



METROPOLITAN PLANNING ORGANIZATION (MPO)

70 SCHOOL STREET, BROCKTON, MA 02301

OLDCOLONYPLANNING.ORG | 508-583-1833



OLD COLONY
PLANNING COUNCIL

DATE

TUESDAY
JANUARY 21, 2025
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 December 17 2024 Meeting Minutes
4. Brockton Area Transit Authority (BAT) Report
5. Greater Attleboro Taunton Regional Transit Authority (GATRA) Report
6. Performance Based Planning and MassDOT Proposed Performance Measures and Targets (PM1)
 - Discussion, and Possible Adoption of the Proposed Set of Federally Required Performance Measures and Targets Pertaining to Highway Safety (PM1) for 2025
7. FFY 2025-2029 Old Colony Transportation Improvement Program (TIP) Adjustments and/ or Amendments
 - Amendment 2 (Add the Following Projects: S13166, Old Colony: Abington - Safe Streets for All (SS4A) Supplemental planning and demonstration activities; 13178, Old Colony: Prioritization Process Pilot Program (PPPP) - Old Colony MPO Prioritization Plan)
 - Review and Potential Release to Public Review and Comment Period
8. Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Program Notice of Funding Opportunity, and MassDOT Resiliency Improvement Plan (RIP)
 - Discussion and Possible Approval of Projects to Include in the MassDOT Resiliency Improvement Plan
9. Administrative Matters, Other Business, and Date and Time of Next Meeting(s)
10. 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).

January 21, 2025 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.”

**January 21, 2025 Old Colony MPO Meeting
Agenda Item 2
Public Comments**

Summary

Public comments.

January 21, 2025 Old Colony MPO Meeting
Agenda Item 3
Potential Approval of December 17, 2024 Meeting Minutes

Summary

The Old Colony MPO is respectfully requested to consider the approval of the December 17, 2024 Old Colony MPO Meeting Minutes.

OLD COLONY METROPOLITAN PLANNING ORGANIZATION (MPO)

Minutes of the Old Colony MPO Virtual Meeting, December 17, 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
Barbara Lachance	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
Daniel Salvucci	Town of Whitman - Representing Abington, Bridgewater, Duxbury, Easton, Pembroke, Stoughton, and Whitman	Present
Michael Lambert	Brockton Area Transit (BAT)	Present
Mary Waldron	Rebecca Coletta, President, Old Colony Planning Council	Present

Ex-Officio Members

Joshua Barber	Joi Singh, FHWA	Present
Kirstie Tirandazi	Peter Butler, FTA Regional Administrator, Region 1	Present
Noreen O'Toole	Old Colony Joint Transportation Committee	Absent

Also Present

Richard Jordan	Avon
Linda Sacchetti	BAT
Karen Harraghy	Bridgewater State University (BSU)
Evan Costa	Cape Cod Commission
Allison Shane	Duxbury
Eric Gemperline	FHWA
Steve Findlen	Howard Stein Hudson
William Roth	Stoughton
Miranda Briseno	MassDOT
Chris Klem	MassDOT
Shawn Bailey	Old Colony Planning Council
Matt Dyer	Old Colony Planning Council
Ray Guarino	Old Colony Planning Council
Guoqiang Li	Old Colony Planning Council
Charles Kilmer	Old Colony Planning Council
Bill McNulty	Old Colony Planning Council
Kyle Mowatt	Old Colony Planning Council
Rob Cahoon	VHB
Michael Perez	West Bridgewater

OLD COLONY METROPOLITAN PLANNING ORGANIZATION (MPO)

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.

Charles Kilmer recognized Michael Perez, Vice-Chair, West Bridgewater, Board of Selectmen, who concluded his Signatory Term on the MPO at the end of October. Staff and other members of the MPO extend their gratitude to Michael Perez for serving on the MPO.

2. Public Comments

There were no public comments at this time.

3. Minutes of the November 19, 2024 Meeting

A motion to approve the draft minutes of the November 19, 2024 meeting was made by Dan Salvucci and seconded by Lee Hartmann. Members voted as follows:

Stephen Woelfel	Aye
Barbara Lachance	Aye
John Messia	Aye
Lee Hartmann	Aye
Dan Salvucci	Aye
Michael Lambert	Aye
Mary Waldron	Aye

The motion passed.

4. Brockton Area Transit (BAT) Report

Michael Lambert reported on the following items:

- BAT's electric buses are now in revenue service
- Rockland Micro Transit service hit a new weekly high in the first week of December of 381 trips, including a 77 trip day which was a record
- BAT is starting their capital planning process
- BAT is working with GATRA to compliment South Coast Rail (SCR) when that opens. GATRA is also taking the lead on World Cup transportation planning for the southern region

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

OLD COLONY METROPOLITAN PLANNING ORGANIZATION (MPO)

Barbara Lachance provided updates on the following projects:

2025

- 608195 - Easton - Corridor Improvements on Route 138 Including Intersection Improvements at Route 138 (Washington Street) and Elm Street
 - Awaiting Plans, Specifications, & Estimates (PS&E) Submission
- 609052 - Brockton - Intersection Improvements at Centre Street (Route 123) and Plymouth Street
 - At 25% Design and Revised 25% due soon
- 613358 - Stoughton - Corridor Improvements on Route 138, From Canton T.L. to Charles Avenue (Phase 2)
 - Received the Plans, Specifications, & Estimates (PS&E) Revision 1 in December

2026

- 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 and Revision 1 due end of January
- 609440 - Abington - Intersection Improvements at Hancock Street and Chestnut Street
 - At 75% Design and 100% Design submission anticipated in February
- 611979 - Avon - Intersection Improvements at Route 28, Spring Street and Harrison Boulevard
 - 25% Design submission reviewed in November. Need a comment resolution meeting prior to design public hearing

2027

- 606002 - Kingston & Duxbury - Intersection Improvements at Route 3 Ramps (NB/SB) and Route 3A (Tremont Street)
 - At Pre-25% Design
- 612006 - Duxbury - Bridge Replacement, D-14-003 (438), Powder Point Avenue over Duxbury Bay
 - In preliminary design phase. Bridge type study workbook is currently under review
- 612525 - Abington - Intersection Improvements, Randolph Street and Richard A Fitts Drive (Route 139) at Chestnut Street and Old Randolph Street
 - At Pre-25% Design. Public information meeting on January 22.

2028

- 608615 - Kingston - Bridge Replacement, K-01-014, Smiths Lane over Route 3 (Pilgrim Highway)
 - Intersection Control Evaluation (ICE) Stage 2 review over summer. Waiting for the 25% Design
- 611981 - Stoughton - Intersection Improvements at Canton Street (Route 27), School Street and Summer Street
 - At 25% Design. Comment Resolution meeting on January 17
- 612262 – Brockton - Intersection Improvements at Route 123 (Belmont Street), Pearl Street And Stonehill Street
 - In Intersection Control Evaluation (ICE) Phase. Expect ICE Stage 2 submission mid-January
- 612769 - Hanover - Corridor Improvements on Route 139 (Hanover Street) at Main Street, Center Street and Silver Street
 - Project information meeting held December 5, 2024. Expect 25% in July, 2025
- 612770 - Abington - Intersection Improvements at Route 18 (Bedford Street) and Route 123 (Brockton Avenue)
 - At less than 25%. Anticipate 25% Design Submission in Early February, 2025
- 613269 - Duxbury - Intersection Improvements at Route 53 and Franklin Street

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- In Intersection Control Evaluation (ICE) Phase. Expect ICE Stage 2 to be submitted in late January. Pre 25% anticipated early Spring

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**

Bill McNulty summarized Amendment 1 and the public comments received during the public review and comment period.

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

Public Comment Matrix

Date	Name	Representation	Comment or Comment Summary	Response
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.

A motion to endorse Amendment 1 was made by Dan Salvucci and seconded by Lee Hartmann. Members voted

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as follows:

Stephen Woelfel	Aye
Barbara Lachance	Aye
John Messia	Aye
Lee Hartmann	Aye
Dan Salvucci	Aye
Michael Lambert	Aye
Mary Waldron	Aye

The motion passed.

8. Old Colony Transportation Improvement Program (TIP) - Transportation Evaluation Criteria (TEC) and TIP Project Programming Process

Bill McNulty discussed the Transportation Evaluation Criteria and TIP Project Programming Process.

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, available funding and readiness documented, and then scenarios are recommended to the Old Colony MPO for consideration and determination of a Preferred Set of Projects. After the MPO selects a Preferred Set of Projects, staff then develops 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 Transportation Evaluation Criteria utilizes 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 Transportation Evaluation Criteria considers 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.

9. Old Colony Congestion Management Process (CMP)

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

Shawn Bailey discussed the October 2024 Commuter Parking Utilization. Between October 22nd and 24th, 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

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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 experienced 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.

Lee Hartmann asked if this document can be emailed to him. Shawn Bailey said he will email it. The presentation was posted to the meeting chat, along with the overall staff report which contains the presentation.

Kirstie Tirandazi asked what the secondary mode of transportation is from park and ride lots. Shawn Bailey stated that 4 of the 5 locations do have bus service.

10. 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
- Vulnerable Road User Systemic Safety Project: State-Owned Bus Stops - Virtual Public Information Meeting - December 18, 2024
- Old Colony Planning Council Receives Prioritization Process Pilot Program (PPPP) Grant Award
- Fiscal Years 2024-2026 Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Program NOFO
- FY 2025 RAISE Notice of Funding Availability (NOFO)
- Federal Funds & Infrastructure Office (FFIO) - Next meeting is January 28, 2025

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**

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Chris Klem stated that MassDOT’s Draft Public Participation Plan is available for Public Review and Comment through January 10. There is also a brief survey about experience during MassDOT public events.

11. Adjournment

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

Stephen Woelfel	Aye
Barbara Lachance	Aye
John Messia	Aye
Lee Hartmann	Aye
Dan Salvucci	Aye
Michael Lambert	Aye
Mary Waldron	Aye

The motion passed.

The meeting was adjourned at 10:39 a.m.

Respectfully submitted,

Kyle Mowatt

Kyle Mowatt, Senior Transportation Planner

List of Documents for the December 17, 2024 Old Colony MPO Meeting

- Minutes of November 19, 2024, Old Colony MPO Meeting
- Staff Report for December 17, 2024 Old Colony MPO Meeting Agenda Items

January 21, 2025 Old Colony MPO Meeting
Agenda Item 4
Brockton Area Transit Authority (BAT) Report

Summary

Brockton Area Transit Authority to provide the report.

January 21, 2025 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.

**January 21, 2025 Old Colony MPO Meeting
Agenda Item 6**

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

- **Discussion, and Possible Adoption of the Proposed Set of Federally Required Performance Measures and Targets Pertaining to Highway Safety (PM1) for 2025**

Summary

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

MassDOT CY25 Safety Performance Measure Targets (PM1)

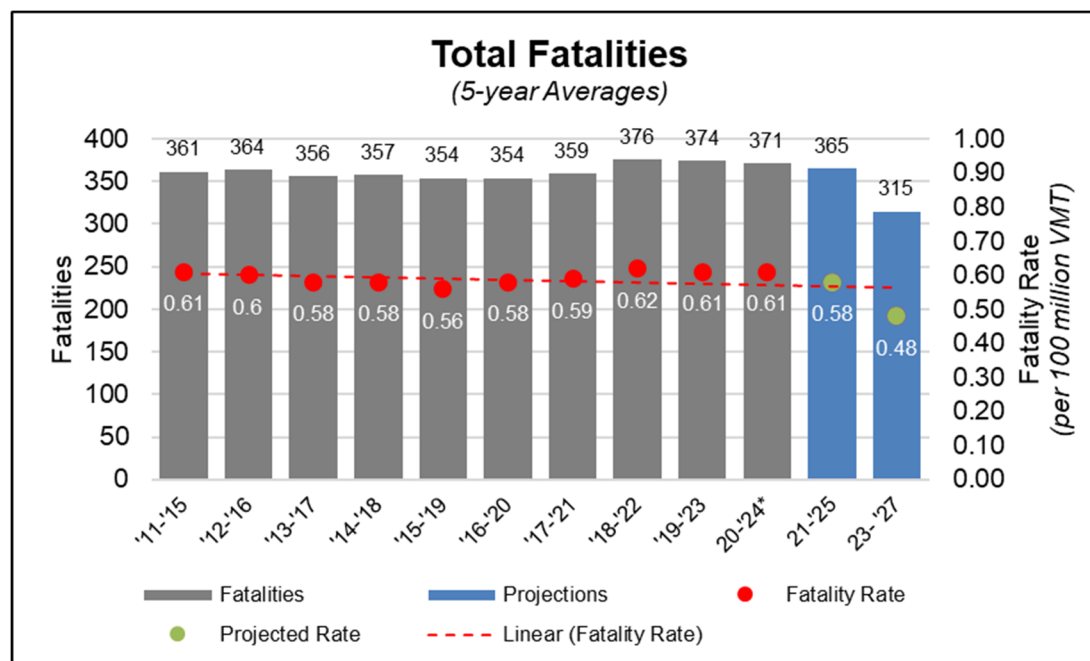
Total Fatalities: Per Federal Highway Administration (FHWA) guidance, the calendar year (CY) 2025 5-year rolling average (2021-2025) target setting process began with a trend line projection based on the most recent available data. Due to higher rates of speeding caused by decreased vehicle miles traveled (VMT) amid pandemic shutdowns in 2020 and the lingering impacts in 2021 and 2022, roadway fatalities were increasing relative to previous years. However, Massachusetts began to see this trend reverse in 2023. As stated in the Infrastructure Investments and Jobs Act (IIJA), performance targets must demonstrate constant or improved performance. In addition, similar to last year, MassDOT also developed a 2023-2027 projection to forecast current trends further into the future.

To estimate 2024 fatalities, MassDOT compared data from 2015-2023 to the data available at the time of target setting in July 2024. On average, 55% of annual fatalities occurred between January 1 – July 30 of each year. Therefore, to estimate 2024 fatalities MassDOT divided the number to date by 55%. A 3% annual reduction in fatalities was then assumed to obtain an estimate for 2025, which brings the 2021-2025 5-year rolling average to 365. If this 3% decrease in annual fatalities continues, MassDOT projects the 2023-2027 5-year average to be 315.

As always, although numeric targets have been established following federal guidelines, MassDOT's overarching goal is zero deaths and this goal will be pursued by implementing strategies from the [Strategic Highway Safety Plan \(SHSP\)](#). The Massachusetts SHSP and [Vulnerable Road User Safety Assessment](#) were both updated

and finalized in 2023. These strategies help provide details on how the state will drive down fatalities and serious injuries.

Fatality Rate: The fatality rate represents five-year average fatalities divided by five-year average VMTs. The COVID-19 pandemic greatly impacted VMT, causing fatality rates to spike in 2020 with significantly lower VMT and slightly higher fatalities. However, VMT in Massachusetts is returning to pre-pandemic levels and annual projections for 2024 are nearly in line with 2019, while 2025 projections are slightly higher. Consequently, the 5-year average fatality rate is estimated to be 0.58 fatalities per 100 million VMT for 2021-2025. If this trend continues, MassDOT projects a decrease to 0.48 fatalities per 100 million VMT for 2023-2027.

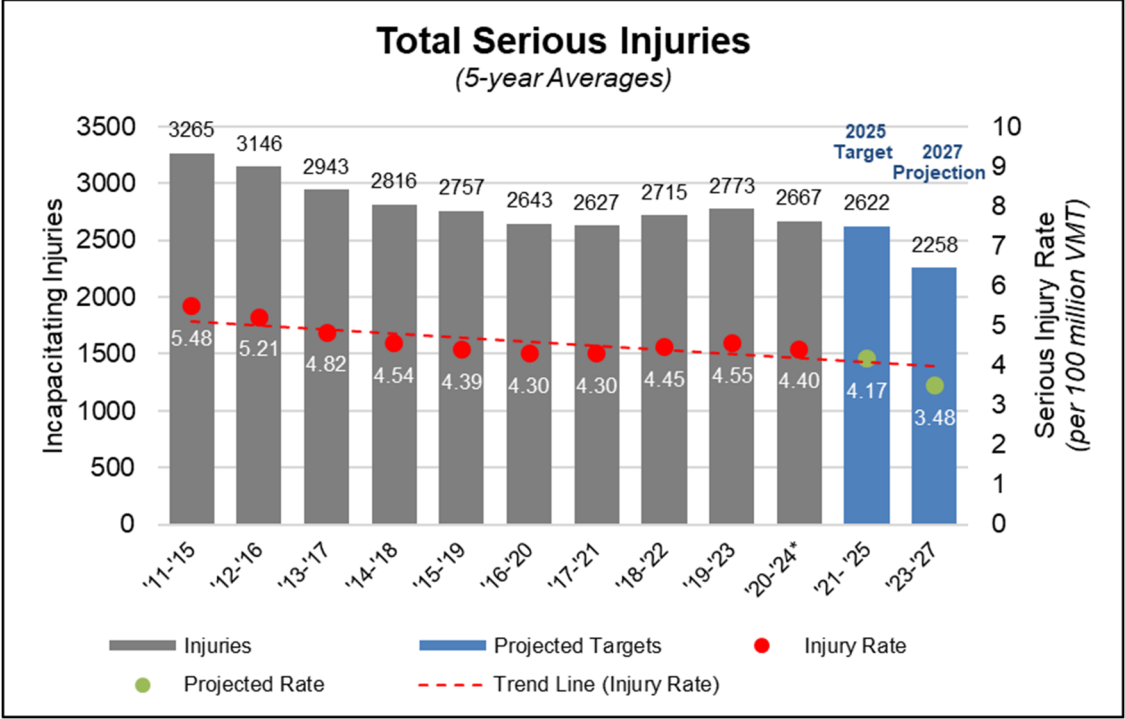


Note: All data as of July 30, 2024

Total Serious Injuries: The target setting process began with a trend line projection based on the most recent available data. The 2022 and 2023 serious injury data were not finalized in the statewide crash system during this process, so it is possible these figures will change once that data becomes final.

Due to higher rates of speeding caused by decreased VMT amid pandemic shutdowns in 2020 and the lingering impacts in 2021 and 2022, serious injuries increased relative to previous years. However, Massachusetts began to see this trend reverse in 2023. To estimate 2024 serious injuries, MassDOT compared data from 2015-2023 to the data available at the time of target setting. 2024 serious injuries to date were divided by 55%, the average of serious injuries that occur between January 1 – July 30 each year. A 3% annual reduction in serious injuries was then assumed to obtain an estimate for 2025, which brings the 2021-2025 5-year rolling average to 2,622. If this 3% annual decrease continues, the 2023-2027 5-year average of serious injuries will be 2,258.

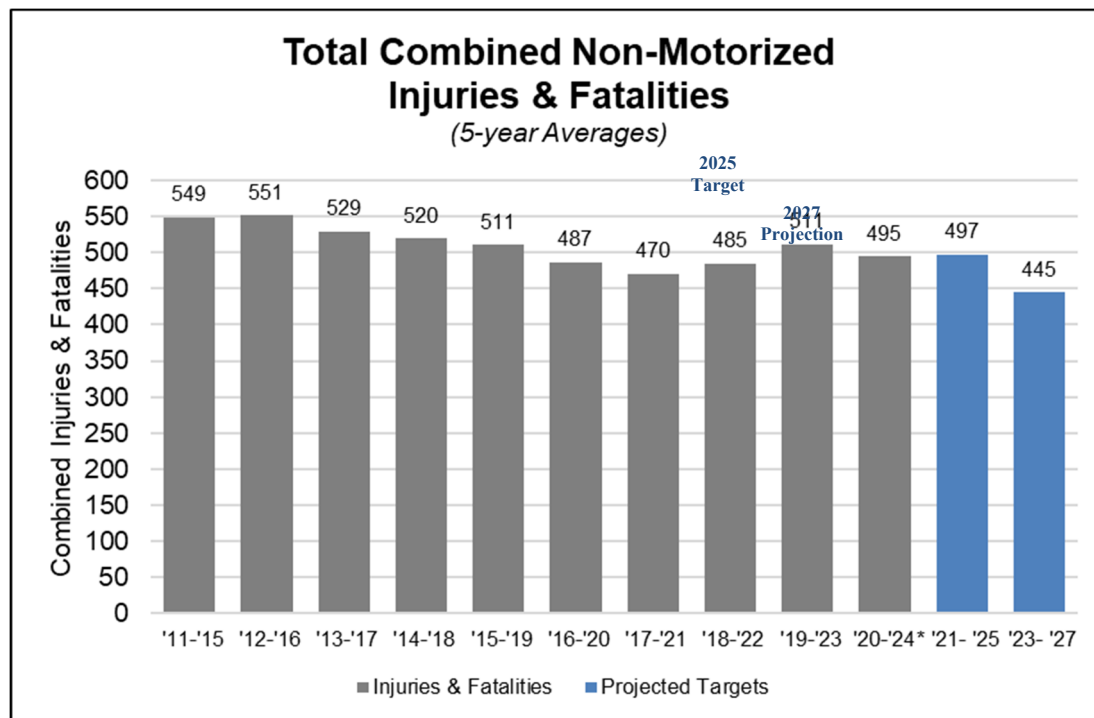
Serious Injuries Rate: Similar to the fatality rate, the rate of serious injuries is trending toward pre-pandemic levels. Following the same methods to derive the 5-year average fatality rate, the 5-year average serious injuries rate is estimated to be 4.17 serious injuries per 100 million VMT for 2021-2025. If this trend continues, MassDOT projects a decrease to 3.48 serious injuries per 100 million VMT for 2023-2027.



Note: All data as of July 30, 2024

Total Number of Non-Motorized Fatalities and Serious Injuries: The number of non-motorized fatalities and serious injuries has fluctuated greatly in recent years. Non-motorist fatalities, specifically, increased through 2022 and then dropped precipitously, while serious injuries appear to have peaked in 2023 and show signs of decreasing in 2024. On average, 54% of annual non-motorist fatalities and serious injuries occur between January 1 – July 30. Therefore, to estimate 2024 fatalities MassDOT divided the number to date by 54%. Based on the state’s increased work and emphasis to protect vulnerable road users, a 5% annual reduction in non-motorized fatalities and serious injuries was then assumed to obtain an estimate for 2025, which brings the 2021-2025

5-year rolling average to 497. If this 5% annual decrease continues, MassDOT projects the 2023-2027 5-year average to be 445.



Note: *All data as of July 30, 2024

Note: The fatality and serious injury data contained here was developed to align with the data included in MassDOT's annual Highway Safety Improvement Program (HSIP) report. As such, historical data may be different from what was reported in prior years. The targets were developed in coordination with the Executive Office of Public Safety and Security (EOPSS), the Highway Safety Division (HSD), and other sections within MassDOT. Although MassDOT emphasizes that the state's goal is zero fatalities and serious injuries, the state targets presented here are not "goals" but realistic targets considering the events of the last 4+ years. The Secretary of Transportation and

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

**January 21, 2025 Old Colony MPO Meeting
Agenda Item 7**

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

- **Amendment 2 (Add the Following Projects: S13166, Old Colony: Abington - Safe Streets for All (SS4A) Supplemental planning and demonstration activities; 13178, Old Colony: Prioritization Process Pilot Program (PPPP) - Old Colony MPO Prioritization Plan)**
- **Review and Potential Release to Public Review and Comment Period**

Summary

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

Amendment 2 includes the following changes:

FFY 2025

- **ABINGTON - SAFE STREETS FOR 100 (SS4A) SUPPLEMENTAL PLANNING AND DEMONSTRATION ACTIVITIES (\$13166)**
 - Adding Project
 - Safe Streets for All (SS4A) Bipartisan Infrastructure Law (BIL) Discretionary Grant
 - Total Project Cost is \$377,255

- **OLD COLONY PLANNING COUNCIL (OCPC) - PRIORITIZATION PROCESS PILOT PROGRAM (PPPP) MPO PRIORITIZATION PLAN (\$13178)**
 - Adding Project
 - Prioritization Process Pilot Program (PPPP) Bipartisan Infrastructure Law (BIL) Discretionary Grant
 - Total Project Cost with Match is \$1,990,620

January 21, 2025 Old Colony MPO Meeting

Agenda Item 8

Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Program Notice of Funding Opportunity, and MassDOT Resiliency Improvement Plan (RIP)

- **Discussion and Possible Approval of Projects to Include in the MassDOT Resiliency Improvement Plan**

Summary

The purpose of the USDOT-FHWA 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.

MassDOT is soliciting transportation resilience projects to include in the Massachusetts Statewide Resilience Improvement Plan (RIP). Per PROTECT Program Guidance from the Federal Highway Administration, priority resilience projects included in the RIP will receive the following benefits:

- **Elimination of BCA Requirement for PROTECT Construction Grant Applications:** If a project is seeking construction funds through the PROTECT discretionary grant program, a benefit-cost analysis is not required if the project is listed in a qualifying RIP.
- **Match Reduction:** Eligibility for the project to receive a 7% reduction in the non-federal share of project costs. Additionally, since the Statewide RIP is included in MassDOT's Statewide Long Range Transportation Plan, Beyond Mobility, they will be eligible for an additional 3% reduction and may receive the maximum 10% reduction in non-Federal share of project costs.

OCPC has contacted the communities for potential PROTECT Projects and resiliency projects to submit to MassDOT for inclusion in the Massachusetts Statewide Resilience Improvement Plan, a plan to ensure the state can withstand, recover from, adapt to, and mitigate natural hazard events. To date, OCPC has identified one project.

The identified project is the **Social and Infrastructure Resiliency Plan** for Duxbury, Kingston, Plymouth, and Pembroke, to be developed by OCPC.

The project scope encompasses the development of a Coastal Social and Infrastructure Resiliency Plan for the Old Colony Planning Council's coastal communities, including Duxbury, Kingston, Plymouth, and Pembroke. This plan involves a comprehensive assessment and inventory of community demographics, municipal infrastructure, and

transportation systems, focusing on assets located in flood-prone areas and their vulnerability to climate-induced hazards such as hurricanes and rising sea levels.

Key activities include:

- **Community Profiles:** Creation of demographic inventories, with special attention to youth, seniors, and other at-risk groups, alongside a review of existing Hazard Mitigation and MVP Plans.
- **Infrastructure and Transportation Inventories:** Identification of critical municipal infrastructure and essential services within flood zones, as well as a detailed road inventory, including major routes vital for evacuation and emergency services.
- **Hazard Data Analysis:** Collection and assessment of data related to flooding, hurricanes, and other climate risks to evaluate existing vulnerabilities and inform mitigation strategies.
- **Public Participation:** Engagement of community stakeholders to gather input and ensure the plan aligns with local needs and priorities.
- **Policy and Strategy Development:** Recommendations for zoning, permitting, and economic development to enhance community preparedness and resilience.

- Evacuation Planning: Preliminary analysis of evacuation routes and strategies to ensure safe and efficient responses during emergencies.

The project integrates technical capacity building, feasibility analyses, and preliminary engineering to support informed decision-making. Leveraging GIS tools and other data resources, the plan will provide actionable insights to strengthen regional resilience, prepare businesses for economic disruptions, and safeguard transportation and community assets against future climate challenges.

MassDOT Resilience Improvement Plan (RIP) and Regional Resilience Project Solicitation Process

January 16, 2025



Resiliency Initiatives at MassDOT

ResilientMass: Statewide Hazard Mitigation and Climate Adaptation Plan (SHMCAP)

- Umbrella initiative for the state's climate resilience initiatives
- Aligns with Massachusetts' Vision: ensuring that the Commonwealth is prepared to withstand, respond to, recover from, and mitigate all types of emergencies and disasters
- Coordinates strategy across state agencies
- Led by the Massachusetts Emergency Management Agency (MEMA) and updated every 5 years

MassDOT and MBTA SHMCAP initiatives include:

- Conducting climate vulnerability assessments
- Climate change adaptation training and guidance
- Enhancing resiliency in screening project development
- Design standards update
- Resilience improvement prioritization
- Tunnel flood mitigation program
- Emergency response plan updates

Resiliency in Beyond Mobility


- Resiliency is one of the six Priority Areas of *Beyond Mobility*, MassDOT's Statewide Long Range Transportation Plan.
- There are 17 resiliency action items in Beyond Mobility. Many correspond to MassDOT's and the MBTA's ResilientMass initiatives. One new Beyond Mobility action item calls for the exploration of a grant program to fund municipal vulnerability projects in coordination with the Executive Office of Energy and Environmental Affairs.
- Resiliency performance measures Beyond Mobility calls to be developed are:
 - Number of Capital Investment Plan projects that address locations found (through a statewide flood risk assessment) to be vulnerable or at high risk for flooding and other natural hazards
 - Amount of Federal relief funding Massachusetts has received as a result of natural hazards or declared disaster events



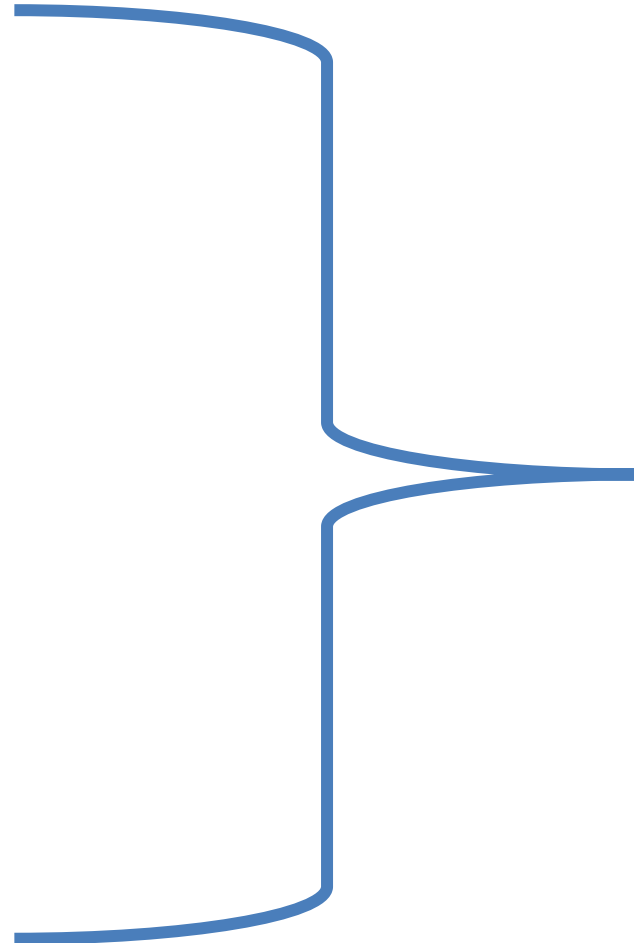
Resiliency Guiding Plans and Programs

Ability to anticipate, prepare for, withstand, and respond to ongoing impacts of climate change



 U.S. Department of Transportation

Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Formula Program



Resilience Improvement Plan

Plan

- Prepare for changing conditions and extreme events through vulnerability assessments and identify criteria to evaluate transportation asset vulnerabilities.

Improve

- Incorporate resilience measures into projects and initiate resiliency-focused projects.

Maintain

- Reduce disruption from extreme weather and changing conditions to existing assets over their service life through maintenance planning and coordination.

Respond

- Build and maintain capabilities to respond and quickly recover from disruptions from extreme weather and changing conditions.

Inform

- Coordinate resilience approach and actions with ResilientMass, municipalities, municipal planning organizations, and the public.

Resiliency Integration

Planning/ Scoping

- MassDOT Highway Division's Project Scoresheet includes resiliency considerations.
- MAPIT automatically screens proposed project locations against environmental, system condition, equity, and safety layers.
- Environmental Review Checklist includes questions related to resiliency and stormwater control measures at scoping.

Design/ Construction

- Projects going through MEPA review climate exposure and risk information, and recommended design standards from the Statewide Climate Resilience Design Standards Tool.
- Adding a "Climate Change Indicator" subsection as part of the updates to the Bridge Design Manual.
- Regularly utilize resilience reference manuals available through the USDOT Climate Center.

Operations/ Maintenance

- Developing a Programmatic Operations and Maintenance Plan for drainage system maintenance given more frequent and severe storm events.
- Updated MassDOT standards to align with resiliency best practices relating to pavement mixture, preservation projects, and existing and new bridges.

Resilience Improvement Plan (RIP) Benefits

- **Reduced Non-Federal Match Share:** If projects are included in a State or MPO RIP, the required non-federal matching share may be reduced by:
 - 7 percentage points if it is just included in the RIP
 - 3 percentage points if the RIP is included in a Statewide Long Range Transportation Plan (SLRTP) or Regional Long Range Transportation Plan (LRTP)
- **No BCA Required:** If infrastructure/construction projects are in a state or regional RIP, they do not require a benefit-cost analysis if submitted for a PROTECT discretionary grant.
- **Other Notes:**
 - Regional and municipal planning grants are eligible project types under PROTECT discretionary grant programs.
 - In June 2024, MassDOT developed its statewide RIP, available at this link:
<https://www.mass.gov/doc/highway-resilience-improvement-plan/download>.



Solicitation of Projects for MassDOT RIP Inclusion

- To support municipalities and regional planning agencies seeking to gain the benefits of having projects included on a qualifying RIP, MassDOT developed a process for these entities to submit projects for potential inclusion on the MassDOT RIP.
- There will be two lists: One for statewide priorities and one for regional priorities based on lists received by regional planning agencies.
- The deadline to receive these lists is January 15, 2025.

Thank You



January 21, 2025 Old Colony MPO Meeting
Agenda Item 9
Administrative Matters, Other Business, and Date and Time of
Next Meeting(s)

Summary

2025 MassDOT Innovation Conference - Attendee & Sponsor Registration Is Open!

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>

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 costal 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. **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

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

- **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**

January 21, 2025 Old Colony MPO Meeting
Agenda Item 10
Adjournment

Summary

Adjournment of meeting.