

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