND ROAD	\$7,500,000
TOTAL PROGRAMMED IN YEAR OF EXPENDITURE DOLLARS (ESTIMATED):			\$55,640,838
TOTAL REGIONAL FUNDING TARGET (FORECAST):			\$88,398,848

Table 3 contains potential projects for programming in the Old Colony Transportation Improvement Program in the next 5-year time frame beyond the current endorsed FFY

2024-2028 TIP. These projects are identified in the Old Colony Universe of Projects, through consultation with communities and the Massachusetts Department of Transportation.

In addition to highway and bridge projects, it is estimated that 80 fixed route busses and 128 demand response will be acquired for replacing existing Brockton Area Transit rolling stock, along with 54 vehicles for Councils on Aging in the region over the 20-year horizon of the Long-Range Transportation Plan.

If you have any questions about the Plan, please contact LRTP Project Manager Bill McNulty at wmcnulty@ocpcrpa.org or (774) 539-5103.

July 18, 2023 Old Colony MPO Meeting
Agenda Item 10
Administrative Matters, Other Business, and Date and Time of
Next Meeting(s)

Summary

Combined NOFO Open for RCN (Reconnecting Communities and Neighborhoods Access and Equity)

The U.S. Department of Transportation (USDOT) has [released](#) the Fiscal Year 2023 Notice of Funding Opportunity (NOFO) for the Reconnecting Communities and Neighborhoods (RCN) Program, with up to \$3.16 billion available for planning and construction projects.

This RCN NOFO is a combination of two major discretionary grant opportunities: The Reconnecting Communities Pilot (RCP) and Neighborhood Access and Equity (NAE) Programs.

USDOT has combined these two programs into a single NOFO to provide a more efficient application process for project sponsors. While they remain separate programs for the purposes of award, the programs share many common characteristics, including:

- Prioritizing disadvantaged communities,
- Aiming to improve access to daily destinations such as jobs, education, healthcare, food, and recreation,
- Fostering equitable development and restoration, and
- Reconnecting communities by removing, retrofitting, mitigating, or replacing highways or other transportation facilities that create barriers to community connectivity, including to mobility, access, or economic development

Because of these shared characteristics, it is possible for many projects to be eligible and considered for both programs using a single application.

The deadline for submitting applications is Thursday, September 28, 2023. The NOFO can be found on [Grants.gov](#). **Applications must be submitted through Valid Eval (links below)**. To apply, the three grant programs have been split into two application sites:

1. Community Planning Grants and Regional Partnerships Challenge Grants with Planning Activities
2. Capital Construction Grants and Regional Partnerships Challenge Grants with Construction Activities

USDOT will evaluate applications for the programs using common merit criteria and considerations to provide a more streamlined and efficient application process for project sponsors. The common set of criteria include:

- **Equity and Environmental Justice**

- **Access**
- **Facility Suitability**
- **Community Engagement**
- **Community-based Stewardship, Management, and Partnership**
- **Equitable Development**
- **Climate and Environment**
- **Workforce Development and Economic Opportunity**



2023 Moving Together Conference

- Attend workshops and panels that highlight current pedestrian, bicyclist and public transportation topics
- Network with colleagues representing diverse interests from the public, academic and private sectors
- All new site visits and mobile workshops led by engineers and bicyclist/ pedestrian advocates.

October 4, 2023

New Location!

Sheraton Boston Hotel

39 Dalton Street

Boston, MA • 7:45 am - 4:30 pm

with Limited Virtual Attendance Option*

**Limited virtual attendance will consist of one pre-determined presentation from each concurrent session.*

Register Today for MT23!

<https://www.umasstransportationcenter.org/assnfe/ev.asp?ID=5346>

Date and Time of Next Old Colony MPO Virtual Meeting(s)

The Old Colony MPO members are respectfully requested to confirm the dates and times of their next virtual meeting(s).

2023

- **August 15, 2023 at 10 AM**
- **September 19, 2023 at 10 AM**
- **October 17, 2023 at 10 AM**

July 18, 2023 Old Colony MPO Meeting
Agenda Item 11
Adjournment

Summary

Adjournment of meeting.