

# OLD COLONY METROPOLITAN PLANNING ORGANIZATION (MPO)

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

## NOTICE OF VIRTUAL MEETING

Tuesday, January 16, 2024, 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 November 21, 2023 Old Colony MPO Meeting
4. Brockton Area Transit Authority (BAT) Report
5. Greater Attleboro Taunton Regional Transit Authority (GATRA) Report
6. MassDOT District 5 Updates on Projects Under Design or Construction
7. Performance Based Planning and MassDOT Proposed Performance Measures and Targets (PM1)
  - Discussion, and Possible Adoption of the Proposed Set of Federally Required Performance Measures and Targets Pertaining to Highway Safety (PM1) for 2024
8. FFY 2024-2028 Old Colony Transportation Improvement Program (TIP) Adjustments and/ or Amendments
  - Amendment 2 (Community Transit Grants - BAT, Bridgewater, AAA, and SSCAC Projects) - Review and Potential Release to Public Review and Comment Period
9. Old Colony Transportation Improvement Program (TIP) - Revised Transportation Evaluation Criteria (TEC)
  - Review and Potential Endorsement
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 180 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).

January 16, 2024 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.”**

January 16, 2024 Old Colony MPO Meeting  
Agenda Item 2  
Public Comments

**Summary**

Public comments.

January 16, 2024 Old Colony MPO Meeting  
Agenda Item 3  
Minutes of November 21, 2023 Old Colony MPO Meeting

**Summary**

The Old Colony MPO is respectfully asked to consider approval of the November 21, 2023 Old Colony MPO Meeting Minutes.

# OLD COLONY METROPOLITAN PLANNING ORGANIZATION (MPO)

Minutes of the Old Colony MPO Virtual Meeting, November 21, 2023 - 10:00 A.M., Held Via Zoom

## Signatories Present:

Stephen Woelfel, Representing Monica Tibbits, Secretary and CEO, MassDOT  
Sandra Serpa, Representing Jonathan Gulliver, Administrator, MassDOT Highway Division  
John Messia, Representing Mayor Robert Sullivan, City of Brockton  
Lee Hartmann, Representing Richard Quintal, Chair, Select Board, Town of Plymouth  
Dan Salvucci, Vice-Chair, Board of Selectmen, Town of Whitman  
Michael Lambert, Administrator, Brockton Area Transit (BAT)  
Mary Waldron, Representing Becky Coletta, President, Old Colony Planning Council (OCPC)

## Others Present:

Rick Jordan, Avon  
Sristhi Jain, Bridgewater  
Kelly Forrester, Brockton Area Transit Authority (BAT)  
Glenn Geiler, Brockton Area Transit Authority (BAT)  
Kathy Riddell, Brockton Area Transit Authority (BAT)  
Linda Sacchetti, Brockton Area Transit Authority (BAT)  
Joshua Barber, Federal Highway Administration (FHWA)  
Paul Basler, Kingston  
Derek Krevat, Massachusetts Department of Transportation (MassDOT)  
Barbara Lachance, Massachusetts Department of Transportation (MassDOT) District 5  
Andrew Wang, Massachusetts Department of Transportation (MassDOT)  
Raissah Kouame, Massachusetts Department of Transportation (MassDOT)  
Charles Kilmer, OCPC  
Bill McNulty, OCPC  
Guoqiang Li, OCPC  
Ray Guarino, OCPC  
Kyle Mowatt, OCPC

## 1. Call to Order and Introductions

Chairperson Stephen Woelfel called the meeting to order at 10:02 A.M. Charles Kilmer then read the meeting accessibility statement, and the Title VI Notice of Protection Statement.

## 2. Public Comments

There were no public comments.

## 3. Minutes of the October 17, 2023 Meeting

Chairperson Woelfel asked the MPO Members for comments or changes regarding the minutes of the October 17, 2023 meeting.

Dan Salvucci made a motion and Lee Hartmann seconded to endorse the minutes of the October 17,

# OLD COLONY METROPOLITAN PLANNING ORGANIZATION (MPO)

2023 meeting.

There being no changes, the Old Colony MPO then voted to endorse the minutes of the October 17, 2023 Old Colony MPO Meeting. Sandra Serpa abstained from the vote.

## 4. Brockton Area Transit (BAT) Report

Michael Lambert reported on the following items:

- October saw the highest monthly ridership since the ending of the Covid pandemic. Ridership surpassed the previous benchmark by 20,000 trips. There is a plan in place to boost those numbers even further. Starting in November, Saturday and Sunday service was doubled. With a grant from the state, there will be free fares for 6 months, from December 1 through May, 2024.
- This will be Glenn Geiler's last Old Colony MPO Meeting. BAT extends a thank you to her for the many years of service and hard work.

## 5. Greater Attleboro Taunton Regional Transit Authority Report

There was no update from GATRA at this time.

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

Barbara Lachance of MassDOT District 5 provided an update on projects under design or construction.

607403 - STOUGHTON - CORRIDOR IMPROVEMENTS ON ROUTE 138, FROM 300 FEET NORTH OF CHARLES AVENUE TO LINCOLN STREET (PHASE 1)

- Bids opened but not awarded yet

608279 - STOUGHTON - INTERSECTION IMPROVEMENTS AND RELATED WORK AT CENTRAL STREET, CANTON STREET AND TOSCA DRIVE

- Bids opened but not awarded yet

609052 - BROCKTON - INTERSECTION IMPROVEMENTS AT CENTRE STREET (ROUTE 123) AND PLYMOUTH STREET

- ICE Stage 1 review complete
- Next Step is the utility site walk

609410 - BROCKTON - INTERSECTION IMPROVEMENTS AND RELATED WORK AT CENTRE STREET (ROUTE 123), CARY STREET AND LYMAN STREET

- PS&E Review complete

613352 – STOUGHTON - CORRIDOR IMPROVEMENTS ON ROUTE 138, FROM 300 FEET NORTH OF CHARLES AVENUE TO LINCOLN STREET (PHASE 2)

- MassDOT Headquarters will be reaching out to continue moving forward

## OLD COLONY METROPOLITAN PLANNING ORGANIZATION (MPO)

607818 - BROCKTON - INTERSECTION IMPROVEMENTS AT LYMAN STREET/GROVE STREET/SUMMER STREET & REPLACEMENT OF GROVE STREET BRIDGE, B-25-005, OVER SALISBURY PLAIN RIVER

- ICE Stage 1 and Stage 2 under review

608195 - EASTON - CORRIDOR IMPROVEMENTS ON ROUTE 138 INCLUDING INTERSECTION IMPROVEMENTS AT ROUTE 138 (WASHINGTON STREET) AND ELM STREET

- PS&E Submission anticipated mid-December, 2023

609440 - ABINGTON - INTERSECTION IMPROVEMENTS AT HANCOCK STREET AND CHESTNUT STREET

- At 75% Design
- New Schedule is needed

606002 - KINGSTON, DUXBURY - INTERSECTION IMPROVEMENTS AT ROUTE 3 RAMPS (NB/SB) AND ROUTE 3A (TREMONT STREET)

- ICE Stage 1 is under review

611979 - AVON - INTERSECTION IMPROVEMENTS AT ROUTE 28, SPRING STREET AND HARRISON BOULEVARD

- Pre-25% Design
- New Schedule is needed

609520 - BROCKTON, ABINGTON - PEDESTRIAN AND BICYCLE IMPROVEMENTS ON ROUTE 123

- ICE Stage 2 under review

608506 - HANSON - CORRIDOR IMPROVEMENTS ON ROUTE 14 (MAQUAN STREET), FROM THE PEMBROKE T.L. TO INDIAN HEAD STREET AND RELATED WORK

- Waiting for Subsurface Utility Exploration (SUE) to be scheduled

612525 - ABINGTON - INTERSECTION IMPROVEMENTS, RANDOLPH STREET AND RICHARD A FITTS DRIVE (ROUTE 139) AT CHESTNUT STREET AND OLD RANDOLPH STREET

- Pre-25% Design
- ICE Revision 2 Underway
- Anticipate 25% Design in February, 2024

612769 - HANOVER - CORRIDOR IMPROVEMENTS ON ROUTE 139 (HANOVER STREET) AT MAIN STREET, CENTER STREET AND SILVER STREET

- Pre-25% Design
- ICE Review underway
- Anticipate 25% Design in April, 2024

612262 - BROCKTON - INTERSECTION IMPROVEMENTS AT ROUTE 123 (BELMONT STREET), PEARL STREET AND STONEHILL STREET

- Pre-25% Design
- Anticipate 25% Design in May, 2024
- Coordination Meeting scheduled for December 8, 2023



# OLD COLONY METROPOLITAN PLANNING ORGANIZATION (MPO)

612770 - ABINGTON - INTERSECTION IMPROVEMENTS AT ROUTE 18 (BEDFORD STREET) AND ROUTE 123 (BROCKTON AVENUE)

- Pre-25% Design
- Scoping checklist is complete

611981 - STOUGHTON - INTERSECTION IMPROVEMENTS AT CANTON STREET (ROUTE 27), SCHOOL STREET AND SUMMER STREET

- Pre-25% Design
- ICE Stage 1 Revision 3 under review

Dan Salvucci inquired about the Route 14 Project in Hanson. Barbara Lachance is not sure when this project will start. Barbara Lachance said that she will reach out to the Project Manager to get an update.

Charles Kilmer inquired about the Brockton - Belmont Street (Route 123) Phase 3 Construction Project, asking what the estimated time for project completion is. Barbara Lachance stated that striping is being done now and the final completion date is July, 2024.

Charles Kilmer asked whether the coordination meeting on December 8 for the Route 123, Pearl and Stonehill Street Project is an internal MassDOT or an external meeting. Barbara Lachance will find out and let everyone know.

## 7. FFY 2024-2028 Old Colony Transportation Improvement Program (TIP) Adjustments and/ or Amendments

- **Amendment 1 (BAT, Brockton, and Plymouth Projects) - Public Comments and Potential Endorsement**
- **Adjustment 1 (BAT and Brockton Area Arc) - Review and Potential Endorsement**

### Amendment 1

Bill McNulty discussed Amendment 1, as released to Public Review and Comment Period on October 17, 2023. Bill McNulty also discussed the revisions to Amendment 1 as a result of the public review and comment period.

### FFY 2024

#### Transit

- BROCKTON AREA TRANSIT (BAT) PURCHASE OF MISCELLANEOUS POWER END ELECTRICAL EQUIPMENT
  - Total Project Cost is \$400,000
  - Action Following Public Review and Comment: Remove from Amendment 1. BAT no longer intends to pursue project and program
- BROCKTON AREA TRANSIT - PURCHASE OF BATTERY ELECTRIC BUSES AND CHARGING EQUIPMENT
  - ADDING PROJECT



# OLD COLONY METROPOLITAN PLANNING ORGANIZATION (MPO)

Community Transit Grant Projects that were amended earlier into the FFY 2023-2027 TIP:

## FFY 2024

- BROCKTON AREA ARC: BUY VAN FOR SERVICE EXPANSION
  - Massachusetts Community Transit Grant (CTG)
  - Awarded Amount: \$55,863
  
- BROCKTON AREA TRANSIT (BAT) BUY REPLACEMENT TYPE E2b VANS
  - Massachusetts Community Transit Grant (CTG)
  - Awarded Amount: \$63,600
  
- BROCKTON AREA TRANSIT (BAT) BUY REPLACEMENT TYPE Ca VAN
  - Massachusetts Community Transit Grant (CTG)
  - Awarded Amount: \$24,200

Chairperson Woelfel asked if there is a motion to approve Adjustment 1.

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

The Old Colony MPO then voted unanimously to approve Adjustment 1.

## 8. Adjusted 2020 Urbanized Area Boundaries - Presentation and Discussion of Proposed Adjustments and Revisions to Urbanized Area Boundaries

- Review and Potential Endorsement

Raissah Kouame and Charles Kilmer presented on the Adjusted 2020 Urbanized Area Boundaries.

### Adjusted Urbanized Areas & Smoothing - MassDOT working collaboratively with MPOs to define, review, and confirm adjusted urbanized areas. Final versions to be reported to FHWA.

- Aligning with existing planning boundaries
- Incorporating local knowledge of urban landscape
- Addressing irregularities in boundary shapes
- Maintaining consistency with highway functional classifications

### Adjustment Considerations

- Include entire municipality
- Include areas with urban characteristics
- Include large/significant traffic generators, e.g., airports, industrial areas, transportation terminals, transit routes
- Boundaries should be simple, without irregularities
- Boundaries should not split roadways or ramps
- Boundaries should be one contiguous area

The proposed adjustments are as follows:

## Kingston

## **OLD COLONY METROPOLITAN PLANNING ORGANIZATION (MPO)**

Route 44 EB and WB and the sliver of land between the routes urban and leave the rest of the area rural - this would provide no urban/ rural designation break in Route 44

### **Plymouth**

Adding contiguous eastern portion of Pine Hills (Long Ridge Road) and development along Beaver Dam Road to the boundary with Minuteman Lane to align with existing Urbanized Area

Chairperson Woelfel asked if there is a motion to endorse Adjusted 2020 Urbanized Area Boundaries.

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

The Old Colony MPO then voted unanimously to endorse Adjusted 2020 Urbanized Area Boundaries.

### **9. Administrative Matters, Other Business, and Date and Time of Next Meeting(s)**

Charles Kilmer reported on the following items:

- Safe Routes to School (SRTS) Webinar for Municipalities - January 24, 2024
- FY 2024 Regional Transit Innovation Grant - Applications due by December 8, 2023
- AMPO NOFO Tracker - Identifies and tracks federal funding opportunities from the Bipartisan Infrastructure Law (BIL)/ Investment, Infrastructure, and Jobs Act (IIJA) that are most relevant to MPOs

### **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).

Charles Kilmer stated that this has been the busiest MPO year ever with 11 MPO Meetings held in 2023. The enthusiasm and attendance are much appreciated. Thank you to the MPO signatories for attending.

Mary Waldron welcomed Rick Jordan, Town Planner, from Avon to the MPO Meetings.

### **2024**

- **January 16, 2024 at 10 AM**
- **February 20, 2024 at 10 AM**
- **March 19, 2024 at 10 AM**
- **April 16, 2024 at 10 AM**
- **May 21, 2024 at 10 AM**
- **June 18, 2024 at 10 AM**

### **10. Adjournment**

Chairperson Woelfel adjourned the meeting at 10:40 AM.

# OLD COLONY METROPOLITAN PLANNING ORGANIZATION (MPO)

Respectfully submitted,

*Kyle Mowatt*

Kyle Mowatt, Senior Transportation Planner

## **List of Documents for the November 21, 2023 Old Colony MPO Meeting**

- Minutes of October 17, 2023, Old Colony MPO Meeting
- Staff Report for November 21, 2023 Old Colony MPO Meeting Agenda Items

January 16, 2024 Old Colony MPO Meeting  
Agenda Item 4  
Brockton Area Transit Authority (BAT) Report

**Summary**

Brockton Area Transit Authority to provide report.

January 16, 2024 Old Colony MPO Meeting

Agenda Item 5

Greater Attleboro Taunton Regional Transit Authority Report

**Summary**

Greater Attleboro Taunton Regional Transit Authority to provide report.

January 16, 2024 Old Colony MPO Meeting

Agenda Item 6

MassDOT District 5 Updates on Projects Under Design or  
Construction

**Summary**

MassDOT District 5 to provide report.



January 16, 2024 Old Colony MPO Meeting  
Agenda Item 7

Performance Based Planning and MassDOT Proposed  
Performance Measures and Targets (PM1)

- Discussion, and Possible Adoption of the Proposed Set of Federally Required Performance Measures and Targets Pertaining to Highway Safety (PM1) for 2024

**Summary**

In 2016, the Federal Highway Administration (FHWA) established a rule requiring all State DOTs and MPOs to establish performance measures in three areas: Improving Highway Safety (PM1); Maintaining Pavement and Bridges in States of Good repair (PM2); and Reducing Congestion, Improving System Efficiency and Freight Movement (PM3). Metropolitan Planning Organizations were given the option of adopting statewide performance targets or establishing their own. The Old Colony MPO has opted each year to adopt the statewide targets established by the Massachusetts Department of Transportation.

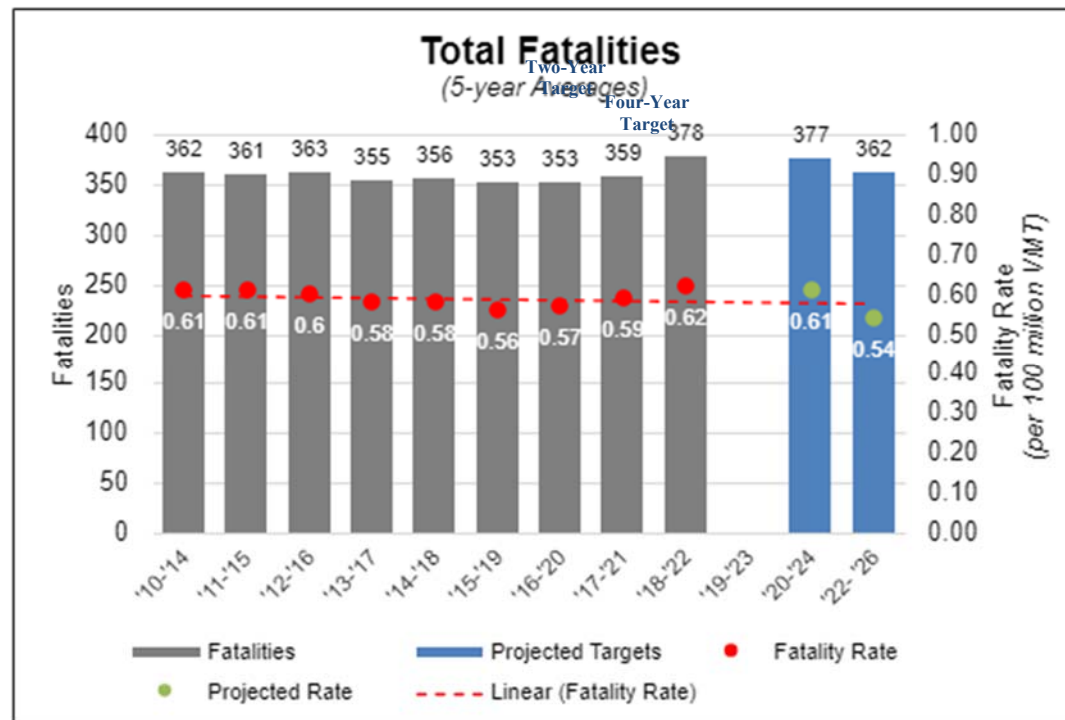
**MassDOT CY24 Safety Performance Measure Targets (PM1)**

**Total Fatalities:** Per Federal Highway Administration (FHWA) guidance, the calendar year (CY) 2024 target setting process began with a trend line projection based on the

most recent available data. This year, MassDOT also developed a 2022-2026 target to be consistent with the Highway Safety Office and National Highway Traffic Safety Administration (NHTSA). Due to higher rates of speeding caused by decreased vehicle miles traveled (VMT) amid pandemic shutdowns in 2020 and the lingering impacts in 2021 and 2022, roadway fatalities were increasing relative to previous years. Furthermore, the Infrastructure Investment and Jobs Act (IIJA) requires “performance targets to demonstrate constant or improved performance,” so Massachusetts is unable to use increasing “targets.” Although the latest 2023 data suggests fatalities are trending towards pre-COVID levels, the data is incomplete and was not used when the target setting process began. Therefore, MassDOT developed the target for CY 2024 by projecting the 2023 and 2024 fatalities to be in line with pre-COVID data. As a result, year over year changes reflect a decrease of approximately 20% when comparing 2021 and 2022 to 2023 and 2024. However, the 5-year average from 2018-2022 to 2020-2024 sees only a minor decrease from 378 to 377. If this trend continues, the 2022-2026 average will drop to 362, a reduction of 4%.

As always, MassDOT’s overarching goal is zero deaths and this goal will be pursued by implementing strategies from the [Strategic Highway Safety Plan \(SHSP\)](#). The Massachusetts SHSP and [Vulnerable Road User Safety Assessment](#) were both updated and finalized in 2023. These strategies help provide details on how the state will drive down fatalities and serious injuries. Moreover, it should be restated that while MassDOT developed numeric targets, the goal is 0 and MassDOT will continue to work toward that goal by implementing SHSP strategies.

**Fatality Rate:** The fatality rate represents five-year average fatalities divided by five-year average VMTs. The COVID-19 pandemic greatly impacted VMT, causing fatality rates to spike in 2020 with significantly lower VMT and slightly higher fatalities. Data projections for 2023 indicate VMT will exceed pre-pandemic levels. Consequently, the five-year average fatality rate is expected to decrease from 0.62 fatalities per 100 million VMT for 2018-2022, to 0.61 fatalities per 100 million VMT in 2020-2024, a reduction of 1.63%. If this trend continues, MassDOT projects a decrease to 0.54 fatalities per 100 million VMT, a reduction of 12%.



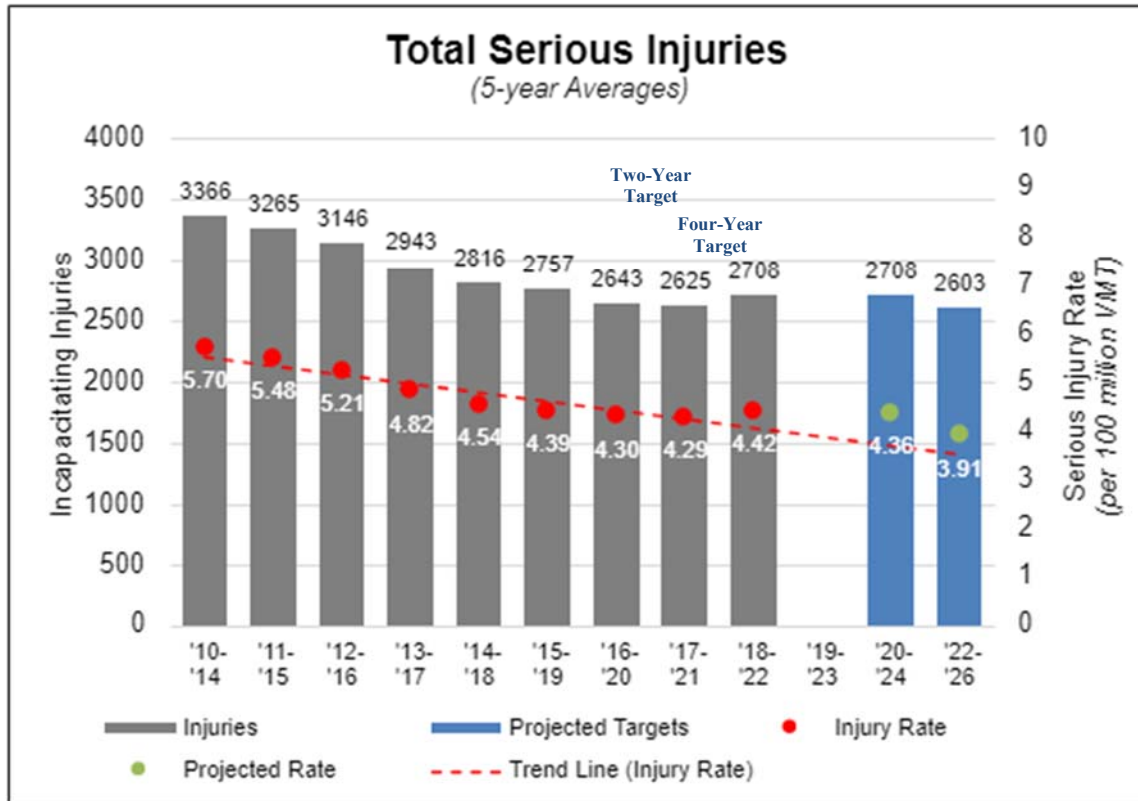
*Note: 2023 data is not complete and therefore was not used for target setting purposes.*

**Total Serious Injuries:** The target setting process began with a trend line projection based on the most recent available data. The 2021 and 2022 serious injury data were

not finalized in the statewide crash system during this process, so it is possible these figures will change once that data becomes final.

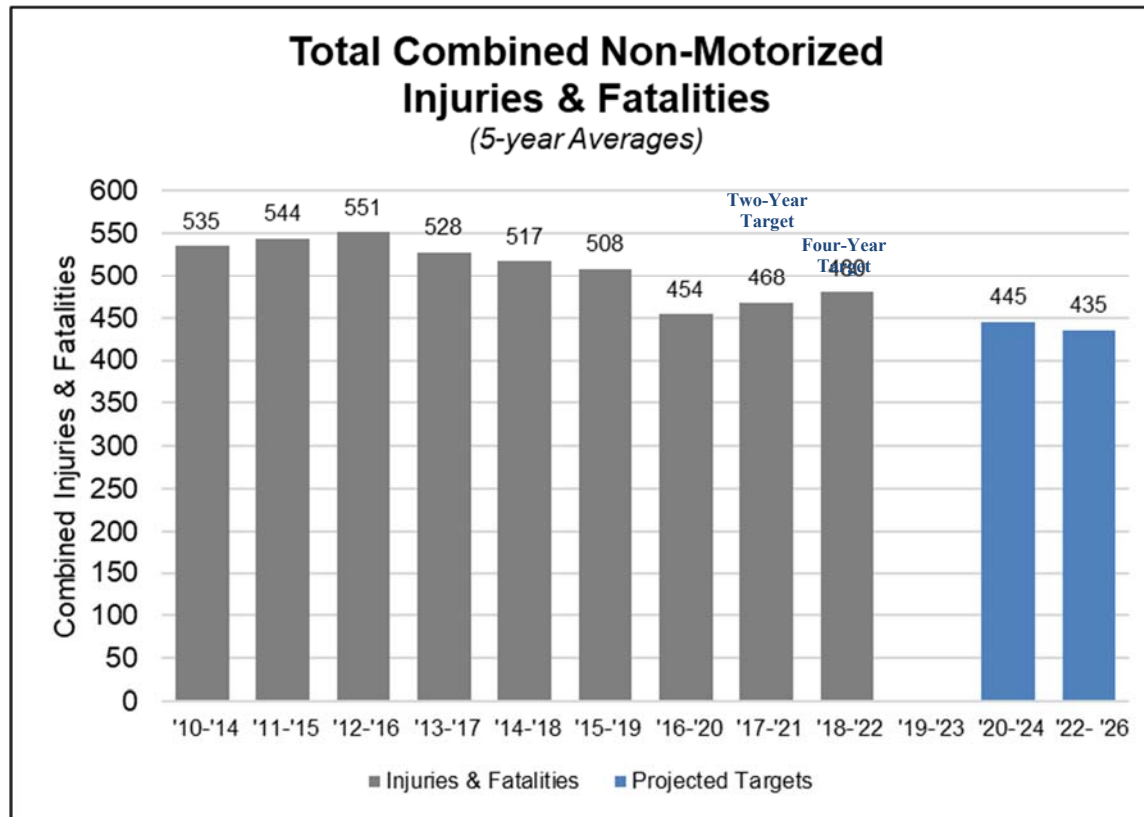
Due to higher rates of speeding caused by decreased VMT amid pandemic shutdowns in 2020 and the lingering impacts in 2021 and 2022, serious injuries increased relative to previous years. Although the latest 2023 data suggests serious injuries are trending towards pre-COVID levels, the data is incomplete and was not used when the target setting process began. Therefore, MassDOT developed the target for CY 2024 by projecting the 2023 and 2024 serious injuries to be in line with pre-COVID data. As a result, year over year changes reflect a decrease of approximately 10% when comparing 2021 and 2022 to 2023 and 2024. However, the 5-year average from 2018-2022 to 2020-2024 remains the same at 2,708 serious injuries. If this trend continues, the 2022-2026 average will drop to 2,603, a 4% reduction.

**Serious Injuries Rate:** Similar to the fatality rate, serious injury rates were greatly impacted due to COVID. Following the methods above, the projection is now 4.36 serious injuries per 100 million VMT for 2020-2024. This reflects a 1.36% reduction compared to the 2018-2022 serious injuries rate of 4.42. If this trend continues, the 2022-2026 rate will drop to 3.91 serious injuries per 100 million VMT, an 11% reduction.



*Note: 2023 data is not complete and therefore was not used for target setting purposes.*

**Total Number of Non-Motorized Fatalities and Serious Injuries:** The number of non-motorized fatalities and serious injuries decreased during the start of the pandemic in 2020, followed by an increase in 2021 and dramatic spike in 2022. Based on the state’s emphasis on vulnerable road users, MassDOT anticipates the 2023 and 2024 numbers to match those from 2020. This results in a 5-year average of non-motorist fatalities and serious injuries decreasing from 480 (2018-2022) to 445 (2020-2024), a 7.3% reduction. Looking ahead to 2026, the average combined non-motorist fatalities and serious injuries is expected to decrease to 435, a reduction of approximately 9%.



*Note: 2023 data is not complete and therefore was not used for target setting purposes.*

**Note:** The fatality and serious injury data contained here was developed to align with the data included in MassDOT's annual Highway Safety Improvement Program (HSIP) report. As such, historical data may be different from what was reported in prior years. The targets were developed in coordination with the Executive Office of Public Safety and Security (EOPSS), the Highway Safety Division (HSD), and other sections within MassDOT. Although MassDOT emphasizes that the state's goal is zero fatalities and serious injuries, the state targets presented here are not "goals" but realistic targets considering the events of the last 3+ years. The Secretary of Transportation and

Highway Division Administrator for MassDOT approved the targets recognizing that MassDOT must demonstrate short term incremental steps in order to achieve the Commonwealth's goal.



# Safety Performance Measures



# Performance Measures Background

- In 2016, FHWA passed a rule establishing three performance measures (PM1, PM2, and PM3) that State DOTs and MPOs must track, as required by MAP-21 and the FAST Act.

PM1

- Improving safety

PM2

- Maintaining pavement and bridge conditions

PM3

- Improving efficiency of the system and freight movement
- Reducing traffic congestion
- Reducing emissions

# Required Performance Measures under PM1

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## Roadway Fatalities

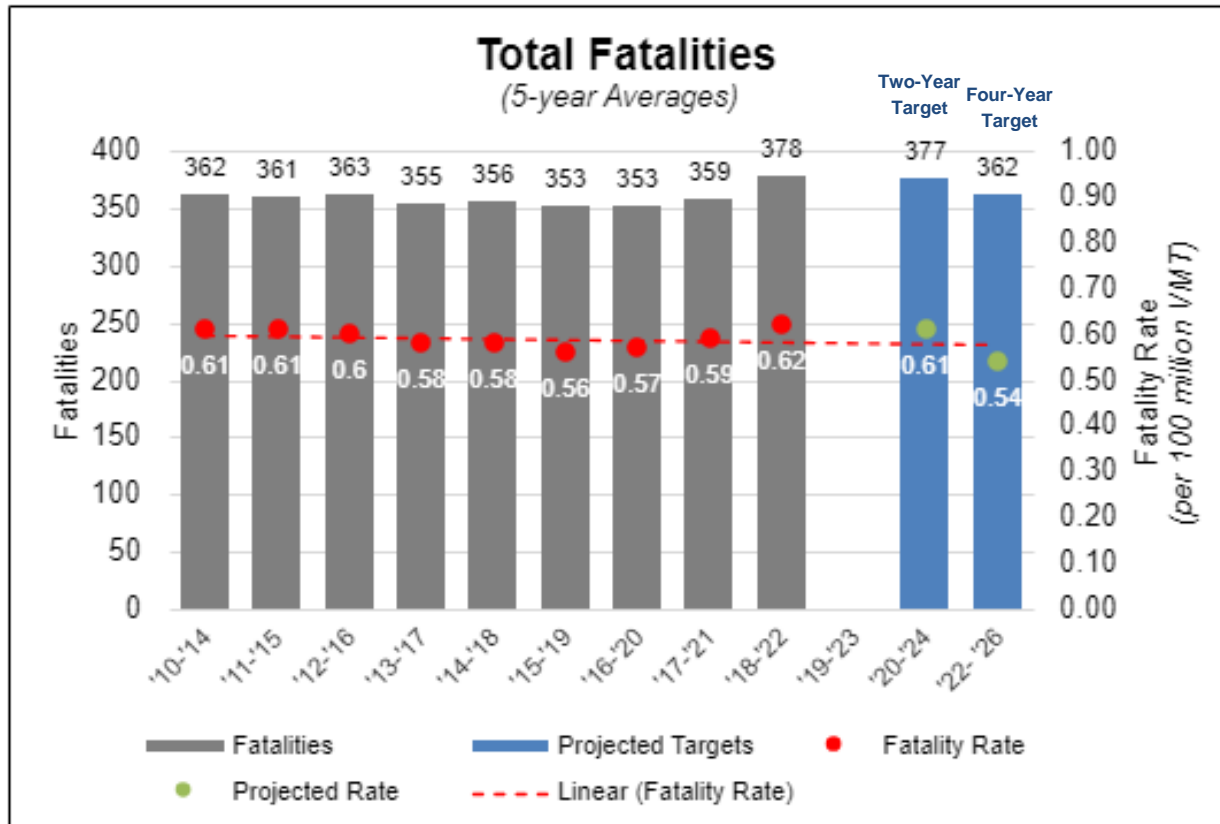
- Total number of roadway fatalities
- Rate of roadway fatalities (per 100 million vehicle miles traveled)

## Roadway Serious Injuries

- Total number of roadway serious injuries
- Rate of roadway serious injuries (per 100 million vehicle miles traveled)

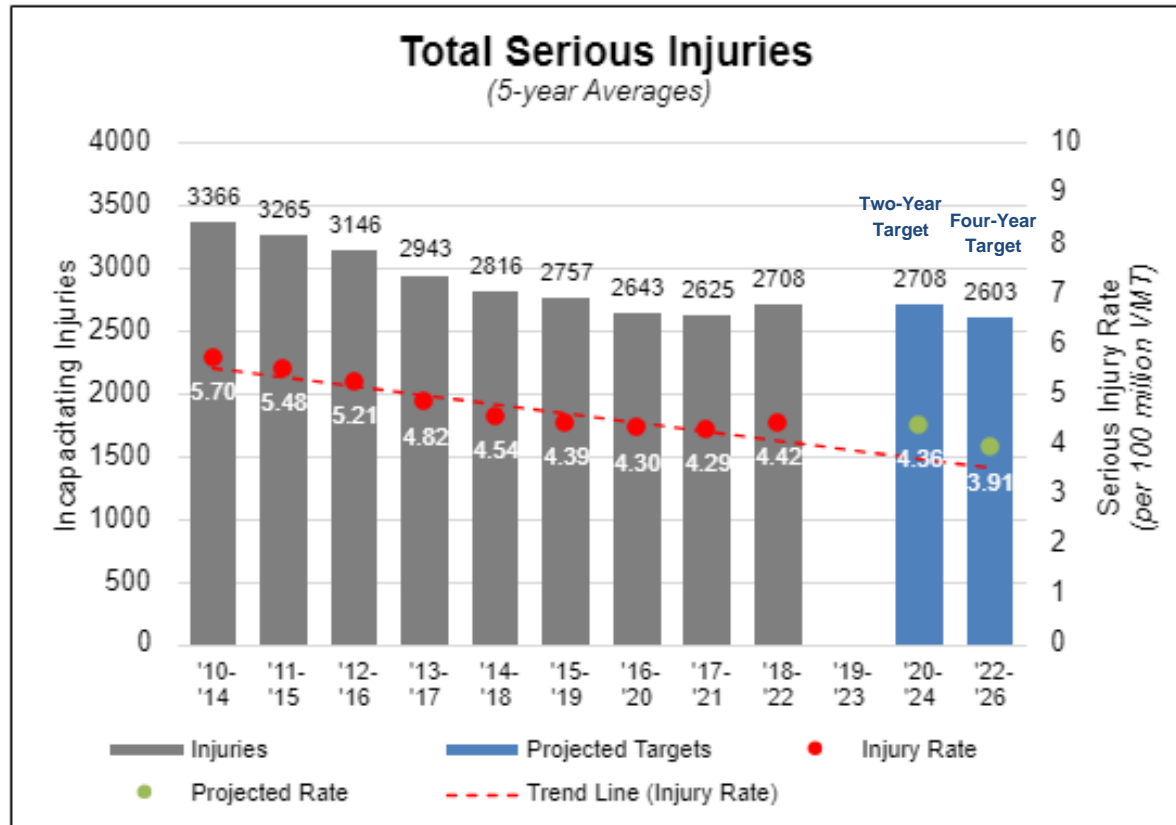
## Total Nonmotorized Fatalities and Serious Injuries

# Fatalities



- CY 2024 targets (**377** for total fatalities and **.61** for the rate for the two-year target and **362** for total fatalities and **.54** for the rate for the four-year target). MassDOT developed the target for CY 2024 by projecting the 2023 and 2024 fatalities to be in line with pre-COVID data. As a result, year over year changes reflect a decrease of approximately 20% when comparing 2021 and 2022 to 2023 and 2024.
- MassDOT’s long-term goal is zero as a Vision Zero state, but this methodology was developed to project a downward trend based on federal requirements.

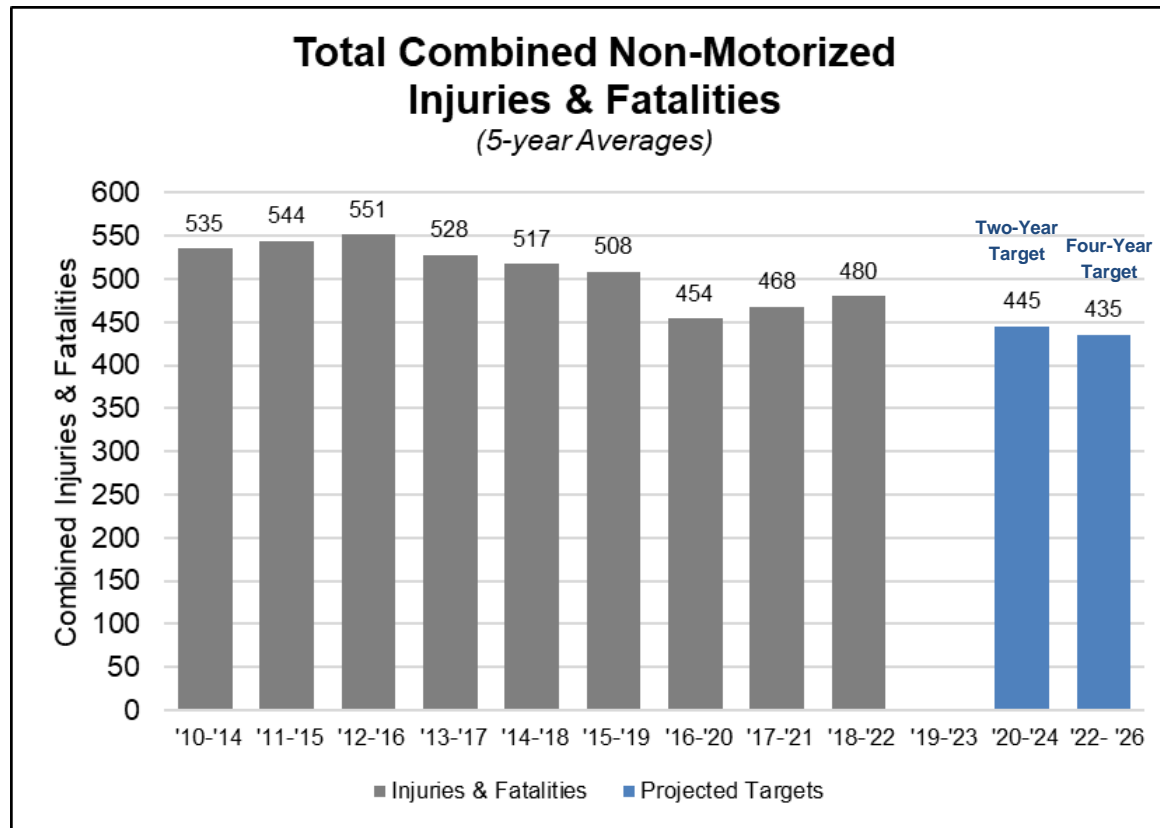
# Serious Injuries



- CY24 serious injury targets (**2708** for total fatalities and **4.36** for the rate for the two-year target and **2603** for total fatalities and **3.91** for the rate for the four-year target). MassDOT developed the target for CY 2024 by projecting the 2023 and 2024 serious injuries to be in line with pre-COVID data. As a result, year over year changes reflect a decrease of approximately 10% when comparing 2021 and 2022 to 2023 and 2024.



# Nonmotorized Fatalities & Serious Injuries



- The number of non-motorized fatalities and serious injuries decreased during the start of the pandemic in 2020, followed by an increase in 2021 and dramatic spike in 2022. Based on the state's emphasis on vulnerable road users, MassDOT anticipates the 2023 and 2024 numbers to match those from 2020. This results in a 5-year average of non-motorist fatalities and serious injuries decreasing from 480 (2018-2022) to 445 (2020-2024), a 7.3% reduction.



# Requested MPO Action

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- The MPO is required to endorse MassDOT's state targets or establish their own by the end of February 2024
- In the past, all MPOs have adopted MassDOT's targets with the goal of contributing toward MassDOT's larger goal of improving safety and decreasing fatalities and serious injuries in all categories

January 16, 2024 Old Colony MPO Meeting  
Agenda Item 8

FFY 2024-2028 Old Colony Transportation Improvement Program  
(TIP) Adjustments and/ or Amendments

- Amendment 2 (Community Transit Grants - BAT, Bridgewater, AAA, and SSCAC Projects) - Review and Potential Release to Public Review and Comment Period

**Summary**

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

**Amendment 2 includes the following changes to FFY 2024 - Transit:**

- BROCKTON AREA TRANSIT (BAT) ROCKLAND MICROTRANSIT SERVICE
  - Adding Project
  - State Fiscal Year 2024 Community Transit Grant Mobility Assistance Program
  - Total Project Cost is \$322,500

- BROCKTON AREA TRANSIT (BAT) BEYOND BROCKTON ADA CORRIDOR - AVON AND STOUGHTON
  - Adding Project
  - State Fiscal Year 2024 Community Transit Grant Mobility Assistance Program
  - Award Amount: \$50,000
  - Total Project Cost with Match is \$100,000
  
- TOWN OF BRIDGWATER - BRIDGEWATER CARES TRANSIT
  - Adding Project
  - State Fiscal Year 2024 Community Transit Grant Mobility Assistance Program
  - Total Project Cost is \$288,658
  
- OLD COLONY PLANNING COUNCIL - AREA AGENCY ON AGING ELDER, DISABLED, AND CAREGIVER VOLUNTEER & ALTERNATIVE TRANSPORTATION
  - Adding Project
  - State Fiscal Year 2024 Community Transit Grant Mobility Assistance Program
  - Award Amount is \$30,000
  - Total Project Cost with Match is \$60,000
  
- SOUTH SHORE COMMUNITY ACTION COUNCIL - TRANSPORTATION PROGRAM OPERATING ASSISTANCE
  - Adding Project
  - State Fiscal Year 2024 Community Transit Grant Mobility Assistance Program
  - Total Project Cost is \$150,000





# TIP Revisions Report

Old Colony

STIP: 2024 - 2028 (A)

Type	Value Changed	Date of Change	Former Value	New Value	Variance	Comments
Federal Fiscal Year 2024						
Mobility Assistance Program						
<b>BAT011650 Multiple: BAT - Rockland Microtransit Service</b>						
Amendment	2024: BAT-OT-Mobility Assistance Program-ETF	12/20/2023	\$0	\$322,500	\$322,500	
<b>BAT011651 Multiple: BAT - Avon/Stoughton Beyond ADA</b>						
Amendment	2024: BAT-OT-Mobility Assistance Program-5310	12/20/2023	\$0	\$50,000	\$50,000	
<b>BAT011653 : Town of Bridgewater - Bridgewater Cares Transit</b>						
Amendment	2024: BAT-OT-Mobility Assistance Program-ETF	12/20/2023	\$0	\$288,658	\$288,658	
<b>BAT011654 : Old Colony Planning Council (OCPC) - OCPC -AAA Elder, Disabled, &amp; Caregiver Volunteer &amp; Alternative Transportation</b>						
Amendment	2024: BAT-OT-Mobility Assistance Program-5310	12/20/2023	\$0	\$30,000	\$30,000	
<b>BAT011655 : South Shore Community Action Council - Transportation Program Operating Assistance</b>						
Amendment	2024: BAT-OT-Mobility Assistance Program-5310	12/20/2023	\$0	\$150,000	\$150,000	

January 16, 2024 Old Colony MPO Meeting  
Agenda Item 9  
Old Colony Transportation Improvement Program (TIP)  
Revised Transportation Evaluation Criteria (TEC)  
▪ Review and Potential Endorsement

**Summary**

An updated set of Transportation Evaluation Criteria (TEC), used in the process of developing the Old Colony Metropolitan Planning Organization's Transportation Improvement Program (TIP), has been developed and is being presented to the Old Colony Metropolitan Planning Organization (MPO) for their review and potential endorsement.

During TIP development, current and proposed projects are evaluated using Transportation Evaluation Criteria (TEC) and recommended to the Old Colony MPO for consideration and determination of a Preferred Set of Projects. The MPO staff uses the Transportation Evaluation Criteria results, as well as readiness information, available funding, and other pertinent information to develop a Draft TIP. The Old Colony MPO releases the Draft TIP for a 21-Day Public Review and Comment Period. Following the 21-Day Public Review and Comment Period, the Old Colony MPO considers the comments received, and then endorses the TIP if there are no significant changes.

The proposed updated Transportation Evaluation Criteria replaces the 18-point system used by Old Colony Planning Council in recent years with a 100-point system that scores projects by specific defined criteria in the following categories:

- System Preservation - 30 Points
- Safety - 30 Points
- Mobility - 10 Points
- Economic Impact - 10 Points
- Environmental and Health Impact - 10 Points
- Community Support and Consistency with Policy - 10 Points

The updated Transportation Evaluation Criteria is designed to be clearly designed and fully transparent, considering all modes of transportation and users in transportation projects. They also take into consideration recent initiatives and policies, such as Complete Streets and MPO adopted Performance Targets.

For more information on the Old Colony TIP and Transportation Evaluation Criteria, please contact Bill McNulty at: [wmcnulty@ocpcrpa.org](mailto:wmcnulty@ocpcrpa.org).

## Old Colony TIP Transportation Evaluation Criteria (TC)

Table 1 outlines how PRC approved projects are scored in six categories.

**Table 1: Outline of Old Colony TIP Transportation Evaluation Criteria Scoring Categories and Potential Points**

Category	Evaluation Criterion	Total Potential Points
System Preservation / State of Good Repair	Primary Asset Condition Enhancements to Secondary Assets Use of Modern Technology to Improve Efficiency Incorporates Transit Elements into Design	30
Safety	Motorist crash history and anticipated improvement Non-Motorist crash history and anticipated improvement Proven Safety Measures	30
Mobility	Existing Motorist Congestion Effect on Mobility and Accommodation for Non-Motorists Effect on System Connectivity and Access	10
Economic Impact	Access to or within a regionally designated economic development area Access to or within a business district Connectivity between housing, employment, and commerce Effect on freight network	10
Environmental Effect	Effect on Wetlands, Wildlife or Other Natural Resources Protects or Enhances Water Quality by Improving Stormwater Management Effect on air quality and GHG emissions Improves Coastal Resiliency Enhances local open space Incorporates Healthy Transportation Options	10
Community Support and Consistency with Policy	Project has Community Support, Identified in Local Plans, and an Active Design Project Identified in Regional Plan and/or Consistent with Regional Policy Consistent with PM1, PM2, PM3, and/or TAM Project Supports Federal and State Policy Equity	10
<b>Total Possible Score</b>		<b>100</b>

## System preservation and Modernization Scoring

Table 2 outlines how projects are scored based on system preservation and modernization criteria.

**Table 2: System Preservation and Modernization Criteria and Potential Scoring**

<b>System Preservation Criterion</b>	<b>Factor</b>	<b>Points</b>
Primary asset condition / effect on condition	Poor or failing / substantial improvement	12
	Fair / moderate improvement	8
	Good / minor improvement	4
	Excellent / no improvement	0
<b>Potential Primary Asset Points</b>		<b>12</b>
Enhancements to Secondary Assets (Sidewalks, etc.)	Poor or failing / substantial improvement	8
	Fair / moderate improvement	5
	Good / minor improvement	2
	Excellent / no improvement	0
<b>Potential Secondary Asset Points</b>		<b>8</b>
Use of modern technology to improve efficiency	Use of innovative technology and/or incorporation of traffic counting technology	5
	Improvement in technology to current best practices	2
	Maintain/repair existing technology	1
	Not applicable	0
<b>Potential Modern Technology Points</b>		<b>5</b>
Incorporates transit elements into design	Incorporates significant improvements to transit infrastructure, accessibility and/or operational	5
	Incorporates minor transit improvements	3
	Improves operations on a transit route	1
	No related improvements to transit access/operations are expected	0
<b>Potential Transit Elements Points</b>		<b>5</b>
<b>Total Potential System Preservation and Modernization Scoring</b>		<b>30</b>

## Safety Scoring

Table 3 outlines how projects are scored based on safety criteria.

**Table 3: Safety Criteria and Potential Scoring**

Safety Criterion	Factor	Points
Motorist crash history and anticipated safety impact	HSIP Eligible Location	10
	Location is Regional Top 100 High Crash Location or engaged in a safety plan and project will improve motorist safety	7
	Demonstrated safety problem and safety improvement is anticipated with project	4
	No demonstrated safety problem, but safety improvement is anticipated with project	3
	No Safety Improvement Anticipated	0
	Project may adversely effect safety	-1
<b>Potential Motorist Safety Points</b>		<b>10</b>
Non-Motorist crash history and anticipated safety impact	HSIP Bicycle or Pedestrian Cluster	10
	Location is Regional Top 100 High Crash Location or engaged in a safety plan and project will improve non-motorist safety	7
	Demonstrated safety problem and non-motorist safety improvement is anticipated with	4
	No demonstrated crash problem, but project is anticipated to improve non-motorist safety	3
	No safety improvement anticipated	0
	The project many adversely affect non-motorist safety	-1
<b>Potential Non-Motorist Safety Points</b>		<b>10</b>
Systematic Safety Improvements/Proven Safety Countermeasures	Characteristics of the location make it a primary risk location and the project will implement a proven safety countermeasure	10
	Characteristics of the location make it a secondary risk location and the project will implement a proven safety countermeasure	
	While not a primary or secondary risk location, the location provides access to vulnerable roadway users, such as schools, transit stops and senior destinations and the project will implement a proven safety countermeasure	7
	No safety improvement anticipated	4
	While not a primary or secondary risk location, the location provides access to vulnerable roadway users, such as schools, transit stops and senior destinations and the project will implement a proven safety countermeasure	
No safety improvement anticipated	0	
<b>Potential Systematic Safety Improvement Points</b>		<b>10</b>
<b>Total Potential Safety Scoring</b>		<b>30</b>

## Mobility Scoring

Table 4 outlines how projects are scored based on mobility criteria.

**Table 4: Mobility Criteria and Potential Scoring**

<b>Mobility Criterion</b>	<b>Factor</b>	<b>Points</b>
Existing motorist congestion / effect on motorist congestion	Location identified in the CMP network/ substantial improvement	4
	Significant existing / substantial improvement	3
	Significant existing / moderate or minor improvement	2
	Minimal existing / minor improvement	1
	No Change	0
	Negative effect	-1
<b>Potential Motorist Congestion Points</b>		<b>4</b>
Effect on mobility / accommodation of non-motorists	Substantial improvement	3
	Moderate improvement	2
	Minimal improvement	1
	No effect for non-motorists	0
	Negative effect on mobility / accommodation	-1
<b>Potential Non-Motorist Mobility Points</b>		<b>3</b>
Effect on connectivity / access (emphasis placed on key emergency and evacuation reoutes)	Substantial improvement to connectivity through the corridor	3
	Moderate improvement to connectivity	2
	W Minimal effect on connectivity	1
	No effect on connectivity	0
	Negative effect on connectivity	-1
<b>Potential Connectivity and Access Points</b>		<b>3</b>
<b>Total Potential Mobility Scoring</b>		<b>10</b>

## Economic Development Scoring

Table 5 outlines how projects are scored based on economic impact criteria.

**Table 5: Economic Impact Criteria and Potential Scoring**

<b>Economic Criterion</b>	<b>Factor</b>	<b>Points</b>
Effect on access to or within a regionally-designated economic development area	Substantial improvement	3
	Moderate improvement	2
	Minor improvement	1
	No effect	0
	Negative effect	-1
Potential Points		3
Effect on access to or within a locally-designated business district	Substantial or moderate improvement	2
	Minor improvement	1
	No effect	0
	Negative effect	-1
Potential Points		2
Effect on connections between housing, job, cultural centers, and essential services within and beyond the region	Substantial improvement	3
	Moderate improvement	2
	Minor improvement	1
	No effect	0
	Negative effect	-1
Potential Points		3
Effect on the ability of the region's freight network to handle current and future freight needs	Substantial or moderate improvement	2
	Minor improvement	1
	No effect	0
	Negative effect	-1
Potential Points		2
<b>Total Potential Economic Impact Scoring</b>		<b>10</b>



## Environmental and Health Scoring

Table 6 outlines how projects are scored based on environmental and community health impact criteria.

**Table 6: Environmental and Community Health Impact Criteria and Potential Scoring**

<b>Environmental and Health Criterion</b>	<b>Factor</b>	<b>Points</b>
Effect on wetlands, wildlife, or other resource protection	Anticipated improvement	2
	Minor contribution to preservation	1
	No anticipated impact or negative impacts adequately mitigated	0
	Negative impact	-1
Potential Effect on Natural Resources Points		2
Effect on water quality through stormwater management and treatment with an emphasis on for nitrogen	Anticipated improvement in stormwater management and treatment	2
	Anticipated improvement in stormwater management	1
	No anticipated impact or negative impacts adequately mitigated	0
	Negative impact	-1
Potential Effect on Water Quality Points		2
Effect on air quality / GHG emission	Significant, quantifiable decrease in GHG anticipated	2
	Minor, quantifiable or qualitative decrease in GHG anticipated	1
	No effect on GHG anticipated	0
	Anticipated increase in GHG	-1
Potential Effect on Air Quality Points		2
Coastal Resiliency / Sea Level Rise Vulnerability / Low Lying Roads	Project vulnerable area with resilient design	2
	Project is not in a vulnerable area but includes with resilient design elements	1
	Project not in vulnerable area and not special consideration given to resilient design	0
	Project in a vulnerable area and is not a resilient design	-1
Potential Effect on Coastal Resiliency Points		2
Effect on cultural resources or open space	Anticipated improvement	1
	No anticipated impact or negative impacts adequately mitigated	0
	Negative impact	-1
Potential Effect on Open Space Points		1
Healthy Transportation Options	Increase in healthy transportation options	1
	No anticipated impact or negative impacts adequately mitigated	0
	Negative impact	-1
Potential Effect on Healthy Transportation Options Points		1
<b>Total Potential Environmental and Health Scoring</b>		<b>10</b>

## Policy and Support Scoring

Table 7 outlines how projects are scored based on policy and support criteria.

**Table 7: Policy and Support Criteria and Potential Scoring**

Policy and Support Criterion	Factor	Points
Local Plans / Community Support	Stated Support for Project by Officials and Project Has Active Design	3
	Stated Support but No Active Design	2
	Project identified in existing local plan	1
	Neutral	0
	Project has community opposition	-1
Potential Local and Community Support Points		3
Project identified in Regional Plan and/or Consistent with Regional Policy	Project specifically identified in Regional Plan	2
	Project Supports Regional Plan Policies, including PM1, PM2, PM3, and	1
	Neutral	0
	Inconsistent with Regional Plan and Policies	-1
Potential Regional Support and Consistency Points		2
Project supports Federal or State (including MassDOT) policies and goals not accounted for in other criteria	Project specifically identified in a existing Federal or State Plan	2
	Consistent with Federal or State Policies or Principles	1
	Neutral	0
	Inconsistent with Federal or State Policies or Principles	-1
Potential State and Federal Consistency Points		2
Equity	Project is located within an Environmental Justice area and will have a positive impact on population	3
	Project is of a regional significance that will serve individuals and improve access for Environmental Justice populations	1
	Project is isolated and not located within or adjacent to an Environmental Justice area	0
	Project in a vulnerable area and is not a resilient design	-1
Potential Equity and Environmental Justice Points		3
<b>Total Potential Policy and Support Scoring</b>		<b>10</b>

## Project Evaluation Schedule

Table 8 outlines the schedule for evaluating and scoring projects. All projects are initially scored in the project initiation process following approval by MassDOT’s Project Review Committee (PRC). However, as project design and other factors affecting project evaluation may change from the time a project is initiated, projects are subject to re-evaluation and updated scoring and circumstance necessitates.

**Table 8: Project Evaluation Schedule**

Initial Evaluation	Following PRC Approval
<b>When Projects May Be Re-Evaluated</b>	<ul style="list-style-type: none"> <li>• New Project Details Known (Functional Design Report / Pre-25% Design)</li> </ul>
	<ul style="list-style-type: none"> <li>• Significant Change in Scope / Design has Occurred</li> </ul>
	<ul style="list-style-type: none"> <li>• Significant Change in Community Support / Active Design has Occurred</li> </ul>
	<ul style="list-style-type: none"> <li>• Significant Change in Existing conditions has Occurred</li> </ul>
	<ul style="list-style-type: none"> <li>• Project Has Been Inactive for 3 TIP Development Cycles</li> </ul>

January 16, 2024 Old Colony MPO Meeting  
Agenda Item 10  
Administrative Matters, Other Business, and Date and Time of  
Next Meeting(s)

**Summary**

**Safe Routes to School (SRTS) Webinar for Municipalities**

Please join Safe Routes to School (SRTS) on Wednesday, **January 24, 2024**, from 12:00 p.m. - 1:00 p.m. for an hour-long webinar with time for questions at the end. Municipal staff transportation/mobility, public works, planning, police department, public health, etc.), SRTS task force members, SRTS School and Alliance Partners, and anyone interested in learning about the whole community approach to SRTS are encouraged to attend. For more information, please visit:

<https://www.mass.gov/event/safe-routes-to-school-webinar-for-municipalities-2024-01-24t120000-0500-2024-01-24t130000-0500>

**The 2024 MassTrails Grant Application period is NOW OPEN! Applications are due Thursday, February 1, 2024.**

MassTrails provides grants to support recreational trail and shared-use pathway projects across the Commonwealth. The award maximum depends on the project type and needs and is generally \$100,000 for recreational trails projects and up to \$500,000 for shared-use path projects demonstrating critical network connections of regional or statewide significance.

Eligible grant activities include project development, design, engineering, permitting, construction, and maintenance of recreational trails, shared-use pathways, and the amenities that support trails.

MassTrails grants are REIMBURSEMENT grants, meaning grantees must first pay for expenditures and then submit for reimbursement using the required documentation.

MassTrails grants are MATCHING grants and require that proponents provide a minimum of 20% of the total project cost.

Eligible projects require documented land owner permission submitted with the application and are subject to all applicable local, state, and federal laws and regulations.

For more information, please visit: <https://www.mass.gov/guides/masstrails-grants>

## **Culvert Replacement Municipal Assistance Grant Program - Division of Ecological Restoration (DER), Massachusetts Department of Fish and Game**

DER's Culvert Replacement Municipal Assistance Grant Program is for the Commonwealth of Massachusetts local government units interested in replacing an undersized, perched, and/or degraded culvert located in an area of high ecological value.

This funding is to encourage applicants to replace aging culverts with better designed crossings that meet improved structural and environmental design standards and flood resiliency criteria. Only projects that intend to meet the goals of the Massachusetts Stream Crossing Standards are considered for funding. The Request for Responses (RFR) is anticipated to launch in February.

For more information, please visit: <https://www.mass.gov/how-to/culvert-replacement-municipal-assistance-grant-program>

## **Federal Funds & Infrastructure Office**

The Federal Funds & Infrastructure Office is the lead agency within the Healey-Driscoll Administration tasked with implementing a whole of government approach to ensuring the Commonwealth of Massachusetts can leverage the historic opportunities available for federal funding.

The Federal Funds & Infrastructure Office (FFIO) has launched an ambitious inter-agency strategy for the Commonwealth to successfully compete for the historic levels of federal funding available from the Bipartisan Infrastructure Law (BIL), Inflation Reduction Act (IRA), the CHIPS and Science Act, and more. FFIO is responsible for tracking federal opportunities, facilitating the submission of successful applications for federal funding, and advocating on behalf of Massachusetts projects that advance key priorities including infrastructure, jobs, economic competitiveness, affordable housing, clean energy, decarbonization, resilience, equity, and workforce development.

The next Federal Funds Partnership Meeting is on January 23, 2024 at 2:00 PM. To register for this meeting and the series of virtual informational meetings, please visit:

[https://us02web.zoom.us/meeting/register/tZUucuyhrzguHNJkkh-XlmZBIQQKxxG\\_Acjl#/registration](https://us02web.zoom.us/meeting/register/tZUucuyhrzguHNJkkh-XlmZBIQQKxxG_Acjl#/registration)

For more information, please visit:

<https://www.mass.gov/orgs/federal-funds-infrastructure-office>

<https://www.mass.gov/info-details/federal-funds-information-for-local-governments>

## **2024 MassDOT Transportation Innovation Conference**

Dates: 4/30/2024 & 5/1/2024

Location: DCU Center, 50 Foster Street, Worcester, Massachusetts

The annual MassDOT Transportation Innovation Conference provides a forum for innovative transportation systems, management ideas, and initiatives. Each year, the conference provides an important opportunity for transportation practitioners to share knowledge, sponsor peer-to-peer learning, and collaborate on issues of mutual interest. Conference participants will have the opportunity to discuss the advantages and challenges associated with the innovative methods and technologies being presented.

For more information, please visit:

<https://www.umasstransportationcenter.org/assnfe/ev.asp?ID=5432>



## **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).

### **2024**

- **February 20, 2024 at 10 AM**
- **March 19, 2024 at 10 AM**
- **April 16, 2024 at 10 AM**
- **May 21, 2024 at 10 AM**
- **June 18, 2024 at 10 AM**

January 16, 2024 Old Colony MPO Meeting  
Agenda Item 11  
Adjournment

**Summary**

Adjournment of meeting.