

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, August 15, 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 July 18, 2023 Old Colony MPO Meeting
4. Brockton Area Transit Authority (BAT) Report
5. Greater Attleboro Taunton Regional Transit Authority Report
6. MassDOT District 5 Updates on Projects Under Design or Construction
7. FFY 2023-2027 Old Colony Transportation Improvement Program (TIP) Adjustments and/ or Amendments
 - Amendment 5 (BAT Projects) - Public Comments and Potential Endorsement
8. 2050 Old Colony Long-Range Transportation Plan (LRTP) - Review and Potential Release to Public Review and Comment Period
9. 2023 Old Colony Coordinated Human Services Transportation Plan (CHSTP) - Review and Potential Release to Public Review and Comment Period
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).

August 15, 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.”

August 15, 2023 Old Colony MPO Meeting
Agenda Item 2
Public Comments

Summary

Public comments.

August 15, 2023 Old Colony MPO Meeting
Agenda Item 3
Minutes of July 18, 2023 Old Colony MPO Meeting

Summary

The Old Colony MPO is respectfully asked to consider approval of the July 18, 2023 Old Colony MPO Meeting Minutes.

OLD COLONY METROPOLITAN PLANNING ORGANIZATION (MPO)

Minutes of the Old Colony MPO Virtual Meeting, July 18, 2023 - 10:00 A.M., Held Via Zoom

Signatories Present:

Stephen Woelfel, Representing Gina Fiandaca, Secretary and CEO, MassDOT
Barbara Lachance, Representing Jonathan Gulliver, Administrator, MassDOT Highway Division
Michael Lambert, Administrator, Brockton Area Transit (BAT)
Charles Kilmer, Representing Rebecca Coletta, President, Old Colony Planning Council (OCPC)
Lee Hartmann, Representing Richard Quintal, Board of Selectmen, Town of Plymouth
Jay DeGrace, Representing Mayor Robert Sullivan, City of Brockton

Others Present:

Al DeGirolamo, Office of State Senator Michael Brady
Paul Umano, Brockton
Captain Mark Porcaro, Brockton Police Department
Charlie Seelig, East Bridgewater
David Field, Easton
Chris Ryan, Duxbury
Keith Hickey, Kingston
Valerie Massard, Kingston
Marc Tisdelle, Stoughton
Glenn Geiler, Brockton Area Transit Authority
Colleen Medeiros, Cape Cod Commission
Jim Fitzgerald, Environmental Partners
Joshua Barber, Federal Highway Administration
Cassandra Ostrander, Federal Highway Administration
Leah Sirmin, Federal Transit Administration
Mary DeFrias, Greater Attleboro Taunton Regional Transit Authority
Raissah Kouame, Massachusetts Department of Transportation
Derek Krevat, Massachusetts Department of Transportation
Derek Shooster, Massachusetts Department of Transportation
Michael Melencio, Massachusetts Department of Transportation
Liz Williams, Massachusetts Department of Transportation
Richard Bilski, Massachusetts Department of Transportation District 5
Bonnie Roalsen, Massachusetts Safe Routes to School
Rachel Bruce, Wildlands Trust
Shawn Bailey, Old Colony Planning Council
Ray Guarino, Old Colony Planning Council
Guoqiang Li, Old Colony Planning Council
Bill McNulty, Old Colony Planning Council
Kyle Mowatt, Old Colony Planning Council
Nate Ryan, Old Colony Planning Council

1. Call to Order and Introductions

OLD COLONY METROPOLITAN PLANNING ORGANIZATION (MPO)

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 that a quorum was present.

2. Public Comments

There were no public comments.

3. Minutes of the June 20, 2023 Meeting

Chairperson Woelfel asked the MPO Members for comments or changes regarding the minutes of the June 20, 2023 meeting. Lee Hartmann made a motion and Charles Kilmer seconded to endorse the minutes of the June 20, 2023 meeting. There being no changes, the Old Colony MPO then voted unanimously via roll call vote to endorse the minutes of the June 20, 2023 Old Colony MPO Meeting. Barbara Lachance abstained from the vote.

4. Brockton Area Transit (BAT) Report

Michael Lambert reported on the following items:

- Ridership increases month over month
- Preparing for implementation of numerous improvements this fiscal year: Expansion of Rockland Micro-Transit Service, which has doubled ridership over the past couple weeks
- Public Transit Agency Safety Plan (PTASP) and Transit Safety Performance Targets; Performance Targets Pertaining to Transit Safety

Michael Lambert discussed the Public Transit Agency Safety Plan (PTASP) and Safety Performance Targets which were approved by the BAT Advisory Board in January 2023 and are shown below:

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

Charles Kilmer stated that these performance targets are integrated into the overall safety culture at OCPC and are aligned with the Transportation Improvement Program (TIP).

Chairperson Woelfel asked if there was a motion to accept the Public Transit Agency Safety Plan

OLD COLONY METROPOLITAN PLANNING ORGANIZATION (MPO)

(PTASP) Safety Performance Targets. Michael Lambert made a motion and Lee Hartmann seconded to accept the Safety Performance Targets for BAT. The Old Colony MPO then voted unanimously via roll call to accept the Public Transit Agency Safety Plan (PTASP) Safety Performance Targets.

5. Greater Attleboro Taunton Regional Transit Authority Report

Mary DeFrias reported on the following items from GATRA:

- Quarterly public meetings will be commencing towards the end of July. These meetings will help GATRA plan for service changes
- Automated Vehicle Location program is almost fully integrated. Hoping by September it will be fully functional

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

Leah Sirmin provided an overview of the Federal Certification Review. The On-Site Review Session was held on July 11, 2023. Comments received today and by email will be taken into consideration and summarized in the final report. A certification determination will be made approximately 90 days after the review.

Joshua Barber provided an overview of the Metropolitan Transportation Planning Process.

Marc Tisdelle from Stoughton stated that OCPC is a great organization. Stoughton has had 5 or 6 projects on the TIP in the past year. Just mentioning OCPCs name it gives assurance that the project is going to happen. OCPC is always reaching out to Stoughton with great communication.

David Field from Easton stated that OCPC has been great to work with from the municipal perspective. Whether it be technical assistance or working through the TIP Process. When compared to other MPOs, OCPC has by far the easiest and painless process to get a project implemented, funded, and constructed.

Chris Ryan from Duxbury stated that he has had an opportunity to work with many MPOs. OCPC is one of the most hands on, user friendly MPOs. There is a great staff that goes the extra mile for customer service. There have been several Road Safety Audits conducted in Duxbury. These audits have been done in a timely and comprehensive manner. Chris Ryan then recognized the recent Transportation presentation and conversation with the Duxbury Age-Friendly Committee that Charlie Kilmer was involved with.

Rachel Bruce from Wildlands Trust stated that OCPC has been incredibly supportive of Wildlands Trust. The Transportation team has helped us understand the needs of the D.W. Field Parkway, including leading Road Safety Audits at intersections around the park. Rachel Bruce looks forward to their continued partnership between OCPC and Wildlands Trust.

Michael Lambert from BAT stated that OCPC knowledge of the TIP process has been very helpful. OCPC serves as the planning arm for BAT whether it be maps for ADA Service, study for potential connections

OLD COLONY METROPOLITAN PLANNING ORGANIZATION (MPO)

to Taunton, or assisting on recent successful application for \$10 Million to help support BAT's electrification process. OCPC is an integral part of BAT.

Charlie Seelig from East Bridgewater stated that OCPC plays an important role in terms of helping the town with transportation issues and projects. East Bridgewater does not have planning or engineering staff, and without OCPC, a number of projects would not get off the ground. Examples include pedestrian crosswalk projects to Route 18 review. OCPC continues to assist with traffic counts and heavy commercial vehicle exclusion assistance. Their staff is very welcoming and easy to work with.

Valerie Massard from Kingston stated that she has been working with OCPC for upwards of 20 years. OCPC has the ability to connect to local residents when issues arise. OCPC helps everyone come back to the same page and come up with solutions. OCPC is appreciated in their ability to help us all plan together.

Derek Shooster from MassDOT stated that he has had several opportunities to collaborate with OCPC staff on implementing their 3C Planning Program, specifically their TIP. MPO staff are commended for their professionalism, adherence to 3C guidance and regulation, communication with people at state level across their own region, and how well they work with other MPO staff. OCPC across the board is a standout for best practices when implementing their 3C Planning Program.

Colleen Medeiros from Cape Cod Commission stated that CCC appreciates their active coordination with OCPC MPO Staff on regional issues. OCPC is commended for all their efforts. They are actively involved in Transportation Managers Groups, Data Users Groups, and we appreciate the active collaboration between our agencies.

Paul Umamo from Brockton stated that OCPC does great work on a daily basis. Particularly with the TIP process, as it is seamless and easy to coordinate projects with everyone. A Smart Grant just went through the TIP process, and it was seamless. OCPC can be counted on a lot in terms of data, public safety information, green communities' program. Paul Umamo noted that we would not be where we are in terms of federal grants we have received without their help.

Richard Bilski from MassDOT, who is replacing Pam Haznar, stated that he is looking forward to working with the Old Colony MPO.

- 7. FFY 2023-2027 Transportation Improvements 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**

Bill McNulty discussed the Amendments and Adjustment:

Amendment 4:

FFY 2023

OLD COLONY METROPOLITAN PLANNING ORGANIZATION (MPO)

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

- BROCKTON AREA TRANSIT (BAT) AUTHORITY

OLD COLONY METROPOLITAN PLANNING ORGANIZATION (MPO)

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

Public Comment for Amendment 4 was from the OCPC Board of Directors. At their public meeting on June 28, 2023, the OCPC Board of Directors reviewed and approved Amendment 4 to the FFY 2023-2027 Old Colony TIP.

Chairperson Woelfel asked if there is a motion to endorse Amendment 4. A motion was made by Lee Hartmann and was seconded by Charles Kilmer. The Old Colony MPO then voted unanimously via roll call to endorse Amendment 4.

Amendment 5:

FFY 2023

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

FFY 2024

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

Chairperson Woelfel asked if there is a motion to release Amendment 5 to a 21-day public review and comment period. A motion was made by Lee Hartmann and was seconded by Charles Kilmer. The Old Colony MPO then voted unanimously via roll call to release Amendment 5 to a 21-day public review and comment period.

Adjustment 2:

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 MISCELLANEOUS SUPPORT EQUIPMENT

OLD COLONY METROPOLITAN PLANNING ORGANIZATION (MPO)

- 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) TERMINDAL / INTERMODAL
 - Former Project Cost: \$47,000
 - New Project Cost: \$67,300
 - Increase in Cost: \$27,300

Chairperson Woelfel asked if there is a motion to approve Adjustment 2. A motion was made by Michael Lambert and was seconded by Lee Hartmann. The Old Colony MPO then voted unanimously via roll to approve Adjustment 2.

8. Massachusetts Vehicle Census Presentation

- **Liz Williams, MassDOT**

Liz Williams provided a presentation on the Massachusetts Vehicle Census.

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

<https://geodot-homepage-massdot.hub.arcgis.com/pages/massvehiclecensus>

The MVC 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 conversation regarding how to reduce greenhouse gas emissions.

Charles Kilmer asked if this dashboard will be able to help with the assessment of greenhouse gas net change over time as people change driving behavior or vehicle type. Liz Williams stated that this will be added to the list to incorporate in the MVC.

9. 2050 Old Colony Long-Range Transportation Plan (LRTP)

- **Update and Status Report**

OLD COLONY METROPOLITAN PLANNING ORGANIZATION (MPO)

Bill McNulty provided an update and status report on the 2050 Old Colony LRTP and described the financial forecasts. Table 1 contains estimated highway and bridge funding amounts for the region through FFY 2044. These estimates are based on figures provided by MassDOT.

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: Programmed Highway and Bridge Projects through FFY 2028 (Old Colony FFY 2024-2028 TIP)

FFY	PROJECT ID#	PROJECT DESCRIPTION	COST ESTIMATE
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

OLD COLONY METROPOLITAN PLANNING ORGANIZATION (MPO)

Table 2, Continued: Programmed Highway and Bridge Projects through FFY 2028 (Old Colony FFY 2024-2028 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 contains potential projects for programming in the Old Colony Transportation Improvement Program in the next 5-year timeframe 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.

OLD COLONY METROPOLITAN PLANNING ORGANIZATION (MPO)

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

FFY	PROJECT ID#	PROJECT DESCRIPTION	COST ESTIMATE
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

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.

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

Charles Kilmer reported on the following items:

- Combined NOFO Open for RCN (Reconnecting Communities and Neighborhoods Access and Equity) - Deadline for submitting applications is Thursday, September 28, 2023.
- 2023 Moving Together Conference – October 4, 2023

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**

OLD COLONY METROPOLITAN PLANNING ORGANIZATION (MPO)

11. Adjournment

Chairperson Woelfel adjourned the meeting at 11:07 AM.

Respectfully submitted,

Kyle Mowatt

Kyle Mowatt, Senior Transportation Planner

List of Documents for the July 18, 2023 Old Colony MPO Meeting

- Minutes of June 20, 2023, Old Colony MPO Meeting
- Staff Report for July 18, 2023 Old Colony MPO Meeting Agenda Items

August 15, 2023 Old Colony MPO Meeting
Agenda Item 4
Brockton Area Transit Authority (BAT) Report

Summary

Brockton Area Transit Authority to provide report.

August 15, 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.

August 15, 2023 Old Colony MPO Meeting

Agenda Item 6

MassDOT District 5 Updates on Projects Under Design or
Construction

Summary

MassDOT District 5 to provide report.

August 15, 2023 Old Colony MPO Meeting

Agenda Item 7

FFY 2023-2027 Transportation Improvement Program (TIP)

Amendments and/ or Adjustments

- Amendment 5 (BAT Projects) - 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.

The Old Colony MPO released Amendment 5 to the FFY 2023-2027 Transportation Improvement Program (TIP) to a 21-Day Public Review and Comment Period on July 18, 2023. A summary of public comments received during the Public Review and Comment Period, which concluded at 4:00 PM on August 11, 2023, is provided later in this staff report.

Amendment 5 includes the following changes:

FFY 2023

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

FFY 2024

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

Public Comment Matrix:

Date	Name	Representation	Comment or Summary	Response
8/3/2023	Old Colony Planning Council (OCPC) Joint Transportation Committee (JTC)	Old Colony Region	The JTC, at their public meeting on August 3, 2023, reviewed and approved Amendment 5 to the FFY 2023-2027 Old Colony TIP.	Noted.

Comments as of Close of Business (COB) on August 11, 2023

August 15, 2023 Old Colony MPO Meeting
Agenda Item 8

2050 Old Colony Long-Range Transportation Plan (LRTP)

- Review and Potential Release to Public Review and Comment Period

Summary

A Draft Version of the Old Colony Vision 2050 Long-Range Transportation Plan (LRTP) has been completed and is ready for public review and comment. The LRTP identifies transportation issues/concerns and problems that will require improvements now or are expected to need additional attention in the future, and outlines courses of action designed to facilitate these improvements,

The LRTP is organized into eleven (11) chapters, including:

1. Introduction
2. Goals, Objectives, and Performance Measures
3. Planning Scenarios
4. Regional Profile
5. Highway
6. Transit
7. Vulnerable Roadway Users
8. Environment

9. Safety and Security
10. Financial Outlook and Fiscal Constraint
11. Conclusion and Recommendations

Chapter 1: Introduction

Chapter 1 introduces the Long-Range Transportation Plan, the transportation planning process, and the functions of the Old Colony Metropolitan Planning Organization (MPO). The chapter also reviews the public participation and engagement process, and summarizes input received from the public during the development of the Plan.

Chapter 2: Goals, Objectives, and Performance Measures

Chapter 2 states the Goals and Objectives of the Plan. It also identifies Safety Performance Targets (PM1), System Preservation Targets (PM2), System Performance Targets (PM3), and Transit System Asset (TAM) Condition Performance Targets as adopted by the Old Colony Metropolitan Planning Organization (MPO).

Chapter 3: Planning Scenarios

Chapter 3 outlines planning scenarios adopted by Old Colony for the Vision 2050 Long-Range Transportation Plan. These scenarios were first developed by the Massachusetts Department of Transportation in the development of their Beyond Mobility 2050 Transportation Plan. MassDOT had identified six areas that are currently impacting the Commonwealth and could continue to impact the Commonwealth through 2050. These areas (Climate Change, The Future of Work, Population Trends, Housing and

Workplaces, Prosperity, and Technology. What current trends in these areas progress over time will affect policy and implementation changes through 2050.

Chapter 4: Regional Profile

Chapter 4 contains a detailed analysis of the people and pace of the Old Colony region, and how residents here live and work. It also continues the Socioeconomic data (population, households, and employment) projections through 2050, as developed by the Massachusetts Department of Transportation and the University of Massachusetts Donahue Institute. These projections are used for the purpose of developing the regional and statewide travel demand models.

Chapter 5: Highway

Chapter 5 provides an overview of the regional highway network, with an existing conditions analysis of the Federal-Aid eligible surface transportation (roadways and bridges) system. It incorporates a travel demand model for scenario planning, and determination of system need.

Chapter 6: Transit

Chapter 6 provides an overview of the regional transit network, with a needs analysis for maintaining the system in a state of good repair and ensuring accessibility to the system and transit mobility.

Chapter 7: Vulnerable Roadway Users

Chapter 7 provides an overview of how vulnerable roadway users (pedestrians, bicyclists, mobility assistance device users, etc.) access and use the system. It identifies key activity centers throughout the region and prioritizes needs for assuring safe and accessible movement for vulnerable roadway users.

Chapter 8: Environment

Chapter 8 examines the balance between the natural environment and the transportation system. Hazards such as fresh water and coastal storm surge flooding that threaten the resiliency of the transportation network are identified. Likewise, strategies for protecting the natural environment from impacts from the transportation system are also identified.

Chapter 9: Safety and Security

Chapter 9 describes how Old Colony plans to work with Regional and State partners on achieving the targets identified in Safety Performance PM1. It also identifies strategies for keeping the transportation system secure from natural and man-caused threats.

Chapter 10: Financial Outlook and Fiscal Constraint

Chapter 10 contains projected available transportation funding and expected project and operational costs through the fiscal horizon year of 2044. Fiscal constraint is determined by comparing expected project and operational costs against projected available funding.

Chapter 11: Conclusion and Recommendations

Chapter 11 contains a synopsis of the recommendations presented in each chapter of the Plan.

A 21-Day Public Review and Comment Period of the LRTP is respectfully requested to begin on August 15, 2023. Following the comment period, a Revised Draft LRTP will be presented to the Old Colony MPO for review and potential endorsement on September 19, 2023.

For more information about the LRTP or to submit public comments, please contact Bill McNulty at wmcnulty@ocpcrpa.org.



Draft Old Colony Vision 2050 Long-Range Transportation Plan

August 2023



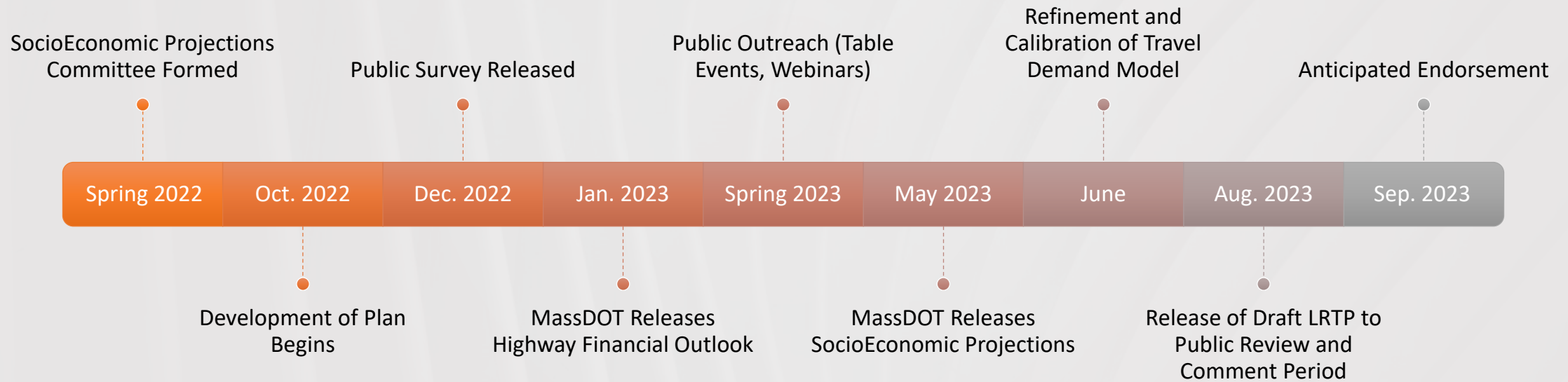
What is the Long-Range
Transportation Plan?

The Long-Range Transportation Plan

- Federally required document for MPO Certification, to be updated every four years
- Policy and visioning document of the MPO that guides transportation planning over next 20 years
- Collaborative and cooperative development process with federal, state, regional, and local partners
- Must be fiscally constrained to financial outlook for next 20 years



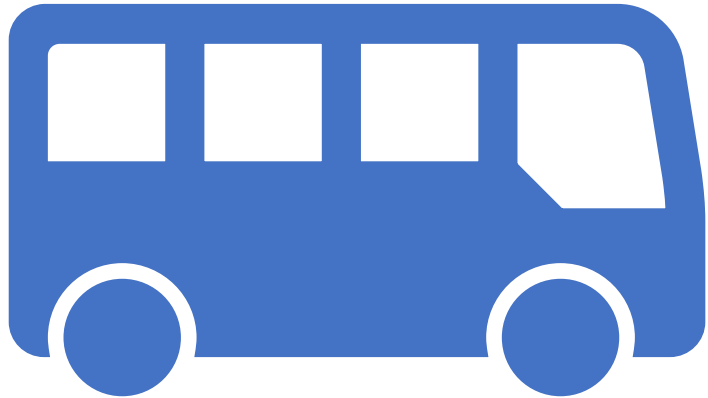
Development Timeline





The Goals of the Old Colony LRTP

Goals



- **Safety:** A transportation system that aims for zero preventable serious injuries and deaths
- A fully **Transparent and Equitable** Transportation Planning Process
- A transportation system that supports the **Economic Vitality** of the Region
- A transportation system that is **Secure** from natural and human-caused threats
- A transportation system that is fully **Accessible** to all users
- A transportation system that supports a **Clean Environment**
- A **Resilient** transportation system
- A transportation system that is maintained in a **State of Good Repair**
- An **Efficient** transportation system that reduces delay and reduces project delivery costs in the planning process



Planning Scenarios

Factors Affecting the Region's Future

Climate
Change

The Future
of Work

Population
Trends

Housing and
Economy

Prosperity

Technology

The graphic features a large white circle centered on an orange background. A dashed yellow line follows the upper-left portion of the circle's edge. A solid blue circle is positioned at the bottom-right edge of the white circle.

Regional Profile

Recommendations

- Support “Complete Streets” Design In All Roadway Projects
- Support planning for Age Friendly infrastructure and communities
- Support transportation projects that facilitate access to employment and shopping centers, health care, and educational facilities
- Support the Commonwealth’s Sustainable Development Principles
- Use traffic calming techniques to protect neighborhoods in mixed use areas
- Continue to screen all projects for benefits and burdens analysis as it pertains to minority populations and low-income populations
- Eliminate barriers to participation in the decision making process





The Regional Highway Network

Highway Chapter

Travel Demand

- Highway network continues to be a primary mode for the movement of people and goods in the region.
- Arterial and corridor development increase trip generation and turning movement conflicts within highways and decrease capacity.
- This also continues to disperse employment density and contributes to auto dependency. Dispersed development contributes to the challenge of mode shift.
- Old Colony Region continues to maintain its suburb to core city commute to Boston.
- Travel demand in Brockton and Plymouth was 40 to 60 percent of 2019 levels in 2020 due to Covid but is now almost back to 2019 levels.

Truck Freight

- Old Colony MPO approved and endorsed the MassDOT System Performance Measure (PM3) 2020 and 2022 Targets in September 2018.
- Percent of person-miles on the Interstate in Old Colony Region (2.56 miles of I-495) reliable for 2017, 2019, and 2021, was 100 percent (based on the INRIX/RITIS data).
- Percent of person-miles on non-Interstate NHS reliable in region for 2017 was 90.2 percent (based on INRIX/RITIS data), above the 80 percent target, 89.5 percent in 2019, and 89.8 percent in 2021.

Truck Freight

- Signal timing and coordination improvements in key corridors.
- Improve turning radii at key intersections.
- Maintain pavement surface in a state of good repair
- Improve traffic flow issues, congestion and bottlenecks, on corridors utilized by trucks.
- East-West Truck Route through Brockton major concern are the railroad underpasses, and tight turns through downtown.
- Interchanges on I-495 should be improved to provide for longer acceleration and deceleration lanes and to reduce weaving.
- The upgrade of Route 24 and Route 3 to interstate standards.
- Encourage side guards on trucks to protect cyclists.

Highway Chapter

Bridges and Pavement

- Old Colony Region has 18 Structurally Deficient Bridges
- Five of the eighteen are under design.
- Increased pressure on bridges, culverts, and infrastructure due to more severe weather events by Climate Change.

Congestion and Bottlenecks

- Promote Mode Shift by increasing use of transit, carpool/vanpool, and non-motorized transportation modes such as bicycling and walking.
- Reduce traffic congestion and improve level of service and access management.
- Maintain and improve transit system efficiency and capacity.
- Increase automobile and bicycle parking capacity and usage at transit stations and commuter lots.
- Eliminate bottlenecks on limited access highways and on the freight network.
- Mode Choice - Improve and expand human service coordination, mobility, and accessibility for all modes.
- Reduce the number and size of gaps in the ADA-accessible sidewalk network.
- Increase use of traffic signal priority (hold current green light) for transit vehicles and traffic signal pre-emption for emergency vehicles (override programmed phasing to provide approaching emergency vehicles a green light).
- Monitor utilization and congestion levels at commuter rail and Park & Ride parking facilities.
- Improve accessibility for all modes for all users.

SCENARIO: Utilizing Pavement Management Systems, Backlog estimate five year cost to increase Condition Index.*

Plan Year	Estimated Cost	Beginning Condition Index Score	Ending Condition Index Score
1	\$406,191,094	71	79
2	\$142,137,115	79	79
3	\$87,554,446	79	78
4	\$59,694,930	78	75
5	\$74,039,523	75	74

Plan Year	Base Repair and Resurface	Chipseal	Crackseal	Crackseal and Patch	Joint Seal Spall Repair	Localized Patching	Microsurfacing	Mill and Overlay	Replace (Full depth reconstruction)	Shim and Seal	Total
1	\$23,365,890	\$2,717,246	\$756,412	\$728,109	\$1,027,780	\$460,914	\$1,205,584	\$12,547,335	\$359,054,700	\$4,327,124	\$406,191,094
2			\$756,412	\$728,109	\$1,027,780	\$460,914			\$139,163,900		\$142,137,115
3		\$2,609,831	\$756,412	\$728,109	\$1,027,780	\$460,914			\$81,971,400		\$87,554,446
4		\$107,415	\$756,412	\$728,109	\$1,027,780	\$460,914			\$56,614,300		\$59,694,930
5			\$756,412	\$728,109	\$1,027,780	\$460,914	\$1,205,584		\$65,533,600	\$4,327,124	\$74,039,523
											\$769,617,108

*Preliminary estimate as all data collection on federal aids roads not complete.



The Regional Transit Network

Existing Public Transportation Network


- Bus
 - BAT
 - GATRA
 - MBTA
 - SSCAC
- Commuter Rail
 - Kingston Line
 - Middleborough/Lakeville Line
 - Stoughton Line
- Commuter Bus
 - Plymouth & Brockton
 - Peter Pan
- Airports
 - Plymouth Municipal
 - Cranland
 - Monponsett Pone SeaPlane Base
- Plymouth to Provincetown Ferry
- CSX Freight Rail

Issues Challenging the Regional Transit Network

- Reliable/Sustainable Funding
 - Public funding needed for state of good repair.
- Transit Gaps
 - BAT and GATRA regions do not intersect.
 - 2021 OCPC Feasibility Study.
 - Brockton VA Hospital.
- Aging Population
 - Transit/Paratransit Dependent.
- Underperforming Car and Bicycle Parking
 - Only one Park & Ride lot with bike parking.
 - Utilization increasing, but still lower than pre-COVID.

Recommendations

- Service & State of Good Repair
 - Additional service
- Mobility and Livability
 - Expand paratransit service area
- Intermodal
 - Increased use and expansion of commuter parking facilities
- Air, Water, and Freight Movement
 - Increase freight/goods movement via rail in OCPC Region
- Planning and Policy
 - Encourage interagency agreements to enhance service



Vulnerable Roadway Users

- Many of OCPCs goals, objectives, and policies include supporting a comprehensive and sustainable transportation network through the fostering of non-motorized active transportation choices
- Vulnerable Road User includes walkers, bikers, roadside workers, people using wheelchairs, scooters, skateboards, roller skates, etc.

Recommendations

- Continued support of the MassDOT Complete Streets Program
- Improve mobility and access to the pedestrian infrastructure network for all users
- Encourage/promote walking and bicycling as a viable healthy transportation alternative to automobile commuting and as a means to improve air quality



Recommendations Continued

- Coordinate efforts to improve bicycle facilities with surrounding municipalities and regional agencies.

Inter-Regional Bicycle Connections

Connections to the North

- South Coast Rail Phase 2 Rail ROW
- Route 28, Avon-Randolph (CSB)
- Route 139, Stoughton-Randolph
- North Quincy Street, Abington-Holbrook
- Pearl Street, Stoughton-Canton
- Page Street, Stoughton-Canton

Connections to the South

- Route 138, Easton-Raynham
- Route 106, Halifax-Middleborough
- Route 18, Bridgewater-Middleborough
- South Coast Rail Phase 2 Rail ROW
- State Road, Plymouth-Bourne (CSB)
- Herring Pond Road, Plymouth-Bourne
- Route 58, Plympton-Carver

Connections to the East

- Route 123, Hanover-Norwell

Connections to the West

- Route 106, Easton-Mansfield
- Bay Road, Easton-Sharon
- Route 27, Stoughton-Sharon

The Environment and Transportation

Recommendations

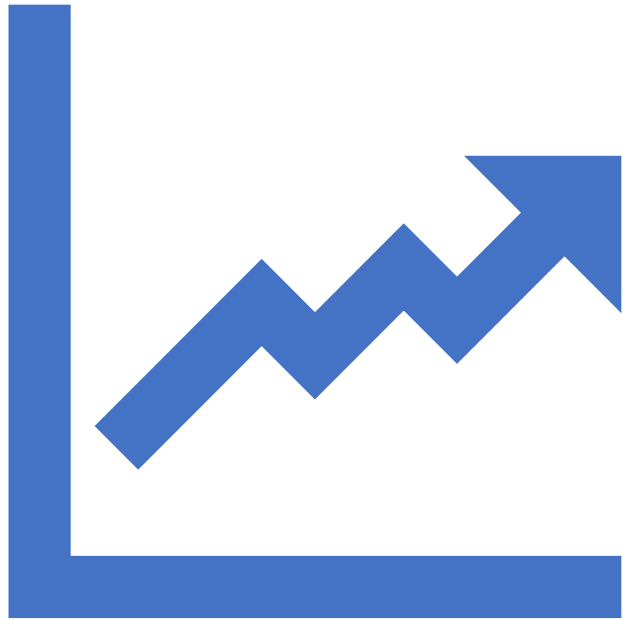
- Support Livable and Sustainable Land Use Strategies
- Ensure all projects programmed in the Transportation Improvement Program (TIP) reduce Greenhouse Gas (GHG) Emissions from existing conditions
- Minimize negative environmental impacts of the transportation system
- Strive to reduce single occupancy vehicle travel
- Encourage the formation of Transportation Management Associations (TMAs)



Safety and Security

Safety and Security Recommendations

- Continue to implement SAFE Systems approach in transportation planning
- Continue to maintain Safety Management System
- Target planning efforts and investments at identified high crash locations
- Fully program minimum HSIP targets each TIP year and seek to program Statewide HSIP funds when available/feasible for priority safety related projects
- Increase partnership and participation by elementary and middle schools in the Safe Routes to School Program



Financial
Outlook and
Fiscal
Constraint

2024-2044 Estimated Highway and Bridge Funding

	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

2024-2044 Operations and Maintenance, and Major Infrastructure Projects

	2024 to 2028	2029 to 2033	2034 to 2038	2039 to 2043	2044	TOTAL
Interstate MassDOT Pavement	\$ 489,885	\$ 618,593	\$ 759,552	\$ 841,850	\$ 179,060	\$ 2,888,940
Non-Interstate MassDOT Pavement	\$ 21,524,079	\$ 25,621,853	\$ 31,460,316	\$ 34,869,066	\$ 7,416,582	\$ 120,891,896
Statewide Bridge	\$ 30,706,903	\$ 34,931,389	\$ 42,891,221	\$ 47,538,518	\$ 10,111,350	\$ 166,179,380
Other (Remaining) Statewide Programs	\$ 51,176,632	\$ 57,514,877	\$ 70,620,819	\$ 78,272,639	\$ 16,648,438	\$ 274,233,405
Non-Federal Aid (NFA) Bridge Preservation	\$ 22,797,500	\$ 23,299,045	\$ 23,811,624	\$ 24,335,480	\$ 4,974,172	\$ 99,217,821
Regional Discretionary Funding						
Recon/Resurf/Rehab (Fed-Aid Roads)	\$ 35,000,000	\$ 40,250,000	\$ 49,507,500	\$ 54,953,325	\$ 11,540,198	\$ 191,251,023
Intersection Improvements/Safety	\$ 8,000,000	\$ 9,200,000	\$ 11,316,000	\$ 12,560,760	\$ 2,837,760	\$ 43,914,520
Traffic Flow and Mobility Improvements	\$ 8,500,000	\$ 9,775,000	\$ 12,023,250	\$ 13,345,808	\$ 2,840,798	\$ 46,484,855
Infrastructure (Signage, Guardrails, Etc.)	\$ 2,000,000	\$ 2,300,000	\$ 2,829,000	\$ 3,140,190	\$ 659,440	\$ 10,928,630
Transportation Alternatives Program Projects (Bicycle and	\$ 3,077,467	\$ 3,341,664	\$ 3,972,111	\$ 4,277,686	\$ 898,314	\$ 15,567,242
Ongoing Recon/Resurf/Rehab (Local Roads) Chapter 90	\$ 50,728,920	\$ 53,057,894	\$ 57,158,421	\$ 61,575,852	\$ 12,874,853	\$ 235,395,940
Total Project Expenses	\$ 234,001,386	\$ 259,910,315	\$ 306,349,813	\$ 335,711,173	\$ 70,980,965	\$ 1,206,953,652
Total Available Capital Funding	\$ 234,001,386	\$ 259,910,315	\$ 306,349,813	\$ 335,711,173	\$ 70,980,964	\$ 1,206,953,652

2024-2044 Transit Operations and Capital Projects

	2024 to 2028	2029 to 2033	2034 to 2038	2039 to 2043	2044	Total
49 U.S.C. Section 5307	\$ 16,856,133	\$ 18,683,631	\$ 20,709,259	\$ 22,954,501	\$ 4,881,303	\$ 84,084,827
State Contract Operating Assistance	\$ 37,057,680	\$ 39,921,646	\$ 43,006,950	\$ 46,330,700	\$ 9,687,255	\$ 176,004,230
BAT Fixed Route Bus Replacement, Hybrid Replacements, Technologies, AVL, Farebox	\$ 12,812,800	\$ 14,091,926	\$ 19,162,039	\$ 25,767,608	\$ -	\$ 71,834,373
BAT Intermodal Transportation Centre Improvements	\$ 500,000	\$ 1,000,000	\$ 1,250,000	\$ 1,500,000	\$ 2,150,000	\$ 6,400,000
BAT Ongoing Paratransit Bus Replacement	\$ 3,109,600	\$ 3,367,556	\$ 5,853,066	\$ 4,415,113	\$ 2,666,159	\$ 19,411,494
SSAC Ongoing Vehicle Replacement	\$ 2,230,800	\$ 3,175,124	\$ 3,863,024	\$ 4,699,959	\$ 1,184,959	\$ 15,153,866
Total Operating and Project Expenses	\$ 72,567,013	\$ 80,239,882	\$ 93,844,338	\$ 105,667,881	\$ 20,569,676	\$ 372,888,790
Total Available Operating and Capital Funding	\$ 91,545,831	\$ 99,145,648	\$ 107,389,703	\$ 116,333,957	\$ 24,405,950	\$ 438,821,090



Questions?

Bill McNulty, PTP

wmcnulty@ocpcrpa.org

(774) 539-5103



August 15, 2023 Old Colony MPO Meeting
Agenda Item 9

2023 Old Colony Coordinated Human Services Transportation
Plan (CHSTP)

- Review and Potential Release to Public Review and Comment Period

Summary

The Coordinated Human Services Transportation (CHST) Plan is a document updated every four years (similar to the Public Participation Plan and Long-Range Transportation Plan) and is a vital document for any transit agency. The CHST Plan summarizes and addresses the needs of any and all public transportation/ transit providers in the Old Colony Region, including fixed route bus service, paratransit service, commuter bus, and taxi companies.

The Coordinated Human Services Transportation Plan focuses on three of the many available programs under the Bipartisan Infrastructure Law (BIL):

- 5310 (Formula Grants for the Enhanced Mobility of Seniors and Individuals with Disabilities) - Mobility Management
 - Provides Mobility Management funding through a formula program to increase mobility for older adults, people with disabilities and special needs.

- 80% federal funding/20% local matching
- Yearly application process through MassDOT
- 5310 (Formula Grants for the Enhanced Mobility of Seniors and Individuals with Disabilities) - Operations
 - Provides Operational Program funding through a formula program to increase mobility for older adults, people with disabilities and special needs.
 - 50% federal funding/50% local matching
 - Yearly application process through MassDOT
- 5307 (Urbanized Area Formula Grants) and 5311 (Formula Grants for Rural Areas)
 - Provides capital and operating assistance for public transit systems.
 - 80% federal funding/20% local matching
 - Yearly application process through Massachusetts Executive Office of Transportation

The MassDOT Community Transit Grant (CTG) Program will also be added to the CHST Plan as providers in the Old Colony Region have and will continue to apply for funds through this Program. There are three types of eligible projects: operating, mobility management, and accessible vehicles. This grant requires a 50% local match for operating projects, and 20% for mobility management, vehicle, or other capital. The CTG Program awards two funding sources: the previously mentioned 5310 funding and the State Mobility Assistance Program (MAP) funding.

A 21-Day Public Review and Comment Period of the CHSTP is respectfully requested to begin on August 15, 2023. Following the comment period, a Revised Draft LRTP will be presented to the Old Colony MPO for review and potential endorsement on September 19, 2023.

For more information about the CHSTP or to submit public comments, please contact Shawn Bailey at sbailey@ocpcrpa.org.

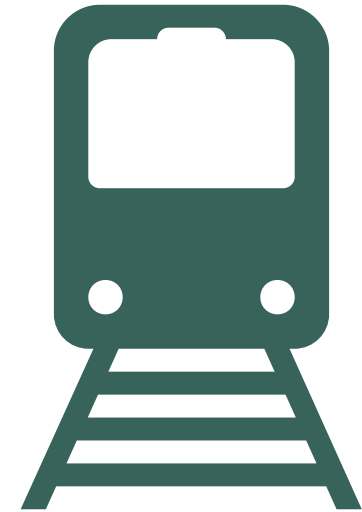


Draft 2023 Coordinated Human Services Transportation (CHST) Plan

Shawn Bailey
Senior Transportation Planner
August 15, 2023 MPO Meeting

Introduction

- Any project seeking 5310 funds must be part of a CHST Plan.
- Serving Transportation Disadvantaged populations.
 - Unable to transport themselves.
- Specific needs such as medical, school, employment, and shopping.



Specials Needs Transportation

- Any mode of transportation used by those defined as transportation disadvantaged or with a special transportation need.
- Includes types such as:
 - Fixed route
 - Paratransit
 - Rideshare
 - Volunteer driver programs
 - Any other federal/state/local funded mode



Funding Programs

Program	Description	Funding Breakdown	Action/Steps
5310 Enhanced Mobility of Seniors and Individuals with Disabilities – Mobility Management	Provides mobility management funding through a formula program to increase mobility for older adults and people with disabilities/ special needs.	~ 80% federal funding ~ 20% local matching	Yearly application process through Massachusetts Department of Transportation
5310 Enhanced Mobility of Seniors and Individuals with Disabilities – Operations	Provides operational program funding through a formula program to increase mobility for older adults and people with disabilities/ special needs.	~ 50% federal funding ~ 50% local matching	Yearly application process through Massachusetts Department of Transportation
5307 Large Urban Cities & 5311 Rural and Small Urban Areas	Provides capital and operating assistance for public transit systems.	~ 80% federal funding ~ 20% local matching	Yearly application process through Massachusetts Executive Office of Transportation
Community Transit Grant Program	Provides operating, mobility management, and accessible vehicle funding for older adults and people with disabilities.	<u>Operating</u> ~ 50% MassDOT funding ~ 50% local matching <u>Mobility Management & Accessible Vehicles</u> ~ 80% MassDOT funding ~ 20% local matching	Yearly application process through Massachusetts Department of Transportation



Coordinated Transportation

- Coordination with transit providers to address gaps
- Utilization of Ride Hail services (micro transit, Uber, Lyft) to fill gaps
- Group riders from different funded agencies
- Leverage purchasing power for vehicles and training



Transportation Providers

- Brockton Area Transit Authority (BAT)
- Greater Attleboro Taunton Regional Transit Authority (GATRA)
- South Shore Community Action Council (SSCAC)
- Commuter Bus (P&B, Peter Pan)
- Councils on Aging
- Old Colony Area Agency on Aging (AAA)
- Private transportation providers



Unmet Service Needs

- Expanded Public Transportation Service Area and Hours
- More Transportation Options to Areas with a Concentration of Employers
- Connect Regional Transit Authorities to Facilitate Regional Mobility
 - BAT and GATRA



Strategies

- Micro Transit
- Increase Fixed Route Service Area and Hours
- Increase Paratransit Service Area and Hours
- Expand Volunteer Driver Programs
- Promote increased transit connections
- Expand Paratransit buffer beyond $\frac{3}{4}$ mile
- Same Day Transportation Services



Questions?



Contact Information:

Shawn Bailey

Senior Transportation Planner

Phone: (774) 539-5124

Email: sbailey@ocpcrpa.org



August 15, 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. Under the combined RCN Program, USDOT is offering three grant types: Community Planning Grants, Capital Construction Grants, and Regional Partnerships Challenge Grants. The NOFO can be found on [Grants.gov](#). **Applications must be submitted through Valid Eval (links below)** by September 28, 2023 by 11:59 pm EDT. 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](#)

FTA Announces \$13.4 Million Funding Opportunity for Transit-Oriented Development

FTA has announced the [availability](#) of approximately \$13.4 million in competitive grant funds through the Federal Transit Administration's (FTA) [Pilot Program for Transit-Oriented Development \(TOD\) Planning](#). The funding will support local planning and investment near transit hubs to promote sustainable, livable, and equitable communities.

TOD links public transportation, land use, and housing to create communities that are connected to transit and walkable. TOD planning can reduce transportation costs for American families and reduce their carbon footprint by improving transit access to jobs and services.

To apply for funding, an applicant must be an existing FTA grant recipient – either a project sponsor of an eligible transit project or an entity with land use planning authority in the project corridor. To ensure that work meets the needs of the local community, transit project sponsors and land use planning authorities must partner to conduct the planning work.

FTA will host a [webinar](#) on **Thursday, August 17, 2023**, from 2-3:30 p.m., ET to discuss the requirements for funding, application eligibility and criteria, and the submission process. Participants will learn more about the Pilot Program for Transit-Oriented Development (TOD) Planning program and how to apply. The webinar will include an opportunity to ask questions.



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

- **September 19, 2023 at 10 AM**
- **October 17, 2023 at 10 AM**
- **November 21, 2023, at 10 AM**
- **December 19, 2023 at 10 AM**

August 15, 2023 Old Colony MPO Meeting
Agenda Item 11
Adjournment

Summary

Adjournment of meeting.