

OLD COLONY



**METROPOLITAN  
PLANNING ORGANIZATION**



# METROPOLITAN PLANNING ORGANIZATION (MPO)

70 SCHOOL STREET, BROCKTON, MA 02301

OLDCOLONYPLANNING.ORG | 508-583-1833



OLD COLONY  
PLANNING COUNCIL

## DATE

**TUESDAY  
OCTOBER 15, 2024  
10:00 A.M.**

## VIRTUAL VIA ZOOM

**Zoom Registration:** <https://zoom.us/join>  
**Meeting ID:** 828 6889 7278 | **Password:** 370367  
**Dial by your phone:** +1-646-518-9805

## AGENDA

1. Call to Order, Accessibility Statement, Title VI Notice of Protection, and Introductions
2. Public Comments
3. Potential Approval of July 16, 2024 Meeting Minutes
4. Brockton Area Transit Authority (BAT) Report
5. Greater Attleboro Taunton Regional Transit Authority (GATRA) Report
6. MassDOT District 5 Update on Projects under Design or Construction
7. Performance Based Planning and MassDOT Proposed Performance Measures and Targets (PM2 and PM3)
  - Presentation, Discussion, and Possible Adoption of the Federally Required Performance Measures and Targets Pertaining to National Highway System (NHS) Bridge and Pavement Conditions (PM2)
  - Presentation, Discussion, and Possible Adoption of the Federally Required Performance Measures and Targets Pertaining to System Performance (Congestion, Reliability, and Emissions) (PM3)
8. Performance Based Planning and Brockton Area Transit (BAT) Transit Asset Management (TAM) Transit State of Good Repair Targets
  - Presentation, Discussion, and Possible Adoption of the Federally Required Performance Targets Pertaining to Transit State of Good Repair
9. FFY 2025-2029 Old Colony Transportation Improvement Program (TIP) Adjustments and/ or Amendments
  - Amendment 1 (MassDOT District 5: Vulnerable Road User (VRU) Systemic Safety Project Near Bus Stops Project) - Review and Potential Release to Public Review and Comment Period
10. Old Colony Safe Streets for All (SS4A) Action Plan Update and Status Report
11. Administrative Matters, Other Business, and Date and Time of Next Meeting(s)
12. 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. For more information, please contact Mary Waldron at 508-583-1833.

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).

**October 15, 2024 Old Colony MPO Meeting**  
**Agenda Item 1**  
**Call to Order, Accessibility Statement and**  
**Title VI Nondiscrimination Statement, and Introductions**

**Summary**

Welcome, 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.”**

**October 15, 2024 Old Colony MPO Meeting  
Agenda Item 2  
Public Comments**

**Summary**

Public comments.

**October 15, 2024 Old Colony MPO Meeting  
Agenda Item 3  
Potential Approval of July 16, 2024 Meeting Minutes**

**Summary**

The Old Colony MPO is respectfully asked to consider approval of the July 16, 2024 Old Colony MPO Meeting Minutes.

# OLD COLONY METROPOLITAN PLANNING ORGANIZATION (MPO)

DRAFT Minutes of the Old Colony MPO Virtual Meeting, July 16, 2024 - 10:00 A.M., Held Via Zoom

## Roll Call/Attendance

<u>Members/Designees</u>	<u>Representing</u>	<u>Attendance</u>
Stephen Woelfel	Monica Tibbits-Nutt, Secretary, MassDOT	Present
Richard Bilski	Jonathan Gulliver, Administrator, MassDOT Highway Division	Present
John Messia	Mayor Robert Sullivan, City of Brockton	Present
Lee Hartmann	Richard Quintal, Jr., Town of Plymouth	Present
Michael Perez	Town of West Bridgewater – Representing Avon, East Bridgewater, Halifax, Hanover, Hanson, Kingston, Plympton, and West Bridgewater	Present
Daniel Salvucci	Town of Whitman – Representing Abington, Bridgewater, Duxbury, Easton, Pembroke, Stoughton, and Whitman	Present
Michael Lambert	Brockton Area Transit (BAT)	Present
Rebecca Coletta	Old Colony Planning Council	Present

## Ex-Officio Members

Cecelie Cochran	Joi Singh, FHWA	Present
Kirstie Horstetter	Peter Bulter, FTA Regional Administrator, Region 1	Absent
Noreen O’Toole	Old Colony Joint Transportation Committee	Present

## Also Present

Richard Jordan	Avon
Kelly Forrester	Brockton Area Transit (BAT)
Anna Sangree	BETA Group
Jaklyn Centracchio	BETA Group
Austin Pszenny	BETA Group
Allison Shane	Duxbury
Cecelia Cochran	Federal Highway Administration (FHWA)
Mary Ellen DeFrias	Greater Attleboro-Taunton Regional Transit Authority (GATRA)
Alan Castaline	MBTA Advisory Board
Bonnie Roalsen	Massachusetts Safe Routes to School (SRTS)
Raissah Kouame	Massachusetts Department of Transportation (MassDOT)
Derek Krevat	Massachusetts Department of Transportation (MassDOT)
Derek Shooster	Massachusetts Department of Transportation (MassDOT)
Barbara Lachance	Massachusetts Department of Transportation District 5
Shawn Bailey	Old Colony Planning Council
Matt Dyer	Old Colony Planning Council
Ray Guarino	Old Colony Planning Council

# OLD COLONY METROPOLITAN PLANNING ORGANIZATION (MPO)

Charles Kilmer	Old Colony Planning Council
Guoqiang Li	Old Colony Planning Council
Bill McNulty	Old Colony Planning Council
Kyle Mowatt	Old Colony Planning Council

## 1. Call to Order and Introductions

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

## 2. Opening Remarks and MassDOT Report

### ▪ Secretary Monica Tibbits-Nutt, MassDOT

Chairperson Woelfel stated that Secretary Monica Tibbits-Nutt had a late breaking meeting so she will not be attending the meeting today. The plan is to have her attend the September MPO Meeting.

## 3. Old Colony Regional Priorities and Updates

Charles Kilmer notes that this agenda item will be moved to the September MPO Meeting when Secretary Monica Tibbits-Nutt is in attendance.

## 4. Public Comments

There were no public comments at this time.

## 5. Minutes of the June 18, 2024 Meeting

A motion to approve the draft minutes of the June 18, 2024 meeting was made by Dan Salvucci and seconded by Rebecca Coletta. Members voted as follows:

Stephen Woelfel	Aye
Richard Bilski	Abstain
John Messia	Aye
Lee Hartmann	Aye
Michael Perez	Aye
Dan Salvucci	Aye
Michael Lambert	Aye
Rebecca Coletta	Aye

The motion passed.

## 6. Brockton Area Transit (BAT) Report

Michael Lambert reported on the following items:

# OLD COLONY METROPOLITAN PLANNING ORGANIZATION (MPO)

- Ridership levels continue to increase. Currently at a 22 year high. This is boosted by BAT's fare free program which they are able to extend through the end of the calendar year.
- First set of electric buses have arrived on property. Training and setting up of chargers are now in progress. The ribbon cutting will be in the Fall, 2024.
- BAT recently received a grant from MassDOT to provide transportation via Uber, Lyft, Taxi during overnight hours for people who commute to work between 9:00 pm and 6:00 am. This will be open to all of BAT's member communities.

## 7. Greater Attleboro Taunton Regional Transit Authority (GATRA) Report

Mary Ellen DeFrias reported on the following items:

- GATRA is seeing a continuous increase in ridership. Mary Ellen DeFrias congratulated BAT on their increase in ridership.
- New diesel buses have arrived on property and will soon be seen in the Plymouth/Wareham area.
- GATRA is working on the design of the new Wareham Station that will cover Plymouth and Wareham. Electric vans will be rolling out of that site. The electric vans will be here this summer, but they will primarily be stationed down in Wareham once the new facility is built.
- GATRA is looking to expand service in the Fall. Some of the routes will be going a little later based on ridership.

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

- **Amendment 4 (BAT and SSCAC Community Transit Grant Program/ 5310 Projects) - Public Comments and Potential Endorsement**
- **Adjustment 3 (BAT Projects, and TIP Universe of Projects) - Review and Potential Approval**

Bill McNulty reported on the FFY 2024-2028 Old Colony TIP Amendment 4.

**Amendment 4 includes the following changes:**

### FFY 2024

#### 5310

1. SOUTH SHORE COMMUNITY ACTION COUNCIL (SSCAC)
  - Add Project
  - Purchase of Six (6) Type E2A Vehicles
  - Cost is \$728,208
2. BROCKTON AREA TRANSIT AUTHORITY (BAT)
  - Add Project
  - Purchase of Four (4) Type E2A Vehicles, Six (6) Type DA Vehicles, and (1) Type Low-Floor Vehicle
  - Cost is \$1,007,386

### FFY 2025

#### 5310

3. BROCKTON AREA TRANSIT AUTHORITY (BAT)
  - Add Project



# OLD COLONY METROPOLITAN PLANNING ORGANIZATION (MPO)

- Purchase of Four (4) Type E2A Vehicles, Six (6) Type DA Vehicles, and (1) Type Low-Floor Vehicle
- Cost is \$251,846

**FFY 2026**

5310

4. BROCKTON AREA TRANSIT AUTHORITY (BAT)
  - Add Project
  - Purchase of Four (4) Type E2A Vehicles, Six (6) Type DA Vehicles, and (1) Type Low-Floor Vehicle
  - Cost is \$194,122

Public comments received are as follows:

Date	Name	Representation	Comment or Comment Summary	Response
6/26/2024	Old Colony Planning Council	Old Colony Planning Council	The Old Colony Planning Council approved Amendment 4.	Noted.

A motion to endorse Amendment 4 was made by Lee Hartmann and seconded by Dan Salvucci. Members voted as follows:

- |                 |     |
|-----------------|-----|
| Stephen Woelfel | Aye |
| Richard Bilski  | Aye |
| John Messia     | Aye |
| Lee Hartmann    | Aye |
| Michael Perez   | Aye |
| Dan Salvucci    | Aye |
| Michael Lambert | Aye |
| Rebecca Coletta | Aye |

The motion passed.

Bill McNulty then reported on Adjustment 3:

**FFY 2024**

**TRANSIT PROJECT COST ADJUSTMENTS**

1. RTD0011335 : BAT - BUY ASSOC CAP MAINT ITEMS
  - Former Programmed Valuer: \$10,000
  - New Value: \$15,000
  - Cost Variance: \$5,000
  
2. T00117 : BAT - Acquire Shop Equipment

# OLD COLONY METROPOLITAN PLANNING ORGANIZATION (MPO)

- Former Programmed Valuer: \$15,000
- New Value: \$10,000
- Cost Variance: -\$5,000

## UNIVERSE OF PROJECTS - FFY 2024-2028 TRANSPORTATION IMPROVEMENT PROGRAM

Additionally, the following un-programmed project was added to the Universe of Projects section of the FFY 2024-2028 Transportation Improvement Program document:

### 1. Regional: OCPC Intra-Regional Multi-Modal Active Transportation Network

A motion to approve Adjustment 3 was made by Dan Salvucci and seconded by John Messia. Members voted as follows:

Stephen Woelfel	Aye
Richard Bilski	Aye
John Messia	Aye
Lee Hartmann	Aye
Michael Perez	Aye
Dan Salvucci	Aye
Michael Lambert	Aye
Rebecca Coletta	Aye

The motion passed.

## 9. Old Colony Safe Streets for All Action (SS4A) Plan

### ▪ Update from BETA Group, Inc.

Jaklyn Centracchio, Anna Sangree, and Austin Pszenny from BETA Group presented on the Old Colony Safe Streets for All Action (SS4A) Plan.

The overarching goal of SS4A is to reduce traffic deaths and serious injuries for all users within the region. The plan's objective is to identify locations and trends and then to propose countermeasures.

An interactive map and dashboard were showcased. Charles Kilmer noted that a link to the interactive map and dashboard will be located on the OCPC website on the SS4A page.

Rebecca Coletta asked if we are encouraging people to add to the interactive map. Austin Pszenny stated that there will be a page on the website where people can go and input their concerns.

Lee Hartmann asked if the crash data includes interstate roads. Austin Pszenny stated that it does not include interstates.

Rebecca Coletta asked if this is on the website today. Jaklyn Centracchio stated that the plan is to release it today to the MPO to look at and to make any suggestions/tweaks, and then by the end of the week, post it to the OCPC website.

# OLD COLONY METROPOLITAN PLANNING ORGANIZATION (MPO)

Richard Bilski enquired about the 31% that were single vehicle crashes. He asked what are these fixed roadside elements that they are hitting? Austin Pszenny stated that this is broken down in the data, it is just not shown on the slide in the presentation. Richard Bilski asked if we will be able to query that data in the dashboard. Austin Pszenny does not know if it is able to do it currently, but if it is something that is important then it can be added. Richard Bilski would like to know what elements are being hit so MassDOT can address those in the design process.

Rebecca Coletta asked how many of these crashes are due to substance abuse. Austin Pszenny stated that they're using MassDOT Impact Data and that does not have data on substance abuse involved crashes.

Richard Jordan inquired about the Crashes per Road Mile slide to confirm that Avon and Abington are in the second to highest category, and whether rate shown was a specific standard benchmark. Austin Pszenny stated that yes, they are in the top 5 in the region. Regarding the rate, Austin Pszenny noted that the rate shown was not an industry standard, but rather a function of the actual data.

Richard Bilski asked about the Severity by Town slide. The fatal injury is not showing due to the scaling. Austin Pszenny noted that this will be fixed.

OCPC will coordinate with MassDOT and BETA group to review data and discuss further, before the dashboard and interactive map are posted to the website.

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

Charles Kilmer reported on the following items:

- 2024 Moving Together Conference - Early Bird Registration is Now Open! - October 23, 2024, Sheraton Boston Hotel
- MassDOT Online Grant Management Tool: Grant Central
- Safe Streets and Roads for All (SS4A) - Planning and Demonstration Activities Funding Opportunity - Applications are due by Thursday, August 29, 2024
- Federal Funds & Infrastructure Office - Next Federal Funds Partnership Meeting is July 23, 2024

### 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

- **August 20, 2024 at 10 AM**
- **September 17, 2024 at 10 AM**
- **October 15, 2024 at 10 AM**
- **November 19, 2024 at 10 AM**
- **December 17, 2024 at 10 AM**

Charles Kilmer stated that unless there are any action items, OCPC respectfully suggests that the MPO does not meet in August.

## 11. Adjournment

## OLD COLONY METROPOLITAN PLANNING ORGANIZATION (MPO)

A motion to adjourn was made by Rebecca Coletta and seconded by Dan Salvucci. Members voted as follows:

Stephen Woelfel	Aye
Richard Bilski	Aye
John Messia	Aye
Lee Hartmann	Aye
Michael Perez	Aye
Dan Salvucci	Aye
Michael Lambert	Aye
Rebecca Coletta	Aye

The meeting was adjourned at 10:42 a.m.

Respectfully submitted,

*Kyle Mowatt*

Kyle Mowatt, Senior Transportation Planner

### List of Documents for the July 16, 2024 Old Colony MPO Meeting

- Minutes of June 18, 2024, Old Colony MPO Meeting
- Staff Report for July 16, 2024 Old Colony MPO Meeting Agenda Items
- Safe Streets for All (SS4A) Presentation (BETA Group)

**October 15, 2024 Old Colony MPO Meeting**  
**Agenda Item 4**  
**Brockton Area Transit Authority (BAT) Report**

**Summary**

Brockton Area Transit Authority to provide report.



# **bat**

## **CUSTOMER APPRECIATION DAY**

**FRIDAY  
OCT 18  
12PM TO 3PM  
155 COURT STREET  
NEXT TO THE BAT CENTRE**



### **ACTIVITIES:**

- Electric bus unveiling
- 50th anniversary celebration
- Refreshments, music giveaways, games, and more

**Thank you for supporting 50 years of service!**



[www.ridebat.com](http://www.ridebat.com)

**October 15, 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.

**October 15, 2024 Old Colony MPO Meeting**  
**Agenda Item 6**  
**MassDOT District 5 Update on Projects under Design or**  
**Construction**

**Summary**

MassDOT District 5 to provide updates.



**October 15, 2024 Old Colony MPO Meeting  
Agenda Item 7**

**Performance Based Planning and MassDOT Proposed  
Performance Measures and Targets (PM2 and PM3)**

- **Presentation, Discussion, and Possible Adoption of the Federally Required Performance Measures and Targets Pertaining to National Highway System (NHS) Bridge and Pavement Conditions (PM2)**
- **Presentation, Discussion, and Possible Adoption of the Federally Required Performance Measures and Targets Pertaining to System Performance (Congestion, Reliability, and Emissions) (PM3)**

**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.

### **National Highway System (NHS) Bridge and Pavement Conditions (PM2)**

MassDOT to provide presentation on the mid-period performance values for statewide bridge and pavement conditions on the interstate and non-interstate NHS as they relate to the 2- and 4-year targets established at the start of the performance period in 2022

### **System Performance (Congestion, Reliability, and Emissions) (PM3)**

MassDOT to provide presentation on the mid-period performance values related to the statewide reliability measures and UZA-specific peak-hour excessive delay (PHED), non-single occupancy vehicle (sov) travel, and emissions

The PM2 and PM3 updates have already been submitted to FHWA to accommodate the 10/1/2024 deadline; only the non-SOV targets were adjusted. Boston UZA no longer must track and submit updates to the UZA specific measures as it no longer contains any designated nonattainment or maintenance areas established by the EPA from National Ambient Air Quality Standards.



# System Performance Measures

Congestion, Reliability, and Emissions

# 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



# Performance Measures Background

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- The mid-performance period report for PM2 and PM3 measures was due October 1<sup>st</sup>, 2024 and has been submitted by MassDOT.
- The only target adjustments that have been are those in the non-SOV category since actual data exceeded the targets.

# Required Performance Measures under PM3

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## Reliability

- Level of Travel Time Reliability (LOTTTR) on both the Interstate System and non-Interstate NHS
- Level of **Truck** Travel Time Reliability (TTTR)

## Congestion

- Percentage of non-single occupancy vehicle travel
- Peak hour excessive delay (PHED)

## Emissions

- Total reduction of on-road mobile source emissions from projects funded under the Congestion Mitigation & Air Quality (CMAQ) program

# Level of Travel Time Reliability (LOTTTR)

- LOTTR is based on the amount of time it takes to drive the length of a road segment.
- The metric is the percentage of person-miles traveled that are "reliable."
- "Reliability" as defined does not necessarily mean uncongested.
- Measure is reported on the **statewide** level

# Calculations – LOTTR

Based on the amount of time it take to drive the length of a road segment.

1. Collect travel times
2. Find the 50<sup>th</sup> pct. And the 80<sup>th</sup> pct times
3. Compute  $LOTTR = 80^{th}/50^{th}$
4. Repeat for 4 periods shown below
5. If all are below 1.50, the segment is “reliable”
6. Statewide metric is the % of person-miles traveled that are “reliable”

Level of Travel Time Reliability (LOTTR) (Single Segment, Interstate Highway System)		
Monday – Friday	6am – 10am	$LOTTR = \frac{44 \text{ sec}}{35 \text{ sec}} = 1.26$
	10am – 4pm	LOTTR = 1.39
	4pm – 8pm	LOTTR = <b>1.54</b>
Weekends	6am – 8pm	LOTTR = 1.31
Must exhibit LOTTR below 1.50 during <u>all</u> of the time periods		<b>Segment is <u>not</u> reliable</b>



# Interstate Travel Time Reliability

Interstate Travel Time Reliability for Massachusetts



## Massachusetts

MAP-21 Percent of the Person-Miles Traveled on the Interstate That Are Reliable (the Interstate Travel Time Reliability measure)

### Year's Performance

2022

👍 78.4%

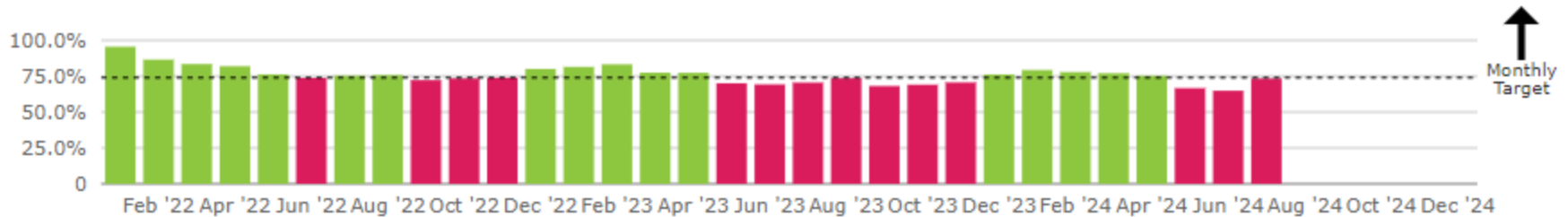
2023

👍 75.0%

2024

👍 74.0%

**Target**  
at least  
**74.0%**



[Show map](#)

Data source: NPMRDS INRIX (2022-2024)

Calculated using 100% of miles in Massachusetts

2-Year Target: 74% LOTTR  
4-Year Target: 76% LOTTR

# Non-Interstate Travel Time Reliability

Non-interstate NHS Travel Time Reliability for Massachusetts



## Massachusetts

MAP-21 Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable (the Non-Interstate NHS Travel Time Reliability measure)

Target  
at least  
**85.0%**

Year's Performance

2022

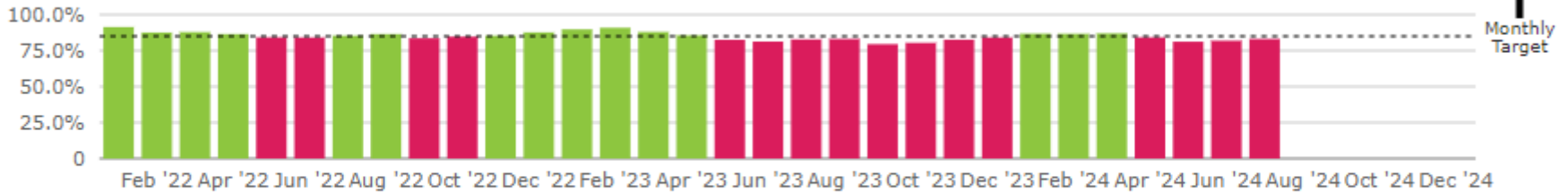
**87.0%**

2023

**86.1%**

2024

**85.7%**



[Show map](#)

Data source: NPMRDS INRIX (2022-2024)

Calculated using 100% of miles in Massachusetts

2-Year Target: 85%  
4-Year Target: 87%

# Truck Travel Time Reliability (TTTR)

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- TTTR is based on the amount of time it takes trucks to drive the length of a road segment.
- “Reliability” as defined does not necessarily mean uncongested.
- Measure is reported on the **statewide** level
- TTTR only reported on the Interstate system

# Calculations – TTTR

Based on the amount of time it take to drive the length of a road segment.

1. Collect travel times
2. Find the 50<sup>th</sup> pct. And the 95<sup>th</sup> pct times
3. Compute  $LOTTR = 95^{th}/50^{th}$
4. Repeat for 4 periods shown below
5. Index is generated as a weighted average of the largest period for each segment and its weight

Level of Truck Travel Time Reliability (LOTTR) (Single Segment, Interstate Highway System)		
Monday – Friday	6am – 10am	$TTTR = \frac{55 \text{ sec}}{35 \text{ sec}} = 1.57$
	10am – 4pm	TTTR = 1.25
	4pm – 8pm	TTTR = 2.52
Weekends	6am – 8pm	TTTR = 1.2
All Days	8pm – 6am	TTTR = 1.05

# Truck Travel Time Reliability

Truck Travel Time Reliability Index for Massachusetts



## Massachusetts

MAP-21 Truck Travel Time Reliability Index (for interstate roads only)

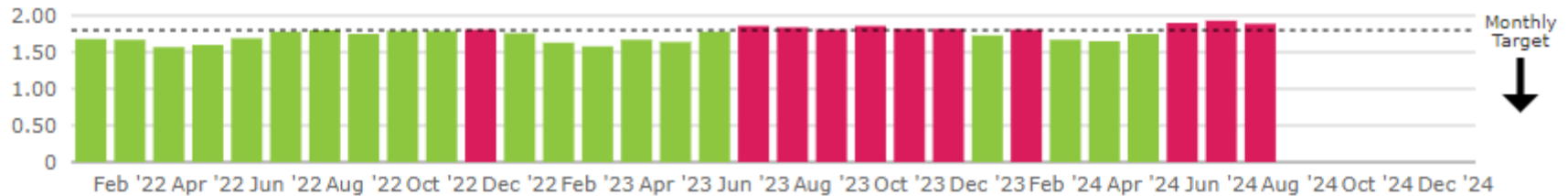
### Year's Performance

2022 1.71

2023 1.75

2024 1.76

**Target**  
less than  
**1.80**



[Show map](#)

Data source: NPMRDS INRIX (2022-2024)

Calculated using 100% of miles in Massachusetts

2-Year Target: 1.80  
4-Year Target: 1.75

# Results

PM3 Measure	Interstate Travel Time Reliability	Non-Interstate Travel Time Reliability	Truck Travel Time Reliability
2018	69.8%	80.4%	1.88
2019	69.0%	82.7%	1.84
2020	94.4%	91.3%	1.44
2021	84.2%	87.9%	1.61
2022	78.4%	87.0%	1.71
2022 Target	> 68.0%	> 80.0%	< 1.85
2023	75.0%	86.1%	1.75
2024 YTD	74.0%	85.7%	1.76
2024 Target	> 74.0%	> 85.0%	< 1.80
	Meets target	Meets target	Meets target

**Target: 2022 targets were met for all three reliability measures.**

**Target: 2024 targets are met for all three reliability measures.**

2024 data reflect year-to-date (July) values  
2022 targets were evaluated using 2021 data

# Peak Hour Excessive Delay (PHED)

- The metric for PHED indicates annual hours of excessive delay per capita on the NHS between 6 am and 10 am, and 3 pm and 7 pm.
- For the purposes of this measure, the threshold for excessive delay is based on the travel time at 20 miles per hour or 60% of the posted speed limit travel time, whichever is greater.
- Reporting Requirements:
  - Must be reported on the **urbanized area (UZA)** level for the Boston UZA, which includes parts of NH and RI.
  - Worcester UZA, which includes parts of CT.
  - Springfield UZA, which includes parts of CT.

# Peak Hour Excessive Delay (Boston UZA)

Data Segments:	PHED status:				2020 Total UZA PHED	Boston UZA pop. (latest US Census est.)	2020 PHED per capita
	total	with	0 or null	% 0 or null			
Mass.	6,100	5,859	241	4.0%	56,766,456	4,454,243	
NH	90	75	15	16.7%			
All	6,190	5,934	256	4.1%			

Data Segments:	PHED status:				2021 Total UZA PHED	Boston UZA pop. (latest US Census est.)	2021 PHED per capita
	total	with	0 or null	% 0 or null			
Mass.	6,006	5,731	275	4.6%	80,295,124	4,454,243	
NH	86	73	13	15.1%			
All	6,092	5,804	288	4.7%			

Data Segments:	PHED status:				2022 Total UZA PHED	Boston UZA pop. (latest US Census est.)	2022 PHED per capita
	total	with	0 or null	% 0 or null			
Mass.	6,676	6,515	161	2.4%	86,687,040	4,328,315	
NH	88	80	8	9.1%			
All	6,764	6,595	169	2.5%			

Data Segments:	PHED status:				2023 Total UZA PHED	Boston UZA pop. (latest US Census est.)	2023 PHED per capita
	total	with	0 or null	% 0 or null			
Mass.	5,916	5,799	117	2.0%	87,527,421	4,328,315	
NH	89	81	8	9.0%			
All	6,005	5,880	125	2.1%			

2-Year Target: 24.0

4-Year Target: 22.0



# PHED Results Summary (annual hours per person)

Year	Boston MA-NH-RI UZA	Springfield MA-CT UZA	Worcester MA-CT UZA
2018	22.87	7.97	10.62
2019	25.23	7.68	8.89
2020	12.74	4.65	5.14
2021	18.03	6.21	6.81
2022	20.03	6.29	7.61
2022 Target	< 18.31	n/a	n/a
2023	20.22	5.77	7.31
2024 Target	< 24	< 6.5	< 7
	Meets Target in 2023	Meets Target in 2023	Does NOT Meet Target in 2023
2026 Target	< 22	< 6	< 5

**Target: In 2023, 2024 targets are met for the Boston and Springfield UZAs, but not for the Worcester UZA**

Note: 2022 Boston UZA target was set with latest (2021) data at the time. Final 2022 data shows 2022 target would not have been met.

# Percentage of Non-SOV Travel

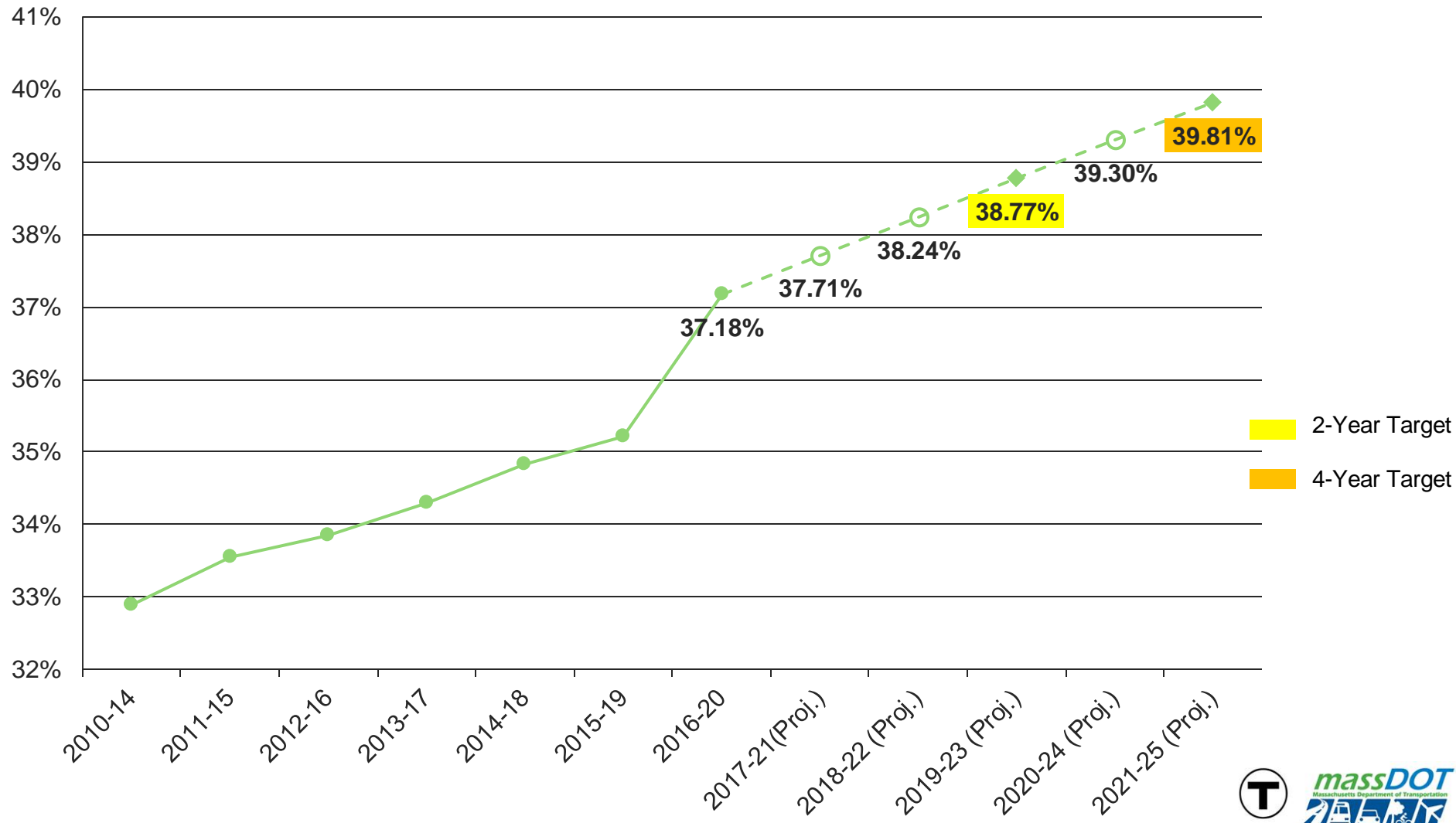
- The metric for non-SOV travel is based on the percentage of people commuting to work using a mode other than a single occupancy vehicle (e.g. carpool, van, public transit, walking, bicycling, or telecommuting).
- Reporting Requirements:
  - Must be reported on the **urbanized area (UZA)** level for the Boston UZA, which includes parts of NH and RI.
  - Worcester UZA, which includes parts of CT.
  - Springfield UZA, which includes parts of CT.

# Means of Transportation to Work— Boston, UZA

	Boston, MA--NH--RI Urbanized Area (2010)						
	2016	2017	2018	2019	2020	2021	2022
<b>Workers 16 years and over</b>	2,248,850	2,292,375	2,327,952	2,364,889	2,363,758	2,387,128	2,312,044
<b>Car, truck, or van:</b>	73.65%	73.07%	72.63%	72.32%	70.09%	67.67%	65.22%
<b>Drove alone</b>	66.42%	65.93%	65.42%	65.07%	63.11%	60.99%	58.64%
<b>Carpooled:</b>	7.23%	7.14%	7.21%	7.25%	6.99%	6.68%	6.57%
<b>Public transportation (excluding taxicab):</b>	13.96%	14.27%	14.33%	14.46%	13.26%	11.61%	10.76%
<b>Bicycle</b>	1.02%	1.05%	1.11%	1.14%	1.07%	1.01%	1.03%
<b>Walked</b>	5.58%	5.58%	5.62%	5.68%	5.54%	5.30%	5.17%
<b>Taxicab, motorcycle, or other means</b>	1.15%	1.21%	1.33%	1.36%	1.40%	1.49%	1.64%
<b>Worked at home</b>	4.63%	4.82%	4.99%	5.04%	8.64%	12.92%	16.17%

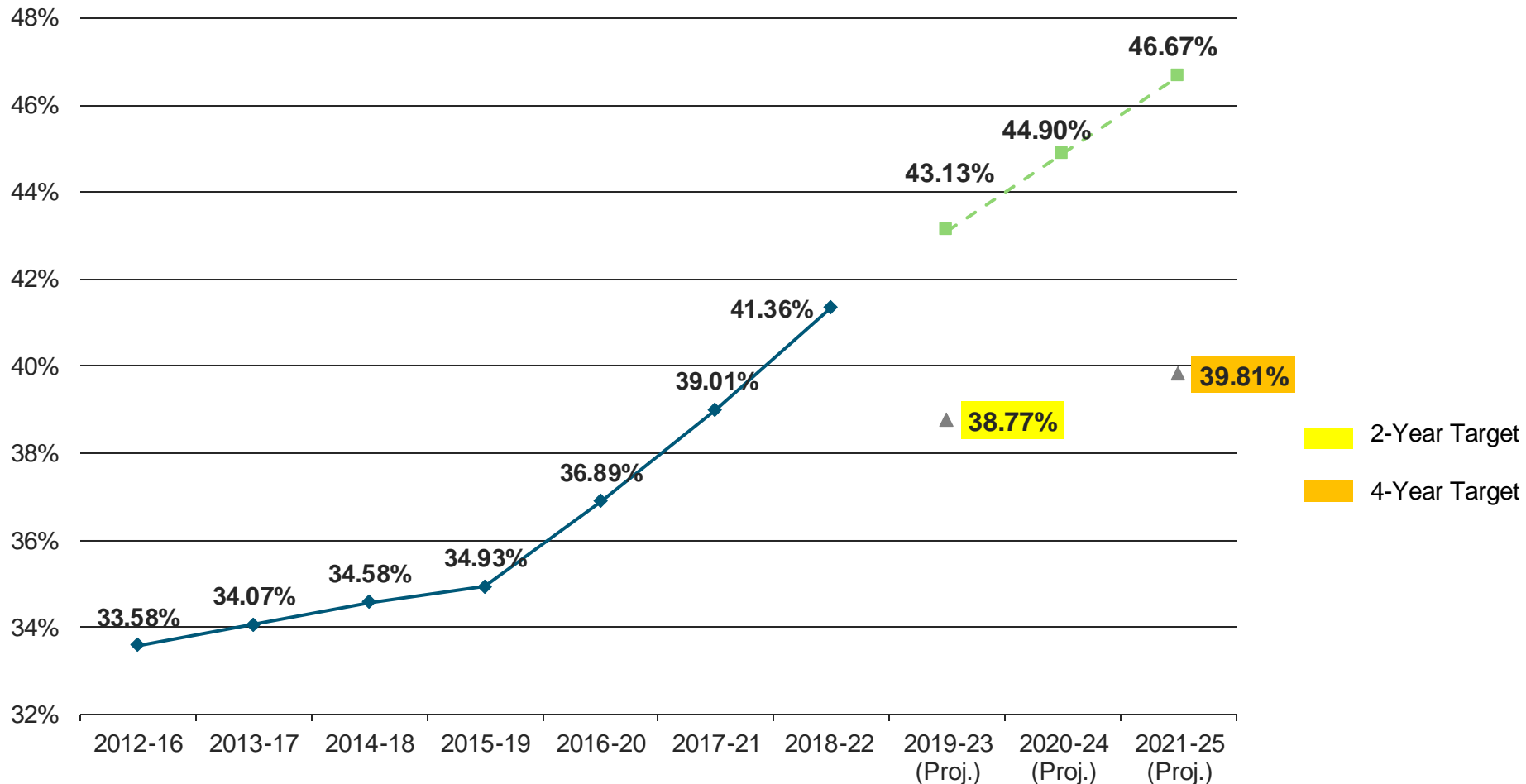
# Percentage of Non-SOV Travel- Boston

- Pre-COVID trends and projection from 2022



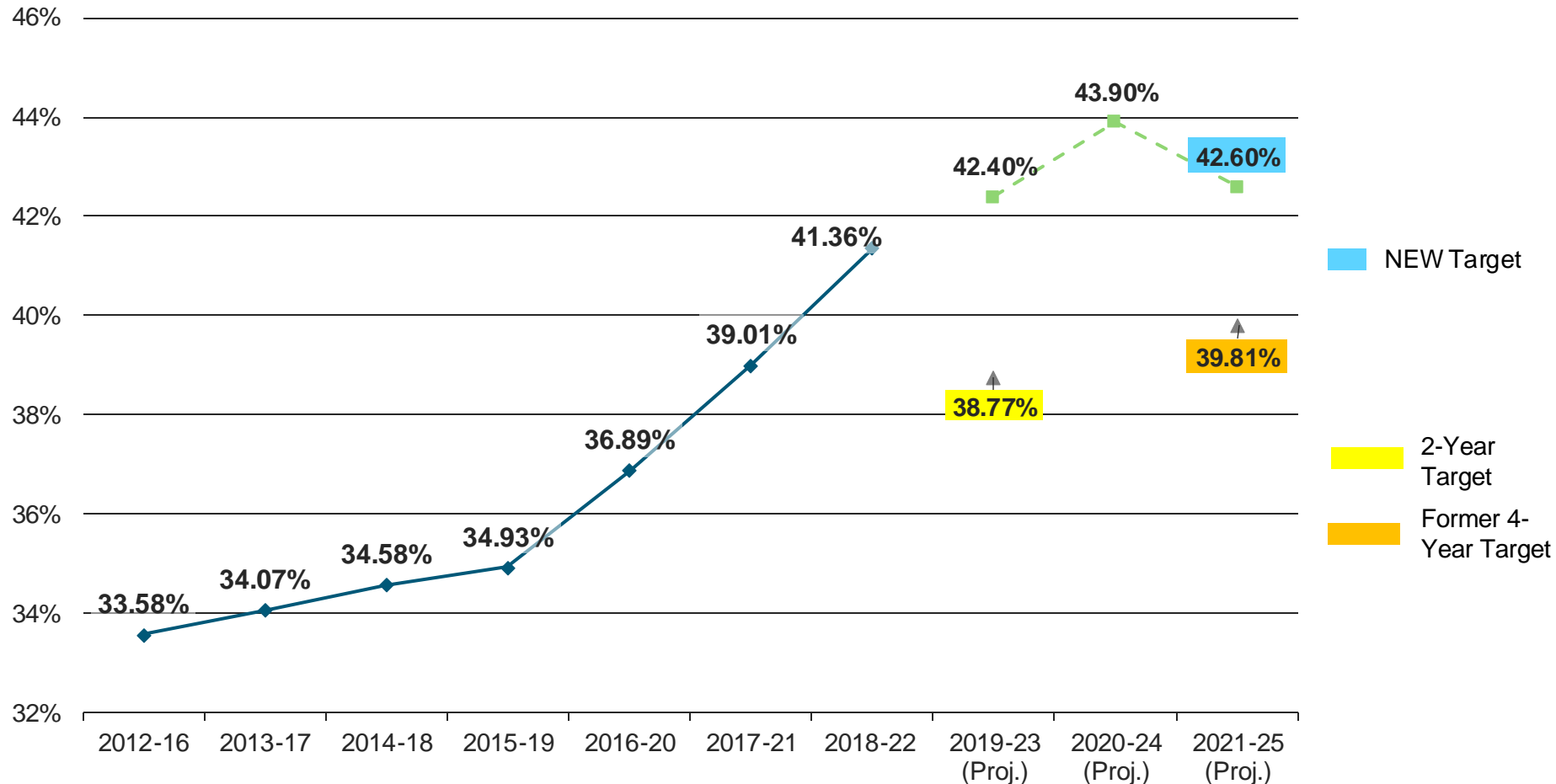
# Percentage of Non-SOV Travel- Boston

- Latest data, applying previous methodology from 2022 using COVID-19 trends



# Percentage of Non-SOV Travel- Boston

- Latest data and trend with adjusted methodology



# Emissions Reductions

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- The on-road mobile source emissions measure is calculated by summing 2-and 4-year totals of emissions reductions in kilograms per day.
- Lowell, Waltham, Worcester, and Springfield reached the end of their air quality maintenance periods in October 2023
- Only remaining non-attainment area within MA is in Dukes County; no CMAQ funding programmed here

# Emissions Summary

Emission	Baseline	Proposed 2-Year Target	Mid-Performance Value	Proposed 4-Year Target
PM2.5	NA	NA	NA	NA
NOx	0.490	0	0	0
VOC	0.534	0	0	0
PM10	NA	NA	NA	NA
CO	6.637	0.354	NA	0.354

Total in kg/day



# Summary

Measure	Baseline	2-Year Target	4-Year Target	Mid-Performance Value
<b>LOTTR</b> (Interstate & Non-Interstate)	84.2% 87.2%	74% 85%	76% 87%	74% 85.7%
<b>TTTR</b>	1.61	1.80	1.75	1.76
<b>PHED</b>	Boston: 18.0	Boston: 24	Boston: 22	20.22
	Springfield: 6.2	Springfield: 6.5	Springfield: 6	5.77
	Worcester: 6.8	Worcester: 7	Worcester: 5	7.31 (7.0 per FHWA)
<b>Non-SOV</b>	Boston: 36.9%	Boston: 38.77%	Boston: 39.81%	Boston: 41.36%
	Springfield: 21.5%	Springfield: 22.17%	Springfield: 22.24%	Springfield: 22.49%
	Worcester: 23.4%	Worcester: 25.35%	Worcester: 26.12%	Worcester: 28.95%

# Summary of New Target

<b>Measure</b>	<b>Baseline Figure (2021)</b>	<b>2-Year Target</b>	<b>4-Year Target</b>	<b>Mid-Performance Value (5-Year ACS)</b>	<b>Adjusted 4-Year Target</b>
Non-SOV Travel	Boston: 36.9%	Boston: 38.8%	Boston: 39.8%	Boston: 41.36%	Boston: 42.6%
	Springfield: 21.5%	Springfield: 22.2%	Springfield: 22.2%	Springfield: 22.49%	Springfield: 22.7%
	Worcester: 23.4%	Worcester: 25.4%	Worcester: 26.1%	Worcester: 28.95%	Worcester: 29.6%

**October 15, 2024 Old Colony MPO Meeting  
Agenda Item 8**

**Performance Based Planning and Brockton Area Transit (BAT)  
Transit Asset Management (TAM) Transit State of Good Repair  
Targets**

- **Presentation, Discussion, and Possible Adoption of the Federally Required Performance Targets Pertaining to Transit State of Good Repair**

**Summary**

In 2012, the Moving Ahead for Progress in the 21st Century Act (MAP-21) mandated FTA to develop a rule establishing a strategic and systematic process of operating, maintaining, and improving public capital assets effectively through their entire life cycle. The Transit Asset Management (TAM) Final Rule 49 USC 625 became effective October 1, 2016 and established four performance measures to approximate the State of Good Repair (SGR) for four categories of capital assets. The performance management requirements outlined in 49 USC 625 Subpart D are a minimum standard for transit operators. Calculating performance measures helps transit agencies to quantify the condition of their assets, which facilitates setting targets that support funding prioritization.

<b>Asset Category</b>	<b>FTA established Performance Measure</b>
Rolling Stock	% of revenue vehicles exceeding ULB
Equipment	% of non-revenue service vehicles exceeding ULB
Facilities	% of facilities rated under 3.0 on the TERM scale
Infrastructure	% of track segments under performance restriction

For each asset category, the performance measure is a characterization of the percentage of the number of assets that are not in a state of good repair. All of the performance measures have been designed with the goal of having low values. As the age increases or condition of assets deteriorates, the value of the performance measures will increase.

### Target Setting

A target is a goal associated with performance that is used to track the progress of capital assets towards achieving a state of good repair. Targets connect a provider's strategic goals to the actions that the provider will take to reach those goals. The TAM Final Rule defines a performance target as a quantifiable level of performance or condition, expressed as a value for the measure, to be achieved within a time period required by FTA.

## Planning Targets

The TAM rule requires transit agencies to coordinate to the extent practicable with their State and MPO planning colleagues as well as share TAM data with them. However, in addition to the transit provider requirements, the 2016 Planning Final Rule requires:

- States and MPOs establish performance targets that address the performance measures or standards established in the TAM Final rule.
- States and MPOs coordinate targets to the maximum extent practicable with providers of public transportation.
- MPOs establish performance targets 180 days after the transit agencies establish their performance targets.

Following the presentation by BAT and discussion, the Old Colony MPO is respectfully requested to consider adoption of the proposed set of federally required Performance Targets pertaining to Transit State of Good Repair.

# BROCKTON AREA TRANSIT AUTHORITY

## FY2024 PERFORMANCE TARGETS

**Background:** In 2012, MAP-21 mandated FTA to develop a rule establishing a strategic and systematic process of operating, maintaining, and improving public capital assets effectively through their entire life cycle. The TAM Final Rule 49 USC 625 became effective Oct. 1, 2016 and established four performance measures. The performance management requirements outlined in 49 USC 625 Subpart D are a minimum standard for transit operators.

Performance Targets by Asset Category						
Category	Class		Performance Target for FY24	Total # Vehicles	# of vehicles that will exceed ULB - FY25	% of fleet that exceeds ULB - FY25
<b>Rolling Stock</b>	Buses	X% of fleet exceeds default ULB of 14	<b>14.00%</b>	<b>53</b>	<b>7</b>	<b>13.21%</b>
	Cutaway Buses	X% of fleet exceeds default ULB of 10	<b>26.00%</b>	<b>4</b>	<b>1</b>	<b>25.00%</b>
	Vans	X% of fleet exceeds default ULB of 8	<b>27.00%</b>	<b>57</b>	<b>15</b>	<b>26.32%</b>
<b>Equipment</b>	Non Revenue - Service Automobile	X% of non-revenue service vehicles exceeds default ULB of 8	<b>40.00%</b>	<b>5</b>	<b>1</b>	<b>20.00%</b>
	Non Revenue - Service Truck	X% of non-revenue service vehicles exceeds default ULB of 8	<b>40.00%</b>	<b>5</b>	<b>2</b>	<b>40.00%</b>
<b>Facilities</b>	Admin/Maintenance Facility	X% of facilities rated under 3.0 on TERM scale	<b>0.00%</b>	<b>3</b>	<b>0</b>	<b>0.00%</b>

**October 15, 2024 Old Colony MPO Meeting  
Agenda Item 9**

**FFY 2025-2029 Old Colony Transportation Improvement Program  
(TIP) Adjustments and/ or Amendments**

- **Adjustment 1 (MassDOT District 5 - Vulnerable Road User (VRU) Systemic Safety Project Near Bus Stops Project) - Review and Potential Approval**

**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.

**Adjustment 1 includes the following changes:**

**FFY 2025**

- MASSDOT DISTRICT FIVE - VRU SYSTEMIC SAFETY PROJECT NEAR BUS STOPS (613604)
  - MODIFIES PROJECT LISTING S12980

- During 2025-2029 STIP Development a placeholder “S # ID” project was programmed, now that it has a proper project ID it required a TIP Adjustment
- \$1,462,395 in FFY 2025 HSIP Vulnerable User Safety (VUS) funds
- MassDOT’s Vulnerable Road User (VRU) Assessment found that a disproportional amount of pedestrian and bicyclist fatal or serious injury crashes occurred within 300 feet of a bus stop. In an effort to address this, MassDOT is investing Highway Safety Improvement Program (HSIP) funds into crossing improvements at bus stops throughout the state in a multi-year approach. Bus stops that were identified as high risk for pedestrians or had a high potential for people walking within 300 feet of them were prioritized for these improvements. Project elements include adding pedestrian refuge islands, installing flashing warning signs (RRFBs) or other signs, painting high-visibility crosswalks, curb extensions, etc.



**October 15, 2024 Old Colony MPO Meeting**  
**Agenda Item 10**  
**Old Colony Safe Streets for All (SS4A) Action Plan Update and**  
**Status Report**

**Summary**

The consultant under contract to develop the Old Colony Safe Streets for All (SS4A) Comprehensive Safety Action Plan, BETA Group, Inc. has developed an online Interactive Map and Data Dashboard that is being made available to the public. Old Colony Planning Council and BETA Group Inc. have met with each community in the Old Colony region to present this data dashboard, and the Top 5 high risk locations identified in each community. Municipal officials were then offered the opportunity to provide input on local priorities that may have been missed through the initial data driven process.

The data dashboard and interactive map have now been released to the general public. Through this map and dashboard, users can view the top locations that have been identified as high-risk for serious injury and fatalities, share their own locations they believe are high priorities for the community.

The goal of the Safe Streets for All (SS4A) Comprehensive Safety Action Plan is to identify high-risk locations and propose countermeasures that can be implemented to

prevent serious injuries and eliminate traffic fatalities using the Safe Systems Approach. The Plan is being developed through a Bipartisan Infrastructure Law (BIL) Safe Streets for All Discretionary Grant and matching grant from the Massachusetts Department of Transportation (MassDOT).

The Interactive Map and Data Dashboard can be accessed by visiting the Safe Streets for All project page on the Old Colony Planning Council website at:  
<https://oldcolonyplanning.org/ss4a/>

**October 15, 2024 Old Colony MPO Meeting**  
**Agenda Item 11**  
**Administrative Matters, Other Business, and Date and Time of**  
**Next Meeting(s)**

**Summary**

**2024 Moving Together Conference**

October 23, 2024 | 7:45 am - 4:30 pm | Sheraton Boston Hotel, 39 Dalton Street,  
Boston, MA

- 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.

Some of the topics at this year's conference will include: MassTrails, Transit Connectivity, Bicycle Counts, Systemwide Accessibility, Climate Resiliency, Safe Streets/Smart Trips High School Video Contest, and Site Visits

For more information, please visit:

<https://www.umasstransportationcenter.org/assnfe/ev.asp?ID=5604>

## **Getting to Vision Zero: Mass Road Safety Summit**

The Mass Road Safety Summit will be held on October 28, 2024 from 8 AM–4 PM at the UMass Club in Boston, MA. The summit will take place in the Boston Room on the 32nd floor at One Beacon Street.

Over 63,000 people died in 2022 due to road-related accidents in the U.S. and the EU combined; 42,514 in the US and 20,600 in the European Union, according to data released by the European Commission.

This event offers a unique opportunity to bring together leading experts and policy makers from the U.S. and Europe to discuss the most effective actions for improving road safety in Massachusetts.

You are invited to join us for an engaging dialogue and exchange of ideas as we work to collectively tackle this challenge.

This event is made possible by MAPFRE, MassDOT, and Boston Children's Hospital.

For more information, please visit:

[https://fundacionmapfre.my.site.com/area/s/login/?language=en\\_US&ec=302&startURL=%2Farea%2Fs%2Feventos%3Falias%3Da005p00000cyPQqEAM](https://fundacionmapfre.my.site.com/area/s/login/?language=en_US&ec=302&startURL=%2Farea%2Fs%2Feventos%3Falias%3Da005p00000cyPQqEAM)

## **MassDOT Launches Latest Statewide Travel Study**

The Massachusetts Department of Transportation (MassDOT) recently launched the latest Massachusetts Travel Study, the first comprehensive statewide data collection project in over 10 years. If invited to participate, residents across the Commonwealth will have the opportunity to share information about their travel behavior and help inform the future of transportation planning and service delivery.

Households across the state will be randomly selected to participate in the study. If chosen, household members will be able to complete a short travel diary and questionnaire that asks about various trip purposes, and travel modes taken. Once complete, every participating household member will receive a gift card for use at select retailers.

Invitation letters are currently being distributed to households and will continue to arrive in mailboxes all across the state throughout the Fall. MassDOT encourages all who receive an invitation to participate in the study, as this data will help MassDOT make capital investment, service delivery, and transportation planning decisions.

For more information about the Massachusetts Travel Study, please visit <https://www.mass.gov/massachusetts-travel-study>

## **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 October 22, 2024 at 2:00 PM. A newsletter ahead of that meeting with new grant opportunities, contact information, and other helpful resources, will be sent in advance.

To register for the Zoom meetings, please visit:

[https://us02web.zoom.us/meeting/register/tZUucuyhrzguHNJkkh-XlmZBIQQKxxG\\_Acjl?utm\\_medium=email&utm\\_source=govdelivery#/registration](https://us02web.zoom.us/meeting/register/tZUucuyhrzguHNJkkh-XlmZBIQQKxxG_Acjl?utm_medium=email&utm_source=govdelivery#/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>

## **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**

- **November 19, 2024 at 10 AM**
- **December 17, 2024 at 10 AM**

### **2025**

- **January 21, 2025 at 10 AM**
- **February 18, 2025 at 10 AM**
- **March 18, 2025 at 10 AM**
- **April 15, 2025 at 10 AM**
- **May 20, 2025 at 10 AM**
- **June 17, 2025 at 10 AM**



**October 15, 2024 Old Colony MPO Meeting**  
**Agenda Item 12**  
**Adjournment**

**Summary**

Adjournment of meeting.