



# METROPOLITAN PLANNING ORGANIZATION (MPO)

70 SCHOOL STREET, BROCKTON, MA 02301

OLDCOLONYPLANNING.ORG | 508-583-1833



OLD COLONY  
PLANNING COUNCIL

## DATE

TUESDAY  
DECEMBER 17, 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 November 19, 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. FFY 2025-2029 Old Colony Transportation Improvement Program (TIP) Adjustments and/ or Amendments
  - Amendment 1 (Add the Following Projects: S13132: Brockton - Downtown Transportation Technology Project (SMART); S13134 : Brockton - Downtown Brockton Improvements (RAISE); S13135: Brockton - Safety Pilot At Three Intersections On North Main Street (SS4A); and S13133: Plymouth - Design And Construction Of Two Culverts And Removal Of One (Town Brook Stream; Culvert AOP)
    - Public Comments and Potential Endorsement
8. Old Colony Transportation Improvement Program (TIP) - Transportation Evaluation Criteria (TEC) and TIP Project Programming Process
9. Old Colony Congestion Management Process (CMP) - Overview of October 2024 Commuter Parking Utilization
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. 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).

**December 17, 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.”**

**December 17, 2024 Old Colony MPO Meeting**  
**Agenda Item 2**  
**Public Comments**

**Summary**

Public comments.

**December 17, 2024 Old Colony MPO Meeting  
Agenda Item 3  
Potential Approval of November 19, 2024 Meeting Minutes**

**Summary**

The Old Colony MPO is respectfully requested to consider the approval of the November 19, 2024 Old Colony MPO Meeting Minutes.

# OLD COLONY METROPOLITAN PLANNING ORGANIZATION (MPO)

Minutes of the Old Colony MPO Virtual Meeting, November 19, 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
Celia Canavan	Mayor Robert Sullivan, City of Brockton	Present
Lee Hartmann	Richard J. Quintal, Jr., Town of Plymouth	Absent
Tyler Bouchard	Town of Kingston	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
 <u>Ex-Officio Members</u>		
Eric Gemperline	Joi Singh, FHWA	Absent
Kirstie Hostetter	Peter Butler, FTA Regional Administrator, Region 1	Present
Noreen O’Toole	Old Colony Joint Transportation Committee	Absent

## Also Present

Kelly Forrester	Brockton Area Transit (BAT)
Emily Williams	Bridgewater
Allison Shane	Duxbury
Miranda Briseno	MassDOT
Barbara Lachance	MassDOT District 5
Charles Kilmer	Old Colony Planning Council
Bill McNulty	Old Colony Planning Council
Kyle Mowatt	Old Colony Planning Council
Ray Guarino	Old Colony Planning Council
Guoqiang Li	Old Colony Planning Council
Matt Dyer	Old Colony Planning Council
Mary Waldron	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.

# OLD COLONY METROPOLITAN PLANNING ORGANIZATION (MPO)

## 2. Public Comments

There were no public comments at this time.

## 3. Minutes of the October 15, 2024 Meeting

A motion to approve the draft minutes of the October 15, 2024 meeting was made by Dan Salvucci and seconded by Becky Coletta. Members voted as follows:

Stephen Woelfel	Aye
Richard Bilski	Aye
Celia Canavan	Aye
Tyler Bouchard	Abstain
Dan Salvucci	Aye
Michael Lambert	Aye
Rebecca Coletta	Aye

The motion passed.

## 4. Brockton Area Transit (BAT) Report

Michael Lambert reported on the following items:

- BAT continues to run fare free service, which will be extended until June 30, 2025
- Ridership continues to be strong. There have been a few 14,000 trip days over the past few weeks
- The new electric buses will be seen on the road starting in early December
- BAT is close to rolling out a partnership with Uber that will provide subsidized overnight employment trips between 9pm and 6am

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

There was no update from GATRA at this time.

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

Barbara Lachance provided an update on projects:

2025

- 608195 - Easton- Corridor Improvements on Route 138 Including Intersection Improvements at Route 138 (Washington Street) and Elm Street: 100% review has been completed, working toward PS&E (Dependent on appeal sent by MassDOT on order of conditions)
- 609052 - Brockton- Intersection Improvements at Centre Street (Route 123) and Plymouth Street: At 25% Design, Revision 2 completed at end of October, anticipate full revised 25% submission early December, 2024
- 613358 - Stoughton- Corridor Improvements on Route 138, From Canton T.L. to Charles Avenue (Phase 2): PS&E was completed in January, working through Article 97 issues, all environmental permits have been obtained

2026

## 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: At 25% Design, revised 25% plans due at end of November 2024
- 609440 - Abington- Intersection Improvements at Hancock Street and Chestnut Street: Just finished 75% review, waiting for designer to provide response to comments, comment resolution meeting will then be scheduled
- 611979 - Avon- Intersection Improvements at Route 28, Spring Street and Harrison Boulevard: Just finished up 25% design submission, working on response to comments, utility site walk before comment resolution meeting

### 2027

- 606002 - Kingston- Duxbury- Intersection Improvements at Route 3 Ramps (NB/SB) and Route 3A (Tremont Street): At pre 25%, anticipate 25% submission in January 2025
- 612006 - Duxbury- Bridge Replacement, D-14-003 (438), Powder Point Avenue over Duxbury Bay: Preliminary design phase, coordination with town and public will occur this winter and early spring 2025
- 612525 - Abington- Intersection Improvements, Randolph Street and Richard A Fitts Drive (Route 139) At Chestnut Street and Old Randolph Street: Revised pre 25% has been reviewed, response to comments will be in mid-November, will need a comment resolution meeting

### 2028

- 608615 - Kingston- Bridge Replacement, K-01-014, Smiths Lane over Route 3 (Pilgrim Highway): ICE Stage 2 was completed in July 2024, 25% submission mid-January of 2025
- 611981 - Stoughton- Intersection Improvements at Canton Street (Route 27), School Street and Summer Street: 25% design came in, under review until mid-December 2024
- 612262 - Brockton- Intersection Improvements at Route 123 (Belmont Street), Pearl Street And Stonehill Street: ICE Stage 1 Completed, 10% design submission due March of 2025
- 612769 - Hanover- Corridor Improvements on Route 139 (Hanover Street) at Main Street, Center Street and Silver Street (PIM scheduled for 12/5/2024): ICE Stage 2 completed in February 2024, public informational meeting scheduled for December 5, 2024
- 612770 - Abington- Intersection Improvements at Route 18 (Bedford Street) and Route 123 (Brockton Avenue): Pre 25% Design, anticipate 25% submission in February 2025
- 613269 - Duxbury- Intersection Improvements at Route 53 and Franklin Street: Received Scope and Fee in April, 2024, waiting for design and submission schedule

Allison Shane asked when more information will be provided about the public participation process for the Powder Point Bridge Project in Duxbury. Barbara Lachance stated that the bridge type study and public participation will occur over the winter and spring. Allison Shane noted concern and that the public wants to be involved in choosing the bridge type. Barbara Lachance will contact the Project Manager to affirm that public process which will allow the public and stakeholders to provide feedback and input on the Bridge Type.

Rebecca Coletta stated that OCPC is getting a lot of feedback from Duxbury that the public wants to be involved in the design stage.

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

- **Adjustment 2 (Bridgewater: 613292 Vernon Street over Taunton River Bridge Rehabilitation - Cost Change; Duxbury: 612006, Powder Point Avenue Over Duxbury Bay Bridge Replacement - Funding Source Change)**
- **Amendment 1 (Add the Following Projects: S13132: Brockton – Downtown Transportation Technology Project (SMART); S13134: Brockton - Downtown Brockton Improvements (RAISE); S13135: Brockton -**

# OLD COLONY METROPOLITAN PLANNING ORGANIZATION (MPO)

## Safety Pilot At Three Intersections on North Main Street (SS4A); and S13133: Plymouth - Design and Construction of Two Culverts and Removal of One (Town Brook Stream; Culvert AOP)

Bill McNulty presented and discussed Adjustment 2 and Amendment 1:

**Adjustment 2 includes the following two adjustments:**

**FFY 2027 and 2030 (2030 is beyond current 2025-2029 TIP but being documented for Advance Construction Schedule)**

### CHANGE PROJECT FUNDING SOURCE

- **DUXBURY- BRIDGE REPLACEMENT, D-14-003 (438), POWDER POINT AVENUE OVER DUXBURY BAY (812006)**
  - Original Funding Source: Section 1B (Earmarked or Discretionary Grant Funded Projects)
  - New Funding Source: Section 2A (State Prioritized Reliability Projects)
  - Adjusting FFY 2027 Bridge Formula Program Off-System Bridge (BROFF) funding from \$36,960,397 to \$0
  - Adjusting FFY 2030 STBG-Bridge Off-System funding from \$0 to \$36,960,397
  - Programmed Amount Remains Unchanged at \$36,960,397

### FFY 2029

### REVISE COST ESTIMATE

- **BRIDGEWATER- BRIDGE REHABILITATION, B-23-001 (44H), VERNON STREET OVER TAUNTON RIVER (613292)**
  - Programmed in FFY 2029
  - Previous Cost: \$23,911,289
  - New Amount: \$21,425,706 (Variance: -\$2,485,583)

Allison Shane asked, since the Powder Point Bridge project is now a State Prioritized Reliability Project, will that change the community's ability to have a wooden bridge or any other appearance they would like. Bill McNulty stated that this would not have any effect on design or public participation process, as this is just a funding category change.

A motion to approve Adjustment 2 was made by Dan Salvucci and seconded by Tyler Bouchard. Members voted as follows:

Stephen Woelfel	Aye
Barbara Lachance	Aye
Celia Canavan	Aye
Tyler Bouchard	Aye
Dan Salvucci	Aye
Michael Lambert	Aye
Rebecca Coletta	Aye

The motion passed.



# OLD COLONY METROPOLITAN PLANNING ORGANIZATION (MPO)

Amendment 1 includes the following amendments:

## FFY 2025

- BROCKTON- DOWNTOWN TRANSPORTATION TECHNOLOGY PROJECT (SMART) (S13132)
  - Add Project
  - Strengthening Mobility and Revolutionizing Transportation (SMART) Bipartisan Infrastructure Law (BIL) Discretionary Grant
  - Total Project Cost is \$1,496,630
  
- BROCKTON- DOWNTOWN BROCKTON IMPROVEMENTS (RAISE) (S13134)
  - Add Project
  - Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Bipartisan Infrastructure Law (BIL) Discretionary Grant
  - Total Project Cost with Match is \$9,804,688
  
- BROCKTON- SAFETY PILOT AT THREE INTERSECTIONS ON NORTH MAIN STREET (SS4A) (S13135)
  - Add Project
  - Safe Streets for All (SS4A) Bipartisan Infrastructure Law (BIL) Discretionary Grant
  - Total Project Cost is \$235,600
  
- PLYMOUTH- DESIGN AND CONSTRUCTION OF TWO CULVERTS AND REMOVAL OF ONE (TOWN BROOK STREAM; CULVERT AOP) (S13133)
  - Add Project
  - National Culvert Program Aquatic Organism Passage (AOP) Bipartisan Infrastructure Law (BIL) Discretionary Grant
  - Award Amount is \$2,800,000

A motion to release Amendment 1 to a 21-day public review and comment period was made by Dan Salvucci and seconded by Celia Canavan.

Rebecca Coletta asked Bill McNulty to clarify who initiated these grants. Bill McNulty stated that these USDOT grants were all pursued locally by the City of Brockton and Town of Plymouth.

Members voted as follows:

Stephen Woelfel	Aye
Barbara Lachance	Aye
Celia Canavan	Aye
Tyler Bouchard	Aye
Dan Salvucci	Aye
Michael Lambert	Aye
Rebecca Coletta	Aye

## 8. FFY 2025 Old Colony Unified Planning Work Program (UPWP) Corridor Studies Update

- **Route 3A Corridor Study (Plymouth)**
- **Route 28 Corridor Study (Avon)**
- **Route 104 Corridor Study (Bridgewater)**

# OLD COLONY METROPOLITAN PLANNING ORGANIZATION (MPO)

Bill McNulty, Ray Guarino, and Guoqiang Li presented on the three corridor studies.

## Route 3A Corridor Study (Plymouth)

The purpose of the South Plymouth Route 3A Corridor Study is to study the Route 3A Corridor from the intersection of Warren Avenue (Route 3A) and Sandwich Street to the Bourne Town Line (approximately 14 miles) and Herring Pond Road from the intersection of State Road (Route 3A) at Herring Pond Road to the Bourne Town Line (approximately 2 miles). The Study aims to develop short-term and long-term recommendations and strategies that focus on transportation equity, improved circulation, improved mobility, reduced congestion, reduced collisions, improvements in air quality, traffic flow efficiency, and improved safety for all transportation modes, including bicycle, pedestrian, and transit accommodation. Staff will review volume to capacity ratios, levels-of-service, crash analyses, bus routes and transit access, and include public participation as part of the process. The study will determine system needs and identify operational deficiencies and will coordinate improvements that support regional objectives, adjacent land use, and future land use development. The study will consolidate and formalize driveway access, improve intersection design, improve air quality, and reduce emissions. Suggested further evaluation, such as intersection Road Safety Audits, Site Impact Analysis, housing demand and supply analysis, before and after analysis, Origin and Destination survey etc. will be considered.

### Procedures:

1. Documentation of Existing Conditions: Gather and compile existing transportation data along Route 3A within the study area. Data, such as, average daily traffic, peak period volumes and levels-of-service, truck, and heavy vehicle volumes, MassDOT truck exclusions, MassDOT speed permits, traffic signal timing and phasing designs/plans, crashes rates, trip generators, land uses, bus routes (transit and passenger rail), will be compiled. The data and analyses compiled for the existing conditions will be assessed to document the deficiencies along the corridor and vicinity area, and to identify their causes and their impact on traffic flow and accessibility. This section will validate or disprove current perceived problems within the study area. The study will consider public health outcomes as part of ongoing planning and performance measures planning. Consider the anticipated housing needs such as transit-oriented development and affordable housing and provide suggestions for recommendations if applicable. The process shall utilize the CMP, SMS, the 2050 LRTP, Regional Travel Demand Models, Travel Time Studies, and Corridor Studies. All relevant and attainable data will be collected and reported during this phase of the project. Replica, RITIS, Google Traffic, GeoDOT, IMPACT and other resources will be utilized to verify and support analyses. Information on Land use, business, and landmark locations will be gathered and compiled. Comprehensive existing condition map layers including but not limited to network, land use, business, physical environments etc., by using GIS software will be compiled and developed.

2. Short-Term and Long-Term Improvements Development: Conduct traffic modeling and simulation analysis with proposed alternatives for mitigation or congestion alleviation developed specific to problems identified in the critical areas. Provide consideration for potential bicycle and pedestrian improvements to ready the project recommendations for compliance with the Healthy Transportation Policy Directive and alignment with municipal future land use and transportation plans. Alternatives will include recommendations that are cost effective as well as recommendations that will produce the closest to ideal conditions. Consideration will be given to Transportation Systems Management Operations (TSMO) and maintenance, the incidental and routine causes of congestion, Complete Streets, and access management. The promotion of efficient system management and operations is one of the Bipartisan Infrastructure Law (BIL) planning factors seeking to integrate this concept in the planning process. Consider project improvement air quality impact and environmental impact.

3. Prepare Conclusions and Recommendations: The product of this Task is a report that provides a framework for the alleviation of traffic congestion and the improvement of safety throughout the corridor, and to provide the

# OLD COLONY METROPOLITAN PLANNING ORGANIZATION (MPO)

necessary information for stakeholders to move projects forward in the project funding and implementation phases. OCPC will prepare a final report, which will include an outline for implementation and identifies potential funding sources. Short-term and long-term recommendations will be discussed with MassDOT and including projects in the region's TIPs, LRTPs, and beyond.

4. Public Participation: Staff will be presenting at public meetings and workshops, developing surveys, and coordinating with Plymouth, Greater Attleboro Taunton Regional Transit Authority, Old Colony Joint Transportation Committee, Old Colony Planning Council, MassDOT Highway District 5 and MassDOT Office of Transportation Planning, and adjacent RPAs as applicable. Staff will seek input from residents, community-based organizations, business community, special interest groups, state, and local officials, etc. on transportation issues. Expansive and inclusive public outreach will be in accordance with Old Colony's Public Participation Plan.

## **Products:**

Preparation of the Route 3A Corridor Study, which will include conclusions and recommendations. Included in study will be data summary, maps, congestion and safety analysis, traffic flow and safety improvement recommendations (intersection geometric improvement, signal upgrade, bicycle and pedestrian accommodation, transit planning improvement, access management plan, location improvements, speed zoning, heavy vehicle exclusions, etc.) for implementation as appropriate.

Rebecca Coletta asked what's driving this project. Bill McNulty stated that when OCPC develops the program each year we'll look at the overall region and focus on areas we haven't looked at in a while. Plymouth did specifically request if OCPC could look at this area. There are a lot of concerns of safety at transit crossings. There are areas where there is not a lot of development and speeds can get high.

## **Route 28 Corridor Study (Avon)**

The study purpose is to study in-depth the Route 28 corridor in Avon, approximately 1.7 miles, to develop short-term and long-term improvements that focus on transportation equity, improved traffic circulation and mobility, reduced congestion, and improvements for all transportation modes, including bicycle, pedestrian, and transit. The corridor study area includes Route 28 in Avon from the Brockton City Line and concludes at the Randolph/Avon Town Line.

## **Brief Description of the Study Process**

1. Inventory and review of previous Route 28 Studies and Planned Improvements.
2. Collect and/or compile daily traffic counts, speeds, and heavy vehicle percentages at ten locations.
3. Collect and/or compile turning movement counts at six intersections.
4. Analyze existing conditions, (Levels-of-Service, crash analysis).
5. Identify current and potential deficiencies.
6. Forecast and analyze future conditions (No-Build and Build) based on estimated traffic growth.
7. Develop recommendations based on public outreach, stakeholder consult, and analyses.
8. Document results in final report.

## **Intersections for Turning Movement Counts**

1. North Main Street (Route 28) at East/West High Street - Signal
2. East Main Street (Route 28) at West Main Street/North Main Street - Signal
3. East Main Street (Route 28) at E/W Spring Street - Stop Sign
4. East Main Street (Route 28) at Harrison Boulevard - Signal
5. East Main Street (Route 28) at Walmart - Signal
6. Memorial Drive (Route 28) at East Main St Street - Stop Sign

# OLD COLONY METROPOLITAN PLANNING ORGANIZATION (MPO)

## Locations for Automatic Traffic Counts

1. Route 28 North Main Street at Randolph line
2. Route 28 East Main north of E/W Spring
3. Route 28 East Main St south of Harrison Blvd.
4. Route 28 Memorial Dr at Brockton line
5. East Main Street west of Memorial Drive (Route 28)
6. Harrison Boulevard West of East Main Street (Route 28)
7. East Spring Street East of Route 28
8. West Spring Street West of Route 28
9. East High Street East of Route 28
10. West High Street west of Route 28

## Route 104 Corridor Study (Bridgewater)

The purpose is to study the Route 104 Corridor, approximately 7.9 miles, in the town of Bridgewater, and to develop short-term and long-term recommendations and strategies that focus on transportation equity, improved circulation, improved mobility, reduced congestion, reduced collisions, improvements in air quality, traffic flow efficiency, and improved safety for all transportation modes, including bicycle, pedestrian, and transit accommodation. The corridor study area includes Route 104 from the Raynham Town Line to the East Bridgewater Town Line. Staff will review volume to capacity ratios, levels-of-service, crash analyses, bus routes and transit access, and include public participation as part of the process. The Route 104 Corridor Study will align with industry standards based on Federal and State guidelines and practices, with the consideration of local ordinance and statutes. The study will determine system needs and identify operational deficiencies and will coordinate improvements that support regional objectives, adjacent land use, and future land use development. The study will consolidate and formalize driveway access, improve intersection design, improve air quality, and reduce emissions. Suggested further evaluation, such as intersection Road Safety Audits, Site Impact Analysis, housing demand and supply analysis, before and after analysis, Origin and Destination survey etc. will be discussed.

## Procedures:

1. Documentation of Existing Conditions: Gather and compile existing transportation data along Route 104 within the study area. Data, such as, average daily traffic, peak period volumes and levels-of-service, truck, and heavy vehicle volumes, MassDOT truck exclusions, MassDOT speed permits, traffic signal timing and phasing designs/plans, crashes rates, trip generators, land uses, bus routes (transit and passenger rail), will be compiled. The data and analyses compiled for the existing conditions will be assessed to document the deficiencies along the corridor and vicinity area, and to identify their causes and their impact on traffic flow and accessibility. This section will validate or disprove current perceived problems within the study area. The study will consider public health outcomes as part of ongoing planning and performance measures planning. Consider the anticipated housing needs such as transit-oriented development and affordable housing and provide suggestions for recommendations if applicable. The process shall utilize the CMP, SMS, the 2050 LRTP, Regional Travel Demand Models, Travel Time Studies, and Corridor Studies. All relevant and attainable data will be collected and reported during this phase of the project. Replica, RITIS, Google Traffic, GeoDOT, IMPACT and other resources will be utilized to verify and support analyses. Information on Land use, business, and landmark locations will be gathered and compiled. Comprehensive existing condition map layers including but not limited to network, land use, business, physical environments etc., by using GIS software will be compiled and developed.

2. Short-Term and Long-Term Improvements Development: Conduct traffic modeling and simulation analysis with proposed alternatives for mitigation or congestion alleviation developed specific to problems identified in the critical areas. Provide consideration for potential bicycle and pedestrian improvements to ready the project

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recommendations for compliance with the Healthy Transportation Policy Directive and alignment with municipal future land use and transportation plans. Alternatives will include recommendations that are cost effective as well as recommendations that will produce the closest to ideal conditions. Consideration will be given to Transportation Systems Management Operations (TSMO) and maintenance, the incidental and routine causes of congestion, Complete Streets, and access management. The promotion of efficient system management and operations is one of the Bipartisan Infrastructure Law (BIL) planning factors seeking to integrate this concept in the planning process. Consider project improvement air quality impact and environmental impact.

3. Prepare Conclusions and Recommendations: The product of this Task is a report that provides a framework for the alleviation of traffic congestion and the improvement of safety throughout the corridor, and to provide the necessary information for stakeholders to move projects forward in the project funding and implementation phases. OCPC will prepare a final report, which will include an outline for implementation and identifies potential funding sources. Short-term and long-term recommendations will be discussed with MassDOT and including projects in the region's TIPs, LRTPs, and beyond.

4. Public Participation: Staff will be presenting at public meetings and workshops, developing surveys, and coordinating with the town of Bridgewater, Brockton Area Transit Authority, Old Colony Joint Transportation Committee, Old Colony Planning Council, MassDOT, District 5, and adjacent RPAs as applicable. Staff will obtain stakeholder input from citizens, community-based organizations, business community, special interest groups, state, and local officials, etc. on the transportation issues facing the region. Expansive and inclusive public outreach will be in accordance with Old Colony's Public Participation Plan.

## **Products:**

Preparation of the Route 104 Corridor Study, which will include conclusions and recommendations. Included in study will be data summary, maps, congestion and safety analysis, traffic flow and safety improvement recommendations (intersection geometric improvement, signal upgrade, bicycle and pedestrian accommodation, transit planning improvement, access management plan, location improvements, speed zoning, heavy vehicle exclusions, etc.) for implementation, and inclusion in MassDOT Project Initiation Form Data for MaPIT, as appropriate.

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

Charles Kilmer reported on the following items:

- 2025 MassDOT Innovation Conference - May 6, 7, 2025
- Fiscal Years 2024-2026 Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Program NOFO - Application deadlines: FY 2024 - February 24, 2025, FY 2026 February 24, 2026
- FY 2025 RAISE Notice of Funding Availability (NOFO) - Round 1 - Reserved for FY 2024 Projects, with a request deadline of December 2, 2024; Round 2 - Open to all eligible applicants, with a submission deadline of January 30, 2025
- Federal Funds & Infrastructure Office (FFIO) - Next federal funds partnership meeting is November 26, 2024
- OCPC Annual Summit - December 4, 2024 from 5:30-8:30 PM
- Save the Date - Old Colony SS4A Action Plan Public meeting - December 11, 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).

# OLD COLONY METROPOLITAN PLANNING ORGANIZATION (MPO)

## 2024

- 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

## 12. Adjournment

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

Stephen Woelfel	Aye
Richard Bilski	Aye
Celia Canavan	Aye
Tyler Bouchard	Aye
Dan Salvucci	Aye
Michael Lambert	Aye
Rebecca Coletta	Aye

The motion passed.

The meeting was adjourned at 10:50 a.m.

Respectfully submitted,

*Kyle Mowatt*

Kyle Mowatt, Senior Transportation Planner

## List of Documents for the November 19, 2024 Old Colony MPO Meeting

- Minutes of October 15, 2024, Old Colony MPO Meeting
- Staff Report for November 19, 2024 Old Colony MPO Meeting Agenda Items

**December 17, 2024 Old Colony MPO Meeting**  
**Agenda Item 4**  
**Brockton Area Transit Authority (BAT) Report**

**Summary**

Brockton Area Transit Authority to provide the report.

**December 17, 2024 Old Colony MPO Meeting**  
**Agenda Item 5**  
**Greater Attleboro Taunton Regional Transit Authority Report**

**Summary**

The Greater Attleboro Taunton Regional Transit Authority to provide the report.



**December 17, 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.

**2025**

- **608195 - Easton- Corridor Improvements on Route 138 Including Intersection Improvements at Route 138 (Washington Street) and Elm Street**
- **609052 - Brockton- Intersection Improvements at Centre Street (Route 123) and Plymouth Street**
- **613358 - Stoughton- Corridor Improvements on Route 138, From Canton T.L. to Charles Avenue (Phase 2)**

**2026**

- **607818 - Brockton- Intersection Improvements at Lyman Street/Grove Street/Summer Street & Replacement of Grove Street Bridge, B-25-005, over Salisbury Plain River**
- **609440 - Abington- Intersection Improvements at Hancock Street and Chestnut Street**

- **611979 - Avon- Intersection Improvements at Route 28, Spring Street and Harrison Boulevard**

## **2027**

- **606002 - Kingston- Duxbury- Intersection Improvements at Route 3 Ramps (NB/SB) and Route 3A (Tremont Street)**
- **612006 - Duxbury- Bridge Replacement, D-14-003 (438), Powder Point Avenue over Duxbury Bay**
- **612525 - Abington- Intersection Improvements, Randolph Street and Richard A Fitts Drive (Route 139) At Chestnut Street and Old Randolph Street**

## **2028**

- **608615 - Kingston- Bridge Replacement, K-01-014, Smiths Lane over Route 3 (Pilgrim Highway)**
- **611981 - Stoughton- Intersection Improvements at Canton Street (Route 27), School Street and Summer Street**
- **612262 - Brockton- Intersection Improvements at Route 123 (Belmont Street), Pearl Street And Stonehill Street**
- **612769 - Hanover- Corridor Improvements on Route 139 (Hanover Street) at Main Street, Center Street and Silver Street (PIM scheduled for 12/5/2024)**
- **612770 - Abington- Intersection Improvements at Route 18 (Bedford Street) and Route 123 (Brockton Avenue)**
- **613269 - Duxbury- Intersection Improvements at Route 53 and Franklin Street**

**December 17, 2024 Old Colony MPO Meeting  
Agenda Item 7**

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

- **Amendment 1 (Add the Following Projects: S13132: Brockton - Downtown Transportation Technology Project (SMART); S13134 : Brockton - Downtown Brockton Improvements (RAISE); S13135: Brockton - Safety Pilot At Three Intersections On North Main Street (SS4A); and S13133: Plymouth - Design And Construction Of Two Culverts And Removal Of One (Town Brook Stream; Culvert AOP)**
- **Public Comments and Potential Endorsement**

**Summary**

The Old Colony Transportation Improvement Program (TIP) is a program of capital improvements and operating assistance for the transportation system in the Old Colony Region. The Old Colony TIP lists projects (highway, bridge, and transit) and operational assistance that receive federal funds and may list some projects that do not receive federal funds. Amendment 1 includes the following project additions:

## FFY 2025

- **BROCKTON- DOWNTOWN TRANSPORTATION TECHNOLOGY PROJECT (SMART) (S13132)**
  - Add Project
  - Strengthening Mobility and Revolutionizing Transportation (SMART) Bipartisan Infrastructure Law (BIL) Discretionary Grant
  - Total Project Cost is \$1,496,630
  
- **BROCKTON- DOWNTOWN BROCKTON IMPROVEMENTS (RAISE) (S13134)**
  - Add Project
  - Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Bipartisan Infrastructure Law (BIL) Discretionary Grant
  - Total Project Cost with Match is \$9,804,688
  
- **BROCKTON- SAFETY PILOT AT THREE INTERSECTIONS ON NORTH MAIN STREET (SS4A) (S13135)**
  - Add Project
  - Safe Streets for All (SS4A) Bipartisan Infrastructure Law (BIL) Discretionary Grant
  - Total Project Cost is \$235,600

- **PLYMOUTH- DESIGN AND CONSTRUCTION OF TWO CULVERTS AND REMOVAL OF ONE (TOWN BROOK STREAM; CULVERT AOP) (S13133)**
  - Add Project
  - National Colvert Program Aquatic Organisme Passage (AOP) Bipartisan Infrastructure Law (BIL) Discretionnaire Grant
  - Award Amount is \$2,800,000

**Public Comment Matrix**

<b>Date</b>	<b>Name</b>	<b>Representation</b>	<b>Comment or Comment Summary</b>	<b>Response</b>
12/5/2024	Old Colony Joint Transportation Committee (JTC)	Old Colony Joint Transportation Committee (JTC)	The Old Colony Joint Transportation Committee approved Amendment 1 as presented by OCPC Staff.	Noted.

Comments as of Close of Business (COB) on December 13, 2024.

**December 17, 2024 Old Colony MPO Meeting**  
**Agenda Item 8**  
**Old Colony Transportation Improvement Program (TIP) -**  
**Transportation Evaluation Criteria (TEC)**  
**and TIP Project Programming Process**

**Summary**

Following approval by MassDOT's Project Review Committee (PRC), TIP eligible projects are evaluated using Transportation Evaluation Criteria (TEC). During TIP development, current and proposed projects are evaluated using the TEC and recommended to the Old Colony MPO for consideration and determination of a Preferred Set of Projects. The MPO staff then 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, prepares a Revised Draft TIP, and then endorses said Revised Draft TIP if there are no significant changes.

The 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 clearly designed and fully transparent, considering all modes of transportation and users in transportation projects. The Criteria also takes into consideration recent initiatives and policies, such as Complete Streets and MPO adopted Performance Targets.

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

Old Colony TIP TEC Scoring Criteria

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>



Old Colony TIP TEC Scoring Criteria

System preservation and Modernization 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

Safety Criterion	Factor	Points
Motorist crash history and anticipated safety impact	HSIP Eligible Location	10
	Location is Reginal 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 Reginal 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	
	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	4
	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

Mobility Criterion	Factor	Points
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
	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

<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	Substantial or moderate improvement	2
	Minor improvement	1
	No effect	0
	Negative effect	-1
Potential Points		2
<b>TOTAL POTENTIAL ECONOMIC DEVELOPMENT SCORING</b>		<b>10</b>

Environmental and Health Scoring

Environmental and Health Criterion	Factor	Points
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 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 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 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 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 Points		1
Healthy Transportation Options	Increase in healthy transportation options	1
	No anticipated impact or negative impacts adequately mitigated	0
	Negative impact	-1
Potential Points		1
<b>Total Potential Environmental and Health Scoring</b>		<b>10</b>

Policy and Support 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 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 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 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 Points	
<b>Total Potential Policy and Support Scoring</b>		<b>10</b>

**December 17, 2024 Old Colony MPO Meeting  
Agenda Item 9**

**Old Colony Congestion Management Process (CMP)**

**▪ Overview of October 2024 Commuter Parking Utilization**

**Summary**

Between October 22<sup>nd</sup> and 24<sup>th</sup>, members of Old Colony Planning Council's Transportation Department conducted its bi-annual Congestion Management Process (CMP) data collection at 15 MBTA Commuter Rail stations (including the BAT Centre's parking garage which provides parking for the Brockton station) and five MassDOT Park & Ride lots. At the beginning of the COVID-19 pandemic, utilization at the visited facilities was very low. Over time, the utilization has increased each data collection cycle (with one exception for Commuter Rail and Park & Ride). Overall, utilization is approximately 55% of pre-pandemic levels, and for the first time since October 2019, multiple locations exceeded the 85% utilized congested threshold.

Eight of the 15 Commuter Rail stations experienced an increase of utilization from the April 2024 count, ranging from 2.9% higher utilization at the Canton Junction station to 35.1% higher at the Kingston station. Before the pandemic, all 15 stations yielded vehicle totals in the hundreds. The April 2024 data collection saw only two stations that did not hit that threshold (Canton Center and Brockton (BAT Garage)). The Canton Junction station yielded 712 vehicles, making the lot 93.4% utilized and surpassed the

85% utilized threshold for being congested for the third consecutive count. Even with people working remotely or hybrid, there is a clear increase in people utilizing the commuter rail.

The Park & Ride lots had a different result; only two of the five lots experienced an increase and one of the decreases was by only seven vehicles (the Bridgewater lot). The West Bridgewater lot, which historically has been well utilized, had over 100 vehicles for the third consecutive count and sixth time since the beginning of the Covid pandemic. There have been multiple changes to the bus service for this lot since the pandemic, with Bloom, Plymouth & Brockton, and now Peter Pan (As of August 7, 2023). It is unclear if that is a factor in the increases and decreases in utilization.



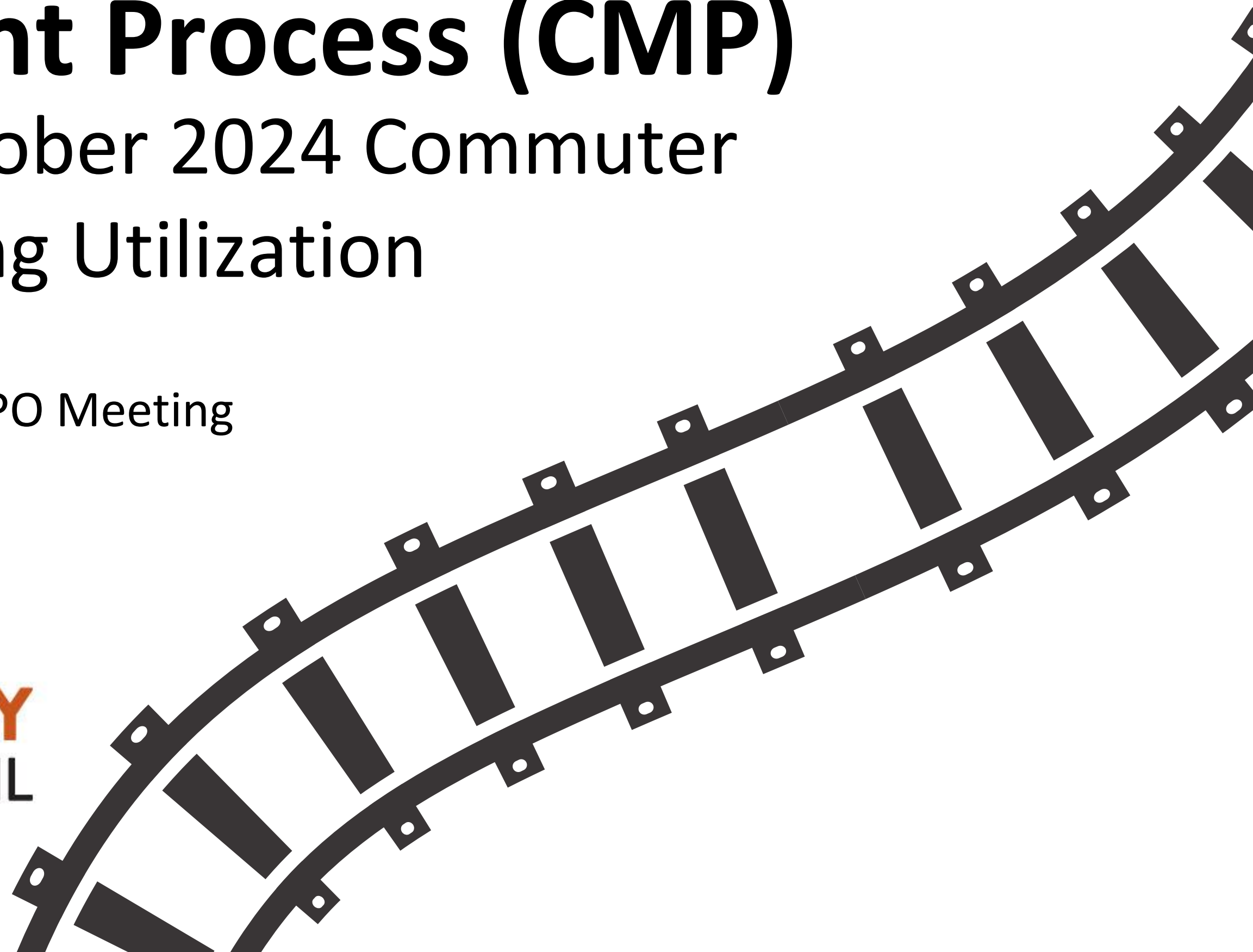
# Old Colony Congestion Management Process (CMP)

## Overview of October 2024 Commuter Parking Utilization

December 17, 2024 Old Colony MPO Meeting  
Shawn Bailey  
Senior Transportation Planner



**OLD COLONY**  
PLANNING COUNCIL






# Commuter Rail Parking Trends


- Anticipated Continued Increase
  - Only April 2023 Count Had a Decrease
- Road Work Near Campello Station
- 3,879 Total Vehicles
  - 81.5% of Five-Year Pre-Covid Average
- Multiple Congested Facilities






# October 2024 Commuter Rail Results

Location	Total Spaces	 Spaces	Bicycle Spaces
<b>Providence/Stoughton Line</b>			
Canton Junction	762	12	48
Canton Center	215	8	10
Stoughton	323	10	13
<b>Middleborough/Lakeville Line</b>			
Holbrook/Randolph	362	14	24
Montello	351	12	36
Brockton (BAT Facility)	323	11	52
Campe llo	552	11	26
Bridgewater	368	10	28
Middleborough/Lakeville	769	13	8
<b>Kingston/Plymouth Line</b>			
South Weymouth	636	13	28
Abington	404	9	12
Whitman	199	7	12
Hanson	428	8	14
Halifax	412	10	19
Kingston	1,030	22	32
<b>Total Providence/Stoughton Line</b>	<b>1,300</b>	<b>30</b>	<b>71</b>
<b>Total Middleborough/Lakeville Line</b>	<b>2,725</b>	<b>71</b>	<b>174</b>
<b>Total Kingston/Plymouth Line</b>	<b>3,109</b>	<b>69</b>	<b>117</b>

Total Parked	 Parked	Bicycles Parked	Survey Date	Staff Initials
<b>Providence/Stoughton Line</b>				
712	5	5	10/23/24	SB
93	0	2	10/23/24	SB
283	2	1	10/23/24	SB
<b>Middleborough/Lakeville Line</b>				
175	1	1	10/22/24	SB
208	2	0	10/22/24	SB
82	4	2	10/22/24	SB
164	1	0	10/22/24	SB
259	1	3	10/24/24	SB
423	2	1	10/24/24	SB
<b>Kingston/Plymouth Line</b>				
302	1	0	10/24/24	KM
224	1	0	10/24/24	KM
109	0	5	10/24/24	KM
201	5	1	10/22/24	MD
190	2	0	10/22/24	MD
454	3	1	10/23/24	AV
<b>1,088</b>	<b>7</b>	<b>8</b>		
<b>1,311</b>	<b>11</b>	<b>7</b>		
<b>1,480</b>	<b>12</b>	<b>7</b>		

Total Utilization	 Utilization	Bicycle Utilization
<b>Providence/Stoughton Line</b>		
93.44%	41.67%	10.42%
43.26%	0.00%	20.00%
87.62%	20.00%	7.69%
<b>Middleborough/Lakeville Line</b>		
48.34%	7.14%	4.17%
59.26%	16.67%	0.00%
25.39%	36.36%	3.85%
29.71%	9.09%	0.00%
70.38%	10.00%	10.71%
55.01%	15.38%	12.50%
<b>Kingston/Plymouth Line</b>		
47.48%	7.69%	0.00%
55.45%	11.11%	0.00%
54.77%	0.00%	41.67%
46.96%	62.50%	7.14%
46.12%	20.00%	0.00%
44.08%	13.64%	3.13%
<b>83.69%</b>	<b>23.33%</b>	<b>11.27%</b>
<b>48.11%</b>	<b>15.49%</b>	<b>4.02%</b>
<b>47.60%</b>	<b>17.39%</b>	<b>5.98%</b>


<b>Total All Stations</b>	<b>7,134</b>	<b>170</b>	<b>362</b>	<b>3,879</b>	<b>30</b>	<b>22</b>			<b>54.37%</b>	<b>17.65%</b>	<b>6.08%</b>
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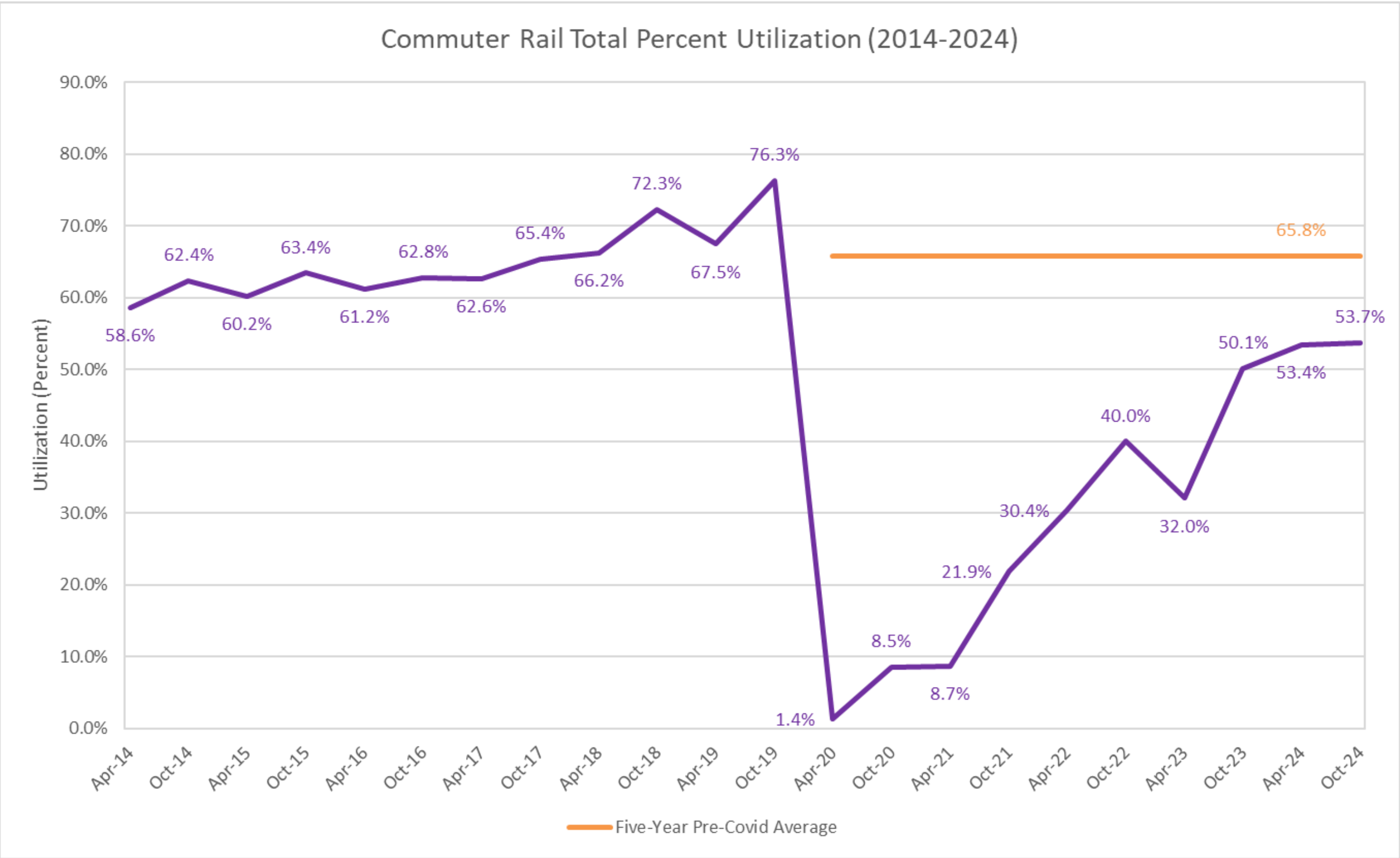
# 10-Year Commuter Rail Utilization



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Location	Total Spaces	 Spaces	Apr-14	Oct-14	Apr-15	Oct-15	Apr-16	Oct-16	Apr-17	Oct-17	Apr-18	Oct-18	Apr-19	Oct-19	Apr-20	Oct-20	Apr-21	Oct-21	Apr-22	Oct-22	Apr-23	Oct-23	Apr-24	Oct-24	
<b>Providence/Stoughton Line</b>																									
Canton Junction	762	12	84.9%	92.7%	93.1%	89.9%	94.4%	87.6%	89.8%	76.3%	73.4%	83.1%	71.1%	90.3%	1.6%	10.5%	11.0%	39.8%	52.0%	63.1%	52.8%	92.9%	90.8%	93.4%	
Canton Center	215	4	85.6%	87.9%	76.7%	84.2%	80.5%	84.7%	94.0%	87.0%	89.3%	88.4%	89.8%	97.7%	0.0%	4.7%	3.7%	11.2%	20.5%	23.7%	25.6%	49.8%	38.6%	43.3%	
Stoughton	323	10	106.3%	92.2%	84.7%	100.0%	91.9%	93.5%	85.4%	101.2%	99.7%	102.2%	90.3%	88.9%	0.8%	9.1%	9.9%	30.7%	40.2%	50.2%	44.9%	82.0%	74.9%	87.6%	
<b>Middleborough/Lakeville Line</b>																									
Holbrook/Randolph	362	14	63.1%	64.5%	68.0%	73.4%	66.9%	69.9%	67.8%	77.0%	77.8%	72.4%	85.4%	82.3%	0.6%	6.6%	8.0%	19.3%	22.7%	23.5%	28.7%	45.9%	55.5%	48.3%	
Montello	351	12	38.6%	42.7%	44.7%	45.5%	47.6%	47.0%	43.5%	50.1%	46.7%	83.6%	57.8%	72.9%	6.6%	16.5%	17.9%	29.3%	37.0%	44.7%	27.6%	37.0%	53.0%	59.3%	
Brockton (BAT Facility)	323	11	76.8%	76.4%	71.2%	59.9%	51.4%	49.5%	49.5%	53.9%	60.1%	48.0%	55.1%	44.3%	0.0%	9.3%	10.5%	21.4%	19.5%	20.4%	23.5%	25.4%	37.8%	25.4%	
Campello	552	11	33.5%	37.0%	35.3%	33.2%	31.9%	37.7%	34.2%	34.2%	40.6%	40.9%	50.9%	62.3%	0.9%	5.1%	4.3%	13.8%	14.1%	18.8%	14.3%	26.3%	29.7%	29.7%	
Bridgewater	368	10	66.3%	65.1%	55.6%	62.3%	68.3%	66.9%	69.0%	74.6%	72.0%	77.4%	59.3%	71.7%	2.6%	9.6%	15.2%	21.4%	38.9%	59.7%	25.3%	72.5%	81.6%	70.4%	
Middleborough/Lakeville	769	13	58.9%	71.1%	65.0%	70.2%	62.9%	71.5%	67.0%	73.3%	77.2%	89.1%	83.4%	86.5%	2.3%	9.1%	8.5%	20.8%	30.3%	42.8%	35.0%	54.7%	52.7%	55.0%	
<b>Kingston/Plymouth Line</b>																									
South Weymouth	636	13	54.9%	60.6%	61.3%	61.0%	57.8%	56.0%	54.6%	63.7%	65.4%	78.3%	73.4%	95.4%	0.3%	13.8%	14.0%	20.8%	34.9%	50.8%	37.3%	45.0%	54.7%	47.5%	
Abington	404	9	72.6%	71.6%	78.0%	80.5%	79.5%	82.5%	86.2%	88.4%	88.1%	90.6%	92.8%	102.0%	0.0%	6.9%	6.7%	23.8%	33.4%	52.0%	41.6%	50.0%	65.8%	55.4%	
Whitman	199	7	74.5%	75.5%	74.5%	86.5%	85.6%	87.0%	80.3%	92.3%	92.8%	58.7%	55.8%	73.9%	0.0%	6.5%	6.0%	17.6%	27.6%	33.2%	35.7%	51.3%	55.3%	54.8%	
Hanson	428	8	46.9%	47.7%	51.2%	63.5%	50.6%	56.0%	56.8%	55.2%	56.2%	64.1%	60.5%	68.7%	1.9%	5.6%	4.7%	18.7%	22.7%	30.4%	29.9%	33.6%	36.7%	47.0%	
Halifax	412	10	52.7%	55.7%	51.0%	38.1%	48.3%	53.5%	52.5%	59.2%	55.5%	65.9%	61.9%	67.0%	0.5%	5.3%	5.6%	16.3%	23.3%	32.5%	23.8%	34.0%	34.5%	46.1%	
Kingston	1,030	22	30.4%	39.0%	34.9%	42.3%	38.9%	39.3%	38.7%	39.5%	40.4%	48.2%	42.8%	48.3%	1.1%	5.1%	4.2%	15.7%	23.5%	28.4%	25.4%	35.4%	32.6%	44.1%	
Plymouth	96	4	3.1%	1.0%	6.3%	0.0%	0.0%	1.0%	2.1%	2.1%	8.3%	1.0%	0.0%	0.0%	0.0%	9.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
<b>Total Providence/Stoughton Line</b>	<b>1,300</b>	<b>26</b>	<b>91.3%</b>	<b>92.6%</b>	<b>89.1%</b>	<b>94.2%</b>	<b>91.5%</b>	<b>88.6%</b>	<b>89.5%</b>	<b>84.3%</b>	<b>82.6%</b>	<b>88.8%</b>	<b>81.6%</b>	<b>93.8%</b>	<b>1.2%</b>	<b>9.5%</b>	<b>9.5%</b>	<b>32.8%</b>	<b>43.8%</b>	<b>53.4%</b>	<b>46.3%</b>	<b>83.1%</b>	<b>78.2%</b>	<b>83.7%</b>	
<b>Total Middleborough/Lakeville Line</b>	<b>2,725</b>	<b>71</b>	<b>56.7%</b>	<b>61.2%</b>	<b>57.7%</b>	<b>59.7%</b>	<b>58.1%</b>	<b>61.5%</b>	<b>59.2%</b>	<b>64.6%</b>	<b>66.9%</b>	<b>73.9%</b>	<b>70.0%</b>	<b>75.7%</b>	<b>2.2%</b>	<b>9.5%</b>	<b>10.7%</b>	<b>21.5%</b>	<b>28.6%</b>	<b>38.1%</b>	<b>27.6%</b>	<b>47.9%</b>	<b>54.5%</b>	<b>48.1%</b>	
<b>Total Kingston/Plymouth Line</b>	<b>3,205</b>	<b>73</b>	<b>46.9%</b>	<b>51.0%</b>	<b>50.7%</b>	<b>54.2%</b>	<b>51.7%</b>	<b>53.4%</b>	<b>54.7%</b>	<b>58.4%</b>	<b>58.9%</b>	<b>64.4%</b>	<b>59.5%</b>	<b>69.7%</b>	<b>0.7%</b>	<b>7.4%</b>	<b>6.7%</b>	<b>17.8%</b>	<b>26.4%</b>	<b>36.1%</b>	<b>30.1%</b>	<b>38.7%</b>	<b>42.4%</b>	<b>46.2%</b>	
<b>Total All Stations</b>	<b>7,230</b>	<b>170</b>	<b>58.6%</b>	<b>62.4%</b>	<b>60.2%</b>	<b>63.4%</b>	<b>61.2%</b>	<b>62.8%</b>	<b>62.6%</b>	<b>65.4%</b>	<b>66.2%</b>	<b>72.3%</b>	<b>67.5%</b>	<b>76.3%</b>	<b>1.4%</b>	<b>8.5%</b>	<b>8.7%</b>	<b>21.9%</b>	<b>30.4%</b>	<b>40.0%</b>	<b>32.0%</b>	<b>50.1%</b>	<b>53.4%</b>	<b>53.7%</b>	

# Commuter Rail Utilization Trend





# Commuter Rail – Review

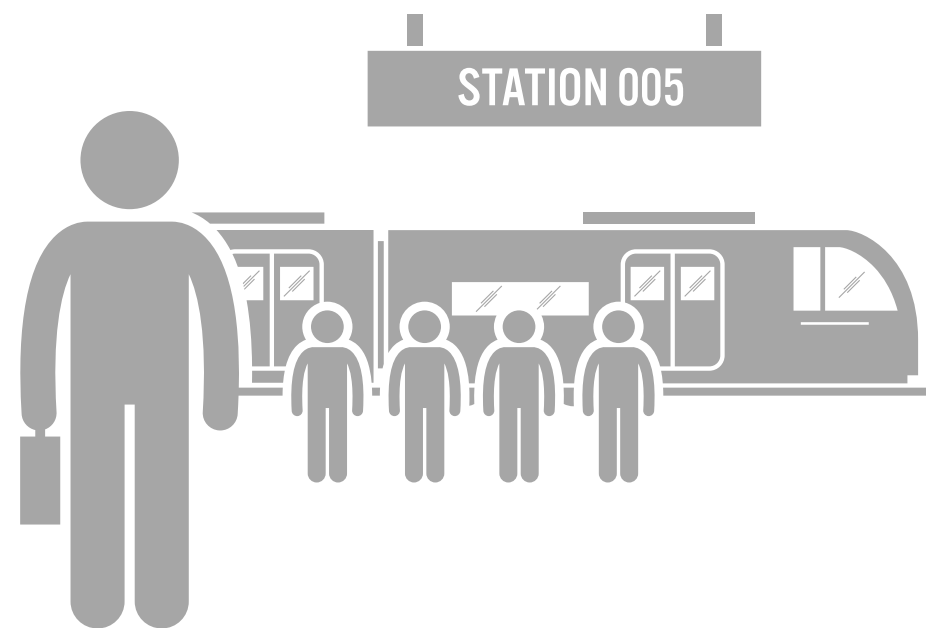
- Eight of Fifteen Stations Increased
  - Ranged from 2.9% at Canton Junction to 35.1% at Kingston
  - Two Lines Increased
  - Overall Increase of 0.5%
- Canton Junction – Highest Total and Utilization
- Bridgewater Capacity Reduced by 131 Spaces
- Combined Utilization of 53.7%
  - Five-Year Pre-Covid Average was 65.8%







# Park & Ride Parking Trends


- Anticipated Continued Increase
  - Only October 2022 Count Had a Decrease
- Bourne Slowly Trending Towards 85% Utilized
- 693 Total Vehicles
  - 57.7% of Five-Year Pre-Covid Average



# October 2024 Park & Ride Results

Location	Total Spaces	 Spaces	Bicycle Spaces
<b>Route 3 Corridor</b>			
Rockland - Route 3, Exit 35 (Route 228)	440	8	0
Plymouth - Route 3, Exit 13 (Long Pond Road)	200	8	0
Boume - Route 3, Exit 1A (Route 6) (Sagamore)	377	6	10
<b>Route 24 Corridor</b>			
West Bridgewater - Route 24, Exit 28 (Route 106)	185	7	0
Bridgewater - Route 24, Exit 24 (Route 104)	60	0	0
<b>Total Route 3 Corridor</b>	<b>1,017</b>	<b>22</b>	<b>10</b>
<b>Total Route 24 Corridor</b>	<b>245</b>	<b>7</b>	<b>0</b>

Total Parked	 Parked	Bicycles Parked	Date of Survey	Staff Initials
<b>Route 3 Corridor</b>				
170	2	0	10/24/24	KM
117	4	0	10/23/24	AV
294	6	0	10/23/24	AV
<b>Route 24 Corridor</b>				
100	1	0	10/24/24	SB
12	0	0	10/24/24	SB
<b>581</b>	<b>12</b>	<b>0</b>		
<b>112</b>	<b>1</b>	<b>0</b>		

Total Utilization	 Utilization	Bicycle Utilization
<b>Route 3 Corridor</b>		
38.64%	25.00%	0.00%
58.50%	50.00%	0.00%
77.98%	100.00%	0.00%
<b>Route 24 Corridor</b>		
54.05%	14.29%	0.00%
20.00%	0.00%	0.00%
<b>57.13%</b>	<b>54.55%</b>	<b>0.00%</b>
<b>45.71%</b>	<b>14.29%</b>	<b>0.00%</b>

<b>Total All Lots</b>	<b>1,262</b>	<b>29</b>	<b>10</b>
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<b>693</b>	<b>13</b>	<b>0</b>		
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<b>54.91%</b>	<b>44.83%</b>	<b>0.00%</b>
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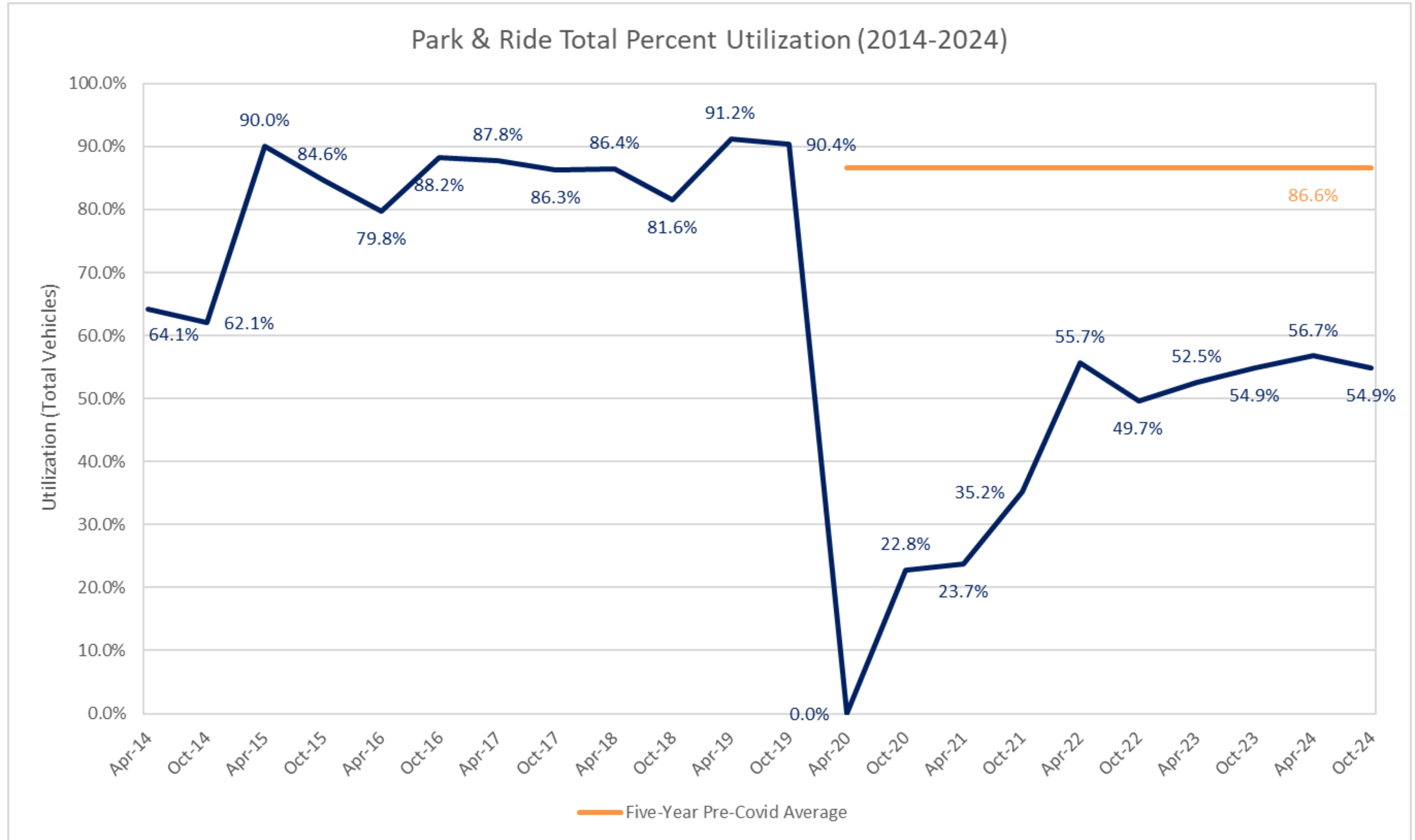




# 10-Year Park & Ride Utilization

Location	Total Spaces	♿ Spaces	Utilization (%)																							
			Apr-14	Oct-14	Apr-15	Oct-15	Apr-16	Oct-16	Apr-17	Oct-17	Apr-18	Oct-18	Apr-19	Oct-19	Apr-20	Oct-20	Apr-21	Oct-21	Apr-22	Oct-22	Apr-23	Oct-23	Apr-24	Oct-24		
<b>Route 24 Corridor</b>																										
West Bridgewater - Route 24, Exit 28 (Route 106)	185	7	85.9%	99.5%	94.6%	91.9%	86.5%	80.5%	78.9%	84.9%	87.0%	83.2%	93.0%	88.6%	0.0%	56.2%	55.7%	36.8%	62.2%	48.6%	45.4%	62.7%	57.8%	54.1%		
Bridgewater - Route 24, Exit 24 (Route 104)	60	0	56.7%	73.3%	61.7%	60.0%	50.0%	58.3%	38.3%	43.3%	71.7%	61.7%	51.7%	33.3%	0.0%	25.0%	21.7%	35.0%	31.7%	18.3%	30.0%	26.7%	20.0%	20.0%		
<b>Route 3 Corridor</b>																										
Rockland - Route 3, Exit 35 (Route 228)	440	8	87.7%	78.0%	93.4%	88.0%	79.3%	87.0%	94.8%	87.7%	90.5%	80.5%	93.4%	84.5%	0.0%	25.2%	26.8%	37.5%	46.6%	39.5%	43.2%	43.4%	46.4%	38.6%		
Pembroke - Route 3, Exit 27 (Route 139)	67	0	6.5%	1.6%	9.7%	4.8%	4.5%	6.0%	6.0%	10.4%	1.5%	0.0%	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A		
Kingston - Route 3, Exit 20 (Route 3A & 53)	72	0	67.5%	57.5%	57.5%	58.8%	72.5%	71.3%	61.3%	60.0%	73.8%	85.0%	95.8%	97.2%	0.0%	15.3%	8.3%	11.1%	N/A	N/A	N/A	N/A	N/A	N/A		
Plymouth - Route 3, Exit 13 (Long Pond Road)	200	8	93.0%	104.0%	116.5%	96.5%	85.5%	108.5%	106.5%	98.0%	103.0%	83.5%	87.5%	98.0%	0.0%	7.5%	11.5%	31.0%	50.0%	55.0%	63.0%	48.5%	53.5%	58.5%		
Bourne - Route 3, Exit 1A (Route 6) (Sagamore)	377	6	103.2%	93.1%	93.6%	92.6%	92.0%	103.7%	100.3%	103.2%	91.0%	96.3%	95.2%	101.9%	0.0%	12.7%	14.1%	38.7%	70.0%	64.2%	65.0%	72.4%	75.9%	78.0%		
<b>Route 44 Corridor</b>																										
Plymouth - Route 44, Commerce Way Exit	520	8	3.8%	3.1%	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A		
<b>Total Route 24 Corridor</b>	<b>245</b>	<b>7</b>	<b>78.8%</b>	<b>93.1%</b>	<b>86.5%</b>	<b>84.1%</b>	<b>77.6%</b>	<b>75.1%</b>	<b>69.0%</b>	<b>74.7%</b>	<b>83.3%</b>	<b>78.0%</b>	<b>82.9%</b>	<b>75.1%</b>	<b>0.0%</b>	<b>48.6%</b>	<b>47.3%</b>	<b>36.3%</b>	<b>54.7%</b>	<b>41.2%</b>	<b>41.6%</b>	<b>53.9%</b>	<b>48.6%</b>	<b>45.7%</b>		
<b>Total Route 3 Corridor</b>	<b>1,156</b>	<b>22</b>	<b>88.1%</b>	<b>82.1%</b>	<b>90.7%</b>	<b>84.7%</b>	<b>80.3%</b>	<b>91.0%</b>	<b>91.8%</b>	<b>88.8%</b>	<b>87.1%</b>	<b>82.4%</b>	<b>93.1%</b>	<b>93.8%</b>	<b>0.0%</b>	<b>17.0%</b>	<b>18.4%</b>	<b>35.0%</b>	<b>55.9%</b>	<b>51.7%</b>	<b>55.2%</b>	<b>55.2%</b>	<b>58.7%</b>	<b>57.1%</b>		
<b>Total Route 44 Corridor</b>	<b>520</b>	<b>8</b>	<b>3.8%</b>	<b>3.1%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>		
<b>Total All Lots</b>	<b>1,921</b>	<b>37</b>	<b>64.1%</b>	<b>62.1%</b>	<b>90.0%</b>	<b>84.6%</b>	<b>79.8%</b>	<b>88.2%</b>	<b>87.8%</b>	<b>86.3%</b>	<b>86.4%</b>	<b>81.6%</b>	<b>91.2%</b>	<b>90.4%</b>	<b>0.0%</b>	<b>22.8%</b>	<b>23.7%</b>	<b>35.2%</b>	<b>55.7%</b>	<b>49.7%</b>	<b>52.5%</b>	<b>54.9%</b>	<b>56.7%</b>	<b>54.9%</b>		

# Park & Ride Utilization Trend






# Park & Ride – Review

- Two of Five Lots Increased
  - Ranged from 2.8% at Bourne to 9.3% at Plymouth
  - Both Corridors Decreased
  - Overall Decrease was 3.2%
- Bourne – Highest Total and Utilization
- Fluctuation in Utilization Since 2022
- Combined Utilization of 54.9%
  - Five-Year Pre-Covid Average was 86.6%



# Questions? Comments?

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**OLD COLONY**  
PLANNING COUNCIL





**December 17, 2024 Old Colony MPO Meeting**  
**Agenda Item 10**  
**Administrative Matters, Other Business, and Date and Time of**  
**Next Meeting(s)**

**Summary**

**2025 MassDOT Innovation Conference - Attendee & Sponsor Registration Is Now Open! Early Bird Attendee Registration Ends January 10, 2025.**

**May 6 & 7, 2025**

**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. A focus of this year's conference will be on MassDOT's investment in infrastructure. Conference participants will have the opportunity to discuss the advantages and challenges associated with the innovative methods and technologies being presented.

To register, please visit:

<https://www.umasstransportationcenter.org/assnfe/ev.asp?ID=5752>

## **Vulnerable Road User Systemic Safety Project: State-Owned Bus Stops - Virtual Public Information Meeting (PIM)**

A Virtual Public Informational Meeting will be hosted by MassDOT on **December 18, 2024 at 6:00 p.m.** to present the design for the proposed Vulnerable Road User Systemic Safety Project - State-owned Bus Stops, Statewide. The purpose of this meeting is to provide the public with the opportunity to become fully acquainted with the proposed Vulnerable Road User Systemic Safety Project – State-owned Bus Stops project. All views and comments submitted in response to the meeting will be reviewed and considered to the maximum extent possible.

The proposed project consists of changes to bus stops and crosswalks associated with bus stops at select locations. Locations focused on bus stops on state-owned roadways where safety countermeasures could be implemented quickly. These safety improvements include upgrading curb ramps to ADA standards, adding of refreshing crosswalk striping, constructing pedestrian crossing islands or curb extensions, visibility improvements, and rectangular rapid flashing beacons with crosswalk lights.

Registration is available at:

<https://www.mass.gov/event/statewide-vulnerable-road-user-systemic-safety-project-state-owned-bus-stops-12-18-2024>

[https://www.mass.gov/orgs/highway-division/events?\\_page=1](https://www.mass.gov/orgs/highway-division/events?_page=1)

## **Old Colony Planning Council Receives Prioritization Process Pilot Program (PPPP) Grant Award**

USDOT recently announced that Old Colony Planning Council (OCPC) was one of 16 nationwide grant award recipients of the Prioritization Process Pilot Program (PPPP) Grant Program.

The vision of the PPPP Program is to fund the development and implementation of pilot prioritization processes that address and integrate the components of existing transportation programs and support projects that improve safety, climate change and sustainability, equity, and economic strength and global competitiveness consistent with USDOT's strategic goals. FHWA sought to award Projects that address environmental justice, barriers to opportunity, vulnerable users, transparent public involvement, complete streets, freight, and system condition and reliability.

The purpose of PPPP Program is to support data-driven approaches to planning that, upon completion, can be evaluated for public benefit. The program provides funding to develop and implement a publicly accessible, transparent prioritization process for the ranking and selection of projects for inclusion in short-range and long-range transportation plans.

Specially, the award of \$1,990,620 to OCPC will be utilized to develop a new prioritization process with expanded criteria that addresses USDOT prioritization goals and integrates transportation plans to align investments with community needs. The

process will focus on the Long Range Transportation Plan (LRTP), Transportation Improvement Program (TIP), Unified Planning Work Program (UPWP), and Public Participation Plan (PPP).

**For more information, please visit:**

<https://www.fhwa.dot.gov/planning/pppp/>



## **Fiscal Years 2024-2026 Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Program NOFO**

FHWA is accepting applications under the PROTECT Program.

**PROGRAM OVERVIEW:** The purpose of the PROTECT Program is to provide grants on a competitive basis for projects that seek to strengthen surface transportation to be more resilient to natural hazards, including climate change, sea level rise, heat waves, flooding, extreme weather events, and other natural disasters through support of planning activities, resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure.

**INFORMATIONAL WEBINARS:** For each Application Open Period, FHWA plans to conduct outreach regarding PROTECT Discretionary Program grants in the form of virtual meetings (Webinars) after the NOFO period opens, and before the NOFO period closes. To view upcoming Webinars and register, please follow the instructions posted on <https://www.fhwa.dot.gov/environment/protect/discretionary>. The Webinars will be recorded and posted on FHWA's PROTECT Discretionary Grant Program Website at <https://www.fhwa.dot.gov/environment/protect/discretionary>.

### **APPLICATION DEADLINES:**

- FY 2024 and 2025 Deadline: February 24, 2025, 11:59 p.m. ET
- FY 2026 Deadline: February 24, 2026, 11:59 p.m. ET

## **FY 2025 RAISE Notice of Funding Availability (NOFO)**

The FY 2025 RAISE NOFO is open and published on [Grants.gov](https://www.grants.gov).

The application process is structured in two rounds:

- Round 1: Reserved for FY 2024 Projects of Merit, with a request deadline of **December 2, 2024**.
- Round 2: Open to all eligible applicants, with a submission deadline of **January 30, 2025**.

The U.S. Department of Transportation (USDOT) Rebuilding American Infrastructure with Sustainability and Equity (RAISE) program provides grants for surface transportation infrastructure projects with significant local or regional impact. The eligibility requirements of RAISE allow project sponsors, including state and local governments, counties, Tribal governments, transit agencies, and port authorities, to pursue multi-modal and multi-jurisdictional projects that are more difficult to fund through other grant programs.

The RAISE Team will hold a series of webinars on How to Compete, Location Designations, and Benefit-Cost Analysis. Register for the webinars and access the recordings on the [RAISE website](https://www.transportation.gov/RAISE). USDOT welcomes your questions at [RAISEgrants@dot.gov](mailto:RAISEgrants@dot.gov). **FY 2025 RAISE GRANT NOFO:** <https://grants.gov/search-results-detail/356890>; **RAISE Website:** <https://www.transportation.gov/RAISEgrants/outreach>

## **Federal Funds & Infrastructure Office (FFIO)**

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 **January 28, 2025 at 2:00 p.m.** A newsletter ahead of that meeting with new grant opportunities, contact information, and other helpful resources will be distributed.

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)

## **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).

### **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**

**December 17, 2024 Old Colony MPO Meeting**  
**Agenda Item 11**  
**Adjournment**

**Summary**

Adjournment of meeting.