



METROPOLITAN PLANNING ORGANIZATION (MPO)

70 SCHOOL STREET, BROCKTON, MA 02301

OLDCOLONYPLANNING.ORG | 508-583-1833



OLD COLONY
PLANNING COUNCIL

DATE

TUESDAY
FEBRUARY 18, 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 January 21, 2025 Meeting Minutes
4. Brockton Area Transit Authority (BAT) Report
 - Public Transit Agency Safety Plan (PTASP) and FY 2025 Transit Safety Performance Targets: Presentation of Federally Required Performance Targets Pertaining to Transit Safety
 - Review and Potential Endorsement
5. Greater Attleboro Taunton Regional Transit Authority (GATRA) Report
6. 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)
 - Public Comments and Potential Endorsement
7. FFY 2026-2030 Old Colony Transportation Improvement Program (TIP) Development
 - Development Timeline and Key Dates
 - Results of TIP Readiness Day
8. Administrative Matters, Other Business, and Date and Time of Next Meeting(s)
9. 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).

February 18, 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.”

**February 18, 2025 Old Colony MPO Meeting
Agenda Item 2
Public Comments**

Summary

Public comments.

February 18, 2025 Old Colony MPO Meeting
Agenda Item 3
Potential Approval of January 21, 2025 Meeting Minutes

Summary

The Old Colony MPO is respectfully requested to consider the approval of the January 21, 2025 Old Colony MPO Meeting Minutes.

OLD COLONY METROPOLITAN PLANNING ORGANIZATION (MPO)

Minutes of the Old Colony MPO Virtual Meeting, January 21, 2025 - 10:00 A.M., Held Via Zoom

Roll Call/Attendance

<u>Members/Designees</u>	<u>Representing</u>	<u>Attendance</u>
Derek Krevat	Monica Tibbits-Nutt, Secretary, MassDOT	Present
Shaun Handy	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
Valerie Massard	Tyler Bouchard, Town of Kingston - Avon, East Bridgewater, Halifax, Hanover, Hanson, Kingston, Plympton, and West Bridgewater	Present
Becky Coletta	President, Old Colony Planning Council	Present
<u>Ex-Officio Members</u>		
Joshua Barber	Joi Singh, FHWA	Present
Peter Butler	FTA Regional Administrator, Region 1	Absent
Noreen O'Toole	Old Colony Joint Transportation Committee	Absent

Also Present

John Stone	Abington
Richard Jordan	Avon
Austin Pszenny	BETA Group
Kelly Forrester	Brockton Area Transit
Jim Fitzgerald	Environmental Partners
Eric Gemperline	FHWA
Steven Findlen	Howard Stein Hudson
William Chenard	Pembroke
Lauren Lind	Plymouth
Bonnie Roalsen	MA Safe Routes to School
Chris Klem	MassDOT
Andrew Wang	MassDOT
Barbara Lachance	MassDOT District 5
Alan Castaline	MBTA Advisory Board
Shawn Bailey	Old Colony Planning Council
Matt Dyer	Old Colony Planning Council

OLD COLONY METROPOLITAN PLANNING ORGANIZATION (MPO)

Ray Guarino	Old Colony Planning Council
Charles Kilmer	Old Colony Planning Council
Guoqiang Li	Old Colony Planning Council
Bill McNulty	Old Colony Planning Council
Kyle Mowatt	Old Colony Planning Council
Mary Waldron	Old Colony Planning Council

1. Call to Order and Introductions

Chairperson Derek Krevat called the meeting to order at 10:01 A.M. Charles Kilmer read the meeting accessibility statement and the Title VI Notice of Protection Statement. Roll call was then conducted by Charles Kilmer.

2. Public Comments

There were no public comments at this time.

3. Minutes of December 17, 2024 Meeting

A motion to approve the draft minutes of the December 17, 2024 meeting was made by Dan Salvucci and seconded by Lee Hartmann. Members voted as follows:

Derek Krevat	Aye
Shaun Handy	Aye
John Messia	Aye
Lee Hartmann	Aye
Dan Salvucci	Aye
Michael Lambert	Aye
Becky Coletta	Aye

The motion passed.

4. Brockton Area Transit (BAT) Report

Michael Lambert reported on the following items:

- There are no new updates at this time

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

There was no update from GATRA at this time.

OLD COLONY METROPOLITAN PLANNING ORGANIZATION (MPO)

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

Chris Klem presented the Performance Based Planning and MassDOT Proposed Performance Measures and Targets (PM1).

Metric	Target (2021-2025)	*Projection (2023-2027)
Fatalities	365	315
Fatality Rate (per 100 million VMT)	0.58	0.48
Serious Injuries (per 100 million VMT)	2,622	2,258
Serious Injury Rate	4.17	3.48
Nonmotorized Fatalities & Serious Injuries	497	445
<i>*Projection is for reference only</i>		

Dan Salvucci asked if OCPC agrees with these targets. Bill McNulty stated that OCPC agrees with these targets.

Michael Lambert stated that last week Transportation for Massachusetts (T4MA) hosted a discussion with a Harvard researcher who had conducted a study on the true cost of driving. One of the elements of that cost resides in these numbers here which are hard to quantify in terms of human cost of injuries. If these numbers are converted into a financial number, it would be millions of dollars that are not accounted for on an annual basis.

Chris Klem stated that MassDOT does maintain significantly greater data beyond just the measures and metrics here, but MassDOT does not have anything that correlates injuries and safety specifically to a cost. But this is a great point and is something MassDOT should look into more going forward.

A motion to adopt the PM1 Targets was made by Dan Salvucci and seconded by John Messia. Members voted as follows:

Derek Krevat	Aye
Shaun Handy	Aye
John Messia	Aye
Lee Hartmann	Aye
Dan Salvucci	Aye
Michael Lambert	Aye
Becky Coletta	Aye
Valerie Massard	Aye

OLD COLONY METROPOLITAN PLANNING ORGANIZATION (MPO)

The motion passed.

- 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**

Amendment 2 includes the following changes:

FFY 2025

- ABINGTON - SAFE STREETS FOR 100 (SS4A) SUPPLEMENTAL PLANNING AND DEMONSTRATION ACTIVITIES (S13166)
 - 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(S13178)
 - Adding Project
 - Prioritization Process Pilot Program (PPPP) Bipartisan Infrastructure Law (BIL) Discretionary Grant
 - Total Project Cost with Match is \$1,990,620

A motion to release Amendment 2 to a public review and comment period was made by Becky Coletta and seconded by Dan Salvucci. Members voted as follows:

Derek Krevat	Aye
Shaun Handy	Aye
John Messia	Aye
Lee Hartmann	Aye
Dan Salvucci	Aye
Michael Lambert	Aye
Becky Coletta	Aye
Valerie Massard	Aye

The motion passed.

- 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**

Chairperson Derek Krevat discussed the PROTECT Program and the MassDOT Resiliency Improvement Plan (RIP)

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

OLD COLONY METROPOLITAN PLANNING ORGANIZATION (MPO)

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.

Charles Kilmer discussed the following identified project: The identified project is the **Social and Infrastructure Resiliency Plan** for Duxbury, Kingston, Plymouth, and Pembroke, to be developed by OCPC, in coordination and collaboration with the communities.

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.

OLD COLONY METROPOLITAN PLANNING ORGANIZATION (MPO)

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.

Richard Jordan reported that he has been working with the City of Brockton on the D.W. Field Park. There is a funding committee for this park and there has been some consideration about the PROTECT grant, but it has not been solidified yet. There is some interest if adding stormwater mitigation within the park would fit within the PROTECT scope or priorities. Derek Krevat noted that as the project develops, the proponents may send him a request for the project's inclusion in the MassDOT Resiliency Improvement Plan.

A motion to approve the inclusion of the Coastal Social and Infrastructure Resiliency Plan in the MassDOT Resiliency Improvement Plan was made by Valerie Massard and seconded by Dan Salvucci. Members voted as follows:

Derek Krevat	Aye
Shaun Handy	Aye
John Messia	Aye
Lee Hartmann	Aye
Dan Salvucci	Aye
Michael Lambert	Aye
Becky Coletta	Aye
Valerie Massard	Aye

The motion passed.

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
- 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

- **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**

OLD COLONY METROPOLITAN PLANNING ORGANIZATION (MPO)

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

10. Adjournment

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

Derek Krevat	Aye
Shaun Handy	Aye
John Messia	Aye
Lee Hartmann	Aye
Dan Salvucci	Aye
Michael Lambert	Aye
Becky Coletta	Aye
Valerie Massard	Aye

The motion passed.

The meeting was adjourned at 10:41 a.m.

Respectfully submitted,

Kyle Mowatt

Kyle Mowatt, Senior Transportation Planner

List of Documents for the January 21, 2025 Old Colony MPO Meeting

- Minutes of December 17, 2024, Old Colony MPO Meeting
- Staff Report for January 21, 2025 Old Colony MPO Meeting Agenda Items
- Presentation on MassDOT Resiliency Improvement Plan (RIP)

February 18, 2025 Old Colony MPO Meeting

Agenda Item 4

Brockton Area Transit Authority (BAT) Report

- **Public Transit Agency Safety Plan (PTASP) and FY 2025 Transit Safety Performance Targets: Presentation of Federally Required Performance Targets Pertaining to Transit Safety**
 - **Review and Potential Endorsement**

Summary

Brockton Area Transit Authority to provide the report.

The Public Transportation Agency Safety Plans (PTASP) regulation ([49 CFR Part 673](#)) requires operators of public transportation systems that receive federal funds under the FTA [Urbanized Area Formula Grants \(Section 5307\)](#), and rail transit agencies subject to the FTA [State Safety Oversight \(SSO\)](#) program, to develop an Agency Safety Plan (ASP) that includes the processes and procedures to implement a Safety Management System (SMS). The SMS is a comprehensive, collaborative, and systematic approach to managing safety.

Under the PTASP rule, an operator is required to set safety performance targets based on the safety performance measures in the National Safety Plan (NSP). The NSP safety performance measures are: 1.) Fatalities; 2.) Injuries; 3.) Safety Events; and 4.) System Reliability (State of Good Repair)

Brockton Area Transit Authority **Public Transportation Agency Safety Plan** January, 2022



Introduction

The following Public Transportation Agency Safety Plan (PTASP) details the safety processes and procedures for the Brockton Area Transit Authority (BAT). This plan utilizes existing agency safety practices and best practices to be implemented to meet the new regulation set in 49 CFR Part 673 of the federal guidelines.

The PTASP includes formal documentation to guide the agency in proactive safety management policy, safety risk management, safety assurance, and safety promotion. The goal is to provide management and labor a comprehensive, collaborative approach to managing safety. The plan includes the process and schedule for an annual review of the plan to review the safety performance measures and update processes that may be needed to improve the organizations safety practices.

Agency Background

The Brockton Area Transit Authority (BAT) was established in 1974. Bat is one of fifteen regional transit authorities operating within the Commonwealth of Massachusetts, serving eleven member communities as well as several additional communities through a coordinated human service delivery system, and also provides a critical link to the Central business District of Boston. In accordance with the provisions of Massachusetts General Laws, Chapter 161B, all of BAT's services are contracted out to private contractors. BAT, through its contractors, operates twenty fixed routes, a paratransit system, a flex ride service and a supported, regional Council on Aging (COA transportation network. BAT's Intermodal Transportation Centre (BAT Centre), adjacent to MBTA Old Colony Rail Station, serves as the transit hub for the South Shore and Greater Brockton areas. BAT has a distinctive coalition with the local business community; BAT's innovative transportation solutions have been recognized by the Metro South Chamber of Commerce as well as the Community Bank for its positive economic impact on the region.

1. Transit Agency Information

Transit Agency Name	Brockton Area Transit Authority (BAT)		
Transit Agency Address	155 Court Street, Brockton, MA 02302		
Name and Title of Accountable Executive	Michael Lambert, Administrator		
Name of Chief Safety Officer or SMS Executive	Kelly Forrester, Manager of Transit Operations		
Mode(s) of Service Covered by This Plan	Fixed Route Demand Response	FTA Funding Types	5307, 5310
Mode(s) of Service Provided by the Transit Agency (Directly Operated or Contracted Service)	Fixed Route - Contracted Service Demand Response - Contracted Service		
Does the agency provide transit services on behalf of another transit agency or entity	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>	Description of Arrangements Brockton Area Transit is a Human Service Transportation (HST) provider.
Name and Address of Transit Agency(ies) or Entity(ies) for Which Service Is Provided	GATRA 10 Oak Street Taunton, MA 02780		

2. Plan Development, Approval, and Updates

Name of Entity That Drafted This Plan	Brockton Area Transit Authority (BAT)	
Signature by the Accountable Executive	Signature of Accountable Executive	Date of Signature
Approval by the Board of Directors or an Equivalent Authority	Name of the Individual/Entity That Approved This Plan	Date of Approval
	BAT Advisory Board	01/12/2023
	Relevant Documentation (Title and Location)	
	ADV Board 1-12-23 Minutes	
Approval by the Safety Committee	Name of the Individual/Entity That Approved This Plan	Date of Approval
	PTASP Safety Committee	12/09/2022
	Relevant Documentation (Title and Location)	
	12-9-22 PTASP Safety Committee Meeting Minutes	
Certification of Compliance (FTA Certs and Assurances)	Name of Individual/Entity That Certified This Plan	Date of Certification
	Brockton Area Transit Authority (BAT)	1/13/2022
	Relevant Documentation (Title and Location)	

Version Number and Updates

Record the complete history of successive versions of this plan.

Version Number	Section/Pages Affected	Reason for Change	Date Issued
1	All	New Document	9/08/20
2		BIL updates	11/25/22

Annual Review and Update of the Agency Safety Plan

Describe the process and timeline for conducting an annual review and update of the ASP.

This plan shall be reviewed on an annual basis to account for any updates to BAT's safety policies or procedures. The Chief Safety Officer shall direct the update of the ASP, in consultation with the General Manager of each operation. Each year the Chief Safety Officer will initiate a review of the ASP, in consultation with the General Manager of each operation. An updated draft of the ASP shall be provided to the Accountable Executive for final review. The Board of Directors will vote to approve any changes. All changes will ultimately be approved by the Accountable Executive.

3. Safety Performance Targets

Safety Performance Targets

Specify performance targets based on the safety performance measures established under the National Public Transportation Safety Plan.

The targets below are based on the review of the previous five years of BAT's safety performance data.

Mode of Transit Service	Fatalities (Total)	Fatalities (Rate)	Injuries (Total)	Injuries (Rate)	Safety Events (Total)	Safety Events (Rate)	System Reliability (Miles between Major Failure)
Fixed Route	0	0	12	9.5	5	3.9	20,000
Demand Response	0	0	1	3.5	1	3.5	30,000

*Rates are per 1,000,000 vehicle revenue miles

Safety Performance Target Coordination

Describe the coordination with the State and Metropolitan Planning Organization(s) (MPO) in the selection of State and MPO safety performance targets.

The Accountable Executive shares our ASP, including safety performance targets, with the Metropolitan Planning Organization (MPO) in our service area each year after its formal adoption by the Advisory Board. BAT's Accountable Executive also provides a copy of our formally adopted plan to the Massachusetts Department of Transportation (MassDOT). BAT staff are available to coordinate with MassDOT and the MPO in the selection of MassDOT and MPO safety performance targets upon request.

Targets Transmitted to the State	State Entity Name	Date Targets Transmitted
	MassDOT	
Targets Transmitted to the MPOs	MPO Name	Date Targets Transmitted
	Old Colony Planning Council	

Safety Management Policy

Safety Management Policy Statement

Use the written statement of safety management policy, including safety objectives.

The purpose of the Agency Safety Plan is to set forth the “safety philosophy” of Brockton Area Transit Authority. To maximize this effort, this document defines the specific safety responsibilities, activities and capabilities identified by the Authority to promote and improve safety for its transit services.

The mission of the Brockton Area Transit Authority is to proudly serve and be recognized as an innovative regional transit authority by providing safe, reliable and efficient service to its customers, clients and communities.

BAT strives to reduce the number of safety and security incidents within its service area by:

- Improving community involvement
- Training employees
- Increasing organizational awareness and responsibility
- Obtaining and making effective use of technology and equipment
- Identifying and prioritizing problems that impact the transit system
- Coordinating the use of resources to obtain the proper responses to identified problems
- Establishing a feedback process for employees to address system safety concerns

Safety Management Policy Communication

Describe how the safety management policy is communicated throughout the agency. Include dates where applicable.

The Safety Management Policy was distributed to all safety-related employees at the monthly safety group meeting. Copies of the Agency Safety Plan are made available to staff and all contractors, and key safety policies are posted in common areas for both operations and maintenance staff. BAT has incorporated review and distribution of the Safety Management Policy Statement into new-hire training.

In addition, BAT’s contract operator also utilizes the BeSafe system, which provides a comprehensive safety program for all aspects of the operation. This program is the touchstone of BAT’s safety operations and is incorporated into training.

Authorities, Accountabilities, and Responsibilities

Describe the role of the following individuals for the development and management of the transit agency’s Safety Management System (SMS).

Accountable Executives

As BAT’s Administrator, the Accountable Executive has the authority to control and direct the human and capital resources needed to develop and maintain both the agency’s Public Transportation Agency Safety Plan, in accordance with 49 U.S.C. 5329(d), and the agency’s Transit Asset Management Plan in accordance with 49 U.S.C. 5326.

	<p>The responsibilities of the Accountable Executive include:</p> <ul style="list-style-type: none"> • Controlling and directing human and capital resources needed to develop and maintain the ASP and SMS • Designating and overseeing an adequately trained Chief Safety Officer who is a direct report • Ensuring that the SMS is effectively implemented
<p>Chief Safety Officer or SMS Executive</p>	<p>As Manager of Transit Operations, the Chief Safety Officer has direct responsibility for day-to-day implementation of the Safety Management System and has the authority to make modifications to operating procedures to optimize system safety. The CSO reports directly to the Accountable Executive and communicates critical safety-related information to the AE on at least a weekly basis.</p> <p>The Chief Safety Officer is responsible for:</p> <ul style="list-style-type: none"> • Developing and managing ASP and SMS policies and procedures, and keeping all policies and procedures up-to-date • Ensuring and overseeing implementation and operation of the Safety Management System (SMS) • Overseeing the Employee Safety Reporting Program and ensuring that a robust line of safety-related communication is consistently maintained
<p>Agency Leadership and Executive Management</p>	<p>Agency leadership and executive management also have authorities and responsibilities for SMS implementation and operation of BAT's SMS under the plan. Agency leadership and executive management roles include the following contractor employees:</p> <ul style="list-style-type: none"> • General Manager (Fixed Route) • General Manager (Demand Response) • Assistant General Manager • Operations Managers • Safety Manager • Assistant Safety Manager • Vehicle Maintenance Manager <p>The responsibilities of this group include:</p>

	<ul style="list-style-type: none"> • Oversight of day-to-day operations and procedures related to the Safety Management System within each of their departments • Modification of policies in their departments to be consistent with SMS implementation, as necessary • Day-to-day oversight of the employee safety reporting program, as necessary (particularly for Safety Manager and Assistant General Manager) and ensuring a consistent line of communication between front line employees and management concerning safety
<p>Key Staff</p>	<p>Other key safety-related staff at BAT include: operators, maintenance staff, trainers, supervisors, schedulers, and dispatchers.</p> <p>While employee category has diverse and specific safety responsibilities related to their day-to-day duties and job performance, the overarching responsibilities of key safety staff include:</p> <ul style="list-style-type: none"> • Reporting any identified safety concerns to management in a timely fashion • Following and abiding by all BAT safety policies and acting in accordance with the principles of the SMS
<p>Employee Safety Reporting Program</p> <p><i>Describe the process and protections for employees to report safety conditions to senior management. Describe employee behaviors that may result in disciplinary action (and therefore, are excluded from protection).</i></p>	
<p>BAT has implemented a suggestion box in the drivers' room where all employees can submit any identified safety concerns or hazards in an anonymous fashion. In addition, BAT's contractor has adopted an open-door policy that allows front line staff to report any potential safety concerns verbally to senior management (either the General Manager or the Assistant General Manager, Safety Manager or Assistant Safety Manager) at any time. In the event that a concern reported by an employee is identified as a safety hazard, management will notify the Chief Safety Officer. Additionally, every bus is examined by operators (daily), maintenance staff, and managers on a quarterly basis, which affords employees another opportunity to note any potential vehicle-related safety concerns to management.</p> <p>When action is taken to address a concern identified by an employee report that results in changes in policies or procedures, employees will be notified by either:</p> <ul style="list-style-type: none"> • Bulletins posted in common areas • A verbal update by the GM or AGM during weekly staff meetings 	

Employees that report safety concerns in good faith are protected from any retaliatory measures. However, BAT's contractors may take disciplinary actions if the report contains any of the following employee activities:

- Willful participation in illegal activity, such as assault or theft;
- Gross negligence, such as knowingly utilizing heavy equipment for purposes other than intended such that people or property are put at risk; or
- Deliberate or willful disregard of regulations or procedures, such as reporting to work under the influence of controlled substances.

4. Safety Risk Management

Safety Risk Management Process

Describe the Safety Risk Management Process, including:

- *Safety Hazard Identification: The methods or processes to identify hazards and consequences of the hazards.*
- *Safety Risk Assessment: The methods or processes to assess the safety risks associate with identified safety hazards.*
- *Safety Risk Mitigation: The methods or processes to identify mitigations or strategies necessary as a result of safety risk assessment.*

BAT generally adopts a decentralized approach to Safety Risk Management, with input from subject matter experts across different departments used to identify and assess potential safety hazards, as well as suggest and implement mitigation strategies to reduce the level of risk posed by hazards. The AGM of Operations and the Safety Department help to coordinate risk management processes across the organization and provide guidance to managers on best practices for implementing mitigation strategies.

Safety Hazard Identification

Managers at BAT rely on a variety of sources to identify potential hazards that pose safety risks to the agency. These sources include:

- Defect Sheet and Vehicle Inspection - all operators will inspect their vehicles prior to operating. Vehicle Condition Report (defect) sheets will be filled out daily by all operators for every vehicle that they drive and turned in to the office at the completion of their shift.
- Vehicle Pre-trip Inspection in the Yard – the wheelchair lift must be cycled before leaving the garage area. The radio and wheelchair lift check and camera status should be called in to Operations.
- Paratransit Vehicle Condition Reports - operators must complete a full pre-trip inspection prior to operating their vehicles as required by the DPU and the Registry of Motor Vehicles. Vehicle Condition Reports are supplied for this purpose in order to note any and all vehicle or equipment defects. This includes checking all safety equipment, fire extinguisher, first aid kit, mask, etc. Operators must fully cycle the lift, check lift restraint, etc. Operators should also perform a careful wheelchair equipment check, including all straps and belts, noting any missing pieces or defects on the report. A wheelchair and equipment check is again performed at the end of the operator's workday or when through with the vehicle.
- Observation surveys by management
- Customer Service feedback
- Accident and Incident Reporting policies/procedures, as well as BAT's comprehensive accident/incident historic database
- Secret Rider program
- Safety Lanes (quarterly safety inspection program)
- Vehicle Camera Footage
- External information, including reports from FTA and other oversight authorities, which provide information based on Federal, State or local findings, research, considerations, or assessments

Documentation procedures for hazards identified by the methods detailed above varies based on the nature of the hazard. However, all identified hazards are documented and forwarded to the Safety Department when determined to pose a safety risk to the organization.

Safety Risk Assessment

Following the identification of any risks, the Safety Department (Safety Manager and Assistant Safety Manager) will lead the assessment of safety risk for the consequences of a given hazard. The likelihood and severity of the potential consequences of the hazard are assessed based on the type of hazard presented and the potential consequences the hazard could pose if not properly mitigated. Risk assessments are brought to the attention of all managers either at monthly Safety meetings or at bimonthly managerial meetings. During these meetings, the Safety Department will take the lead on discussing the nature of the hazard, as well as evaluating the level of risk and the likelihood of occurrence of its consequences. The following matrices are used to guide discussions of the risk assessment of the consequences of hazards.

A. Categorize Level of Severity

1. Catastrophic - may cause death
2. Critical - may cause severe illness, severe injury or major system loss
3. Marginal - may cause minor injury
4. Negligible - will not result in injury, illness or property damage

B. Categorize the Likelihood of Occurrence

1. Highly likely - frequent reoccurrence
2. Likely - expected occurrence
3. Unlikely- occurrence not expected

Once the risk of a safety hazard is assessed based on the suggested categorizations above, mitigation strategies that align with the severity and likelihood of the safety problem are determined. If a mitigation is already in place to address the potential consequence of a hazard, the effectiveness of this mitigation is factored into the risk assessment. This process will generally take place under the supervision of the Chief Safety Officer and General Manager.

Safety Risk Mitigation

Appropriate mitigation strategies are determined by the Contract Operator Safety Managers in conjunction with the AGM for Operations and any other relevant departmental managers based on the level of severity and the likelihood of occurrence determined during the Safety Risk Assessment process. Any mitigations that result in long-term changes to operational procedures must be communicated to the Chief Safety Officer and approved by BAT management.

5. Safety Assurance

Safety Performance Monitoring and Measurement

Describe activities to monitor the system for compliance with procedures for operations and maintenance.

Monitoring and oversight to ensure compliance with internal procedures for operations and maintenance is the responsibility of the Chief Safety Officer. The Chief Safety Officer will periodically audit training protocols, pre-trip inspections, and post-trip operations and maintenance safety procedures. BAT uses the following procedures for ongoing monitoring of safety procedures to ensure compliance with organizational policies including:

- Ongoing informal inspections of vehicles and facilities
- Daily logs of operations and maintenance are sent directly to BAT management and , reviewed by the Chief Safety Officer
- Monthly reports on safety performance, including incidents and accidents, are filed and reviewed by the Chief Safety Officer
- Regular claims meetings are held with BAT's insurance provider to discuss systemic risk
- Quarterly "Safety Lane" inspections that involve comprehensive review of vehicle safety with operators, mechanics, and manages

Describe activities to monitor operations to identify any safety risk mitigations that may be ineffective, inappropriate, or were not implement as intended.

BAT monitors safety risk mitigations to determine if they have been implemented and are effective, appropriate, and working as intended. The Chief Safety Officer, Safety Managers, and AGM for Operations share responsibility for ensuring that mitigation strategies are effective and appropriate on a continuous basis.

Implemented safety risk mitigations are frequently reviewed at scheduled safety and managerial meetings. If a mitigation is not working as intended, the Safety Manager or other relevant manager will propose improvements to the identified mitigation, or propose an alternative mitigation strategy altogether. The Chief Safety Officer will approve or modify this proposed course of action and ensure its execution.

Monitoring methods for safety risk mitigations include:

- Reviewing results from accident, incident, and occurrence investigations, and utilizing the accident/incident database to monitor trends over time
- Monitoring employee safety reporting to determine if complaints persist after implementation of a mitigation strategy
- Reviewing results of internal safety audits and inspections
- Analyzing operational and safety data to identify emerging safety concerns.
- Job performance observations
- Tracking performance metrics, including more granular metrics like preventable accidents, "near misses", and frequency of customer complaints

Describe activities to conduct investigations of safety events, including the identification of casual factors.

BAT investigates all accidents, incidents, and occurrences that occur involving BAT revenue vehicles or on BAT property. The Safety Manager conducts an investigation of all accidents. Investigation procedures include reviewing video, operator reports, police reports, Mobileye data, and any other information available to assist in determining preventability and causes. The report is then presented to BAT for review along with any supporting material. All steps are thoroughly documented.

Additionally, BAT maintains a comprehensive database of all accidents and incidents, dating back to 2001. The database track's location, time of day, and route, as well as type of accident/incident. The database is consistently updated after the completion of an accident or incident report. This allows BAT to examine historic data and understand opportunities for mitigating accidents.

Describe activities to monitor information reported through internal safety reporting programs.

The Chief Safety Officer and Safety Department routinely review safety data captured in employee safety reports, safety meeting minutes, customer complaints, and other safety communication channels. When necessary, the Chief Safety Officer and Safety Department ensure that the concerns are investigated or analyzed through the SRM process.

The Safety Department is primarily responsible for management and oversight of all employee reporting at BAT, and particularly for monitoring of any written employee safety reports. All other managers and supervisors have the responsibility to communicate safety-related employee reports to either the Safety Department or Chief Safety Officer so any hazards can be properly documented.

6. Safety Promotion

Competencies and Training

Describe the safety training program for all agency employees and contractors directly responsible for safety.

BAT employs a comprehensive training program for all safety-sensitive staff and contractors. The Accountable Executive reviews the safety training program on at least an annual basis with the Chief Safety Officer to ensure that relevant staff are up-to-date on all trainings and that all contractor staff are receiving the training and guidance necessary to excel in their duties. This review is part of the annual ASP update process.

Other roles and responsibilities related to safety training are described below:

- It is the role of the Safety Manager to maintain complete and accurate records of all operator-training, certifications and on the road observations, as well as the training materials and grading mechanism.
- It is the role of the Safety Manager to administer the written test, road tests, and pre-trip inspection tests.
- It is the role of the Safety Manager to require all operators to demonstrate skill and performance competency in the type of vehicle to which they are assigned as a part of training requirements (periodic and annual testing).
- It is the role of the Safety Manager and AGM of Operations to regularly identify and schedule on-going/recurring training as necessary to reinforce the policies and procedures as well as providing a mechanism to brief operators on new policies, procedures, and/or regulations.
- It is the role of the Safety Manager and the AGM-Operations to perform annual ride checks to ascertain operator's competency level and their adherence to driving rules and regulations of the Authority assigned by Federal/State grant agreement.
- It is the role of the AGM of Operations/ Safety Manager and General Manager to review incident/complaint logs to identify recurring safety issues.
- It is the role of the Authority to perform ride checks to verify that operators are collecting the correct fares.
- It is the role of the Shift Supervisors/Dispatchers and the AGM of Operations to appropriately assess fitness for duty when employees report for their assigned work.

- It is the role of the Safety Manager and the AGM of Operations to do an on the road observation if an operator fails to adequately perform any of the assigned functions.
- It is the role of the Safety Manager to maintain all Drug and Alcohol testing files for FRC and PTC.
- It is the role of the Transit Supervisor at BSU to maintain all Drug and Alcohol testing files.
- It is the role of the AGM of Operations/Safety Manager to serve as the Security Incident Monitor and to contact the Administrator immediately and directly if there are any incidents of a security nature.

Refresher trainings for staff are provided on an ongoing basis, with the frequency of re-training depending on the specific training module. The frequency of re-training is noted alongside each training described below.

In addition to the required trainings below, all safety-related staff, including executive staff, are briefed on the components of the Safety Management System through completion of the Transit Safety Institute's SMS Awareness Course.

Required safety trainings for operators include:

- Traffic regulations
- Defensive driving and accident prevention
- Basic driving maneuvers
- Safety and Security training including Terrorist Activity Recognition and Response (TARR), Code Red, Code Blue and Homeland Security Readiness Alert levels
- Wheelchair Securement/Lift Training

Required safety trainings for maintenance staff include:

- Right to Know
- Hazard Communication
- Bloodborne Pathogen
- Respirator Training
- Viral Control and Vehicle Cleaning

Required trainings for supervisors include:

- Fatigue awareness
- Incident response and reporting
- Hazard waste response planning
- Drug and alcohol reasonable suspicion training

Safety Communication

Describe processes and activities to communicate safety and safety performance information throughout the organization.

BAT is committed to thoroughly communicating its safety policies, procedures, and performance, as well as ensuring that contractors are consistently conveying information related to hazards and safety risks relevant to employees' roles and responsibilities to its staff. Monthly safety meetings between BAT and its contractors serve as a consistent outlet for communication between managers to discuss ongoing safety issues.

Communication between managers and frontline staff is a critical component of safety communication at BAT. Safety policies, directives, and procedures are communicated to staff through a variety of different methods, including:

- Frequent radio communications to drivers on the road
- Weekly safety check-ins between operators and managers
- Monthly and quarterly staff safety meetings
- Bulletins detailing safety policies and procedures posted in common areas for drivers and maintenance staff

Additionally, the New Hire handbook contains detailed information about the safety responsibilities for all BAT employees and for specific staff roles. These safety responsibilities are a key element of all new-hire training. Additionally, frequent retraining is used to reinforce both safety responsibilities and standard operating procedures.

When action is taken to address a concern identified through the Employee Safety Reporting Program that results in changes in policies or procedures, employees will be notified by either:

- Bulletins posted in common areas
- A verbal update by the GM or AGM during weekly staff meetings

Additional Information

Supporting Documentation

Include or reference documentation used to implement and carry out the ASP that are not included elsewhere in this plan.

New Hire Handbook

Definitions of Special Terms Used in the ASP

Term	Definition
------	------------

Accident	Event that involves any of the following: A loss of life; a report of a serious injury to a person; a collision of public transportation vehicles; a runaway train; an evacuation for life safety reasons; or any derailment of a rail transit vehicle, at any location, at any time, whatever the cause.
Accountable Executive	Single, identifiable person who has ultimate responsibility for carrying out the Public Transportation Agency Safety Plan of a public transportation agency; responsibility for carrying out the agency's Transit Asset Management Plan; and control or direction over the human and capital resources needed to develop and maintain both the agency's Public Transportation Agency Safety Plan, in accordance with 49 U.S.C. 5329(d), and the agency's Transit Asset Management Plan, in accordance with 49 U.S.C. 5326.
BeSafe	BeSafe is a safety program conducted by First Transit, Inc that focuses on eliminating risk behaviors and mindsets and replacing them with safe ones by providing tailored safety solutions including innovative technology, training curricula and extensive on-going driver training.
Equivalent Authority	Entity that carries out duties similar to that of a Board of Directors for a recipient or subrecipient of FTA funds under 49 U.S.C. Chapter 53, including sufficient authority to review and approve a recipient or subrecipient's Public Transportation Agency Safety Plan.
Event	Any Accident, Incident, or Occurrence.
Hazard	Any real or potential condition that can cause injury, illness, or death; damage to or loss of the facilities, equipment, rolling stock, or infrastructure of a public transportation system; or damage to the environment.
Incident	Event that involves any of the following: a personal injury that is not a serious injury; one or more injuries requiring medical transport; or damage to facilities, equipment, rolling stock, or infrastructure that disrupts the operations of a transit agency.
Investigation	Process of determining the causal and contributing factors of an accident, incident, or hazard, for the purpose of preventing recurrence and mitigating risk.
National Public Transportation Safety Plan	Plan to improve the safety of all public transportation systems that receive Federal financial assistance under 49 U.S.C. Chapter 53
Occurrence	Event without any personal injury in which any damage to facilities, equipment, rolling stock, or infrastructure does not disrupt the operations of a transit agency.
Operator of public transportation system	Provider of public transportation as defined under 49 U.S.C. 5302.
Performance measure	Expression based on a quantifiable indicator of performance or condition that is used to establish targets and to assess progress toward meeting the established targets.
Performance target	Quantifiable level of performance or condition, expressed as a value for the measure, to be achieved within a time period required by the FTA.
Public Transportation Agency Safety Plan (or Agency Safety Plan)	Documented comprehensive Agency Safety Plan for a transit agency that is required by 49 U.S.C. 5329 and Part 673.
Risk	Composite of predicted severity and likelihood of the potential effect of a hazard.
Risk Mitigation	Method or methods to eliminate or reduce the effects of hazards.

Safety Assurance	Processes within a transit agency's Safety Management System that function to ensure the implementation and effectiveness of safety risk mitigation, and to ensure that the transit agency meets or exceeds its safety objectives through the collection, analysis, and assessment of information.
Safety Management Policy	Transit agency's documented commitment to safety, which defines the transit agency's safety objectives and the accountabilities and responsibilities of its employees in regard to safety.
Safety Management System	Formal, top-down, organization-wide approach to managing safety risk and assuring the effectiveness of a transit agency's safety risk mitigation. SMS includes systematic procedures, practices, and policies for managing risks and hazards.
Safety Performance Target	Performance target related to safety management activities.
Safety Promotion	Combination of training and communication of safety information to support SMS as applied to the transit agency's public transportation system.
Safety risk assessment	Formal activity whereby a transit agency determines Safety Risk Management priorities by establishing the significance or value of its safety risks.
Safety risk management	Process within a transit agency's Agency Safety Plan for identifying hazards and analyzing, assessing, and mitigating safety risk.
Serious injury	Any injury which: (1) Requires hospitalization for more than 48 hours, commencing within 7 days from the date when the injury was received; (2) Results in a fracture of any bone (except simple fractures of fingers, toes, or noses); (3) Causes severe hemorrhages, nerve, muscle, or tendon damage; (4) Involves any internal organ; or (5) Involves second- or third-degree burns, or any burns affecting more than 5 percent of the body surface.
Transit Agency	Operator of a public transportation system.
Transit Asset Management Plan	Strategic and systematic practice of procuring, operating, inspecting, maintaining, rehabilitating, and replacing transit capital assets to manage their performance, risks, and costs over their life cycles, for the purpose of providing safe, cost-effective, and reliable public transportation, as required by 49 U.S.C. 5326 and 49 CFR Part 625.

List of Acronyms Used in the ASP

Acronym	Word or Phrase
ADA	American's with Disabilities Act of 1990
ASP	Agency Safety Plan (also referred to as a PTASP in Part 673)
CSO	Chief Safety Officer
ESRP	Employee Safety Reporting Program
FTA	Federal Transit Administration
MPO	Metropolitan Planning Organization
MassDOT	Massachusetts Department of Transportation
Part 673	49 CFR Part 673 (Public Transportation Agency Safety Plan)
SMS	Safety Management System

SRM	Safety Risk Management
-----	------------------------



February 18, 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.

**February 18, 2025 Old Colony MPO Meeting
Agenda Item 6**

**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)**
- **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:

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

Public Comment Matrix

Date	Name	Representation	Comment or Comment Summary	Response
1/29/2025	Old Colony Planning Council (OCPC) Board of Directors	Old Colony Planning Council Region	The Old Colony Planning Council approved Amendment 2 as provided by OCPC Staff.	Noted.
2/6/2025	Old Colony Joint Transportation Committee (JTC)	Old Colony Joint Transportation Committee (JTC)	The Old Colony Joint Transportation Committee approved Amendment 2 as presented by OCPC Staff.	Noted.

Comments as of Close of Business (COB) on February 14, 2025.

**February 18, 2025 Old Colony MPO Meeting
Agenda Item 7**

**FFY 2026-2030 Old Colony Transportation Improvement Program
(TIP) Development**

- **Development Timeline and Key Dates**
 - **Results of TIP Readiness Day**

Summary

The development of the FFY 2026-2030 Transportation Improvement Program (TIP) is underway. The TIP serves as a prioritized listing of highway, bridge, and transit projects for implementation during the next five (5) federal fiscal years that reflect the needs of the regional transportation system. In addition, the TIP is fiscally constrained based on expected federal funding, and it contains projects that are consistent with the Long-Range Transportation Plan (LRTP).

TIP Readiness Day, an annual discussion between the MPO and MassDOT when project readiness is discussed, took place on February 4, 2025. The following is the development schedule for the Old Colony FFY 2026-2030 Transportation Improvement Program (TIP):

- March 18, 2025: Staff will present programming scenarios to the Old Colony Metropolitan Planning Organization (MPO), and request a selection of a Preferred Scenario by vote.

- April 3, 2025: Staff will present Preferred Scenario to Old Colony Joint Transportation Committee, and request a vote of approval.
- April 22, 2025: Staff will present Draft FFY 2026-2030 TIP to Old Colony MPO and request a vote to release to a 21-Day Public Review and Comment Period.
- May 1, 2025: Staff will present Draft FFY 2026-2030 TIP to Old Colony Joint Transportation Committee, and request a vote of approval.
- May 20, 2025: Staff will present results of Public Review and Comment Period, any revisions made as a result, and request a vote to Endorse the FFY 2026-2030 Transportation Improvement Program.

The following are projects included in the Old Colony Universe of Project, with updated statuses as a result of TIP Readiness Day noted.

ABINGTON

- ABINGTON - INTERSECTION IMPROVEMENTS AT HANCOCK STREET AND CHESTNUT STREET (609440)
 - PRC Approved 4/18/2019.
 - Programmed in FFY 2026.
 - TIP Readiness Recommendation: Good for FFY 2026.
 - 75% Package Received (9/30/2024).
 - Cost Estimate is \$6,733,294.

- ABINGTON & BROCKTON - PEDESTRIAN AND BICYCLE IMPROVEMENTS ON ROUTE 123 (609520)
 - PRC Approved 8/25/2019.
 - Programmed in FFY 2029.
 - TIP Readiness Recommendation: Good for FFY 2029.
 - 25% Package Resubmission 2 Received (as of 1/13/2025).
 - Cost Estimate is \$29,519,606.

- ABINGTON - INTERSECTION IMPROVEMENTS, RANDOLPH STREET AND RICHARD FITTS DRIVE (ROUTE 139) AT CHESTNUT STREET AND OLD RANDOLPH STREET (612525)
 - PRC Approved 10/21/2021.
 - Currently programmed in FFY 2027.
 - TIP Readiness Recommendation: Good for FFY 2027.
 - Project is in the preliminary design phase.
 - Cost Estimate is \$3,786,625.

- ABINGTON - INTERSECTION IMPROVEMENTS, ROUTE 18 (BEDFORD STREET) AT ROUTE 123 (BROCKTON AVENUE) (612770)
 - PRC Approved 5/12/2022.
 - Currently programmed in FFY 2028.
 - TIP Readiness Recommendation: Good for FFY 2028.
 - Project is in the preliminary design phase.
 - Cost Estimate is \$5,387,025

- MASSDOT DISTRICT 5 - BICYCLE AND PEDESTRIAN IMPROVEMENTS AT MULTIPLE LOCATIONS (613942)
 - PRC Approved 12/12/2024.
 - Currently not programmed.
 - Project is in the preliminary design phase.
 - Cost Estimate is \$8,252,580.

AVON

- AVON - INTERSECTION IMPROVEMENTS AT ROUTE 28, SPRING STREET AND HARRISON BOULEVARD (611979)
 - PRC Approved 1/28/2021.
 - Currently programmed in FFY 2026.
 - TIP Readiness Recommendation: Unlikely to advertise in 2026; Move out to 2027.
 - 25% Package Received (as of 9/9/2024).
 - Cost Estimate is \$7,350,106.
- AVON - CORRIDOR IMPROVEMENTS ON ROUTE 28 (610804)
 - PRC Approved 4/30/2020.
 - Currently not programmed.
 - Project is in the preliminary design phase.
 - Cost Estimate is \$4,002,001.

BROCKTON

- BROCKTON - ROUTE 123 (CENTRE STREET) AT PLYMOUTH STREET SIGNALIZATION AND GEOMETRIC IMPROVEMENTS (609052)
 - PRC Approved 3/15/2018.
 - Programmed in FFY 2025.
 - TIP Readiness Recommendation: Unlikely to advertise in 2025; Move out to 2026.
 - 25% Package Resubmission received by MassDOT (3/13/2023).
 - Cost Estimate is \$2,792,790.

- BROCKTON - INTERSECTION IMPROVEMENTS AT LYMAN STREET/GROVE STREET/SUMMER STREET & REPLACEMENT OF GROVE STREET BRIDGE, B-25-005, OVER SALISBURY PLAIN RIVER (607818)
 - PRC Approved 6/9/2016.
 - Currently Programmed in FFY 2026.
 - TIP Readiness Recommendation: Unlikely to advertise in 2026; Move out to 2027.
 - 25% Package Resubmission received by MassDOT (6/12/2023).
 - Cost Estimate is \$6,196,320.

- BROCKTON - INTERSECTION IMPROVEMENTS @ CRESCENT STREET (ROUTE 27)/QUINCY STREET/ MASSASOIT BOULEVARD (606143)
 - PRC Approved 8/12/2010.

- Currently not programmed.
 - 25% Package received by MassDOT (5/4/2015).
 - Cost Estimate is \$5,300,800
- ABINGTON & BROCKTON - PEDESTRIAN AND BICYCLE IMPROVEMENTS ON ROUTE 123 (609520)
 - PRC Approved 8/25/2019.
 - Programmed in FFY 2029.
 - TIP Readiness Recommendation: Good for FFY 2029.
 - 25% Package Resubmission 2 Received (as of 1/13/2025).
 - Cost Estimate is \$29,519,606.
- BROCKTON - INTERSECTION IMPROVEMENTS AT ROUTE 123 (BELMONT STREET), PEARL STREET AND STONEHILL STREET (612262)
 - PRC Approved 6/24/2021.
 - Currently Programmed in FFY 2028.
 - TIP Readiness Recommendation: Good for FFY 2028.
 - Project is in the preliminary design phase.
 - Cost Estimate is \$ 7,465,375.
- BROCKTON - IMPROVEMENTS ON FOREST AVENUE, FROM WEST STREET TO BREER STREET (612526)
 - PRC Approved 10/21/2021.
 - Currently not programmed.

- Project is in the preliminary design phase.
- Cost Estimate is \$8,778,450.

DUXBURY

- KINGSTON & DUXBURY - SIGNAL INSTALLATION @ ROUTE 3 (NB & SB) RAMPS & ROUTE 3A (TREMONT STREET) (606002)
 - PRC Approved 2/11/2010.
 - Programmed in FFY 2027.
 - TIP Readiness Recommendation: Good for FFY 2027.
 - 25% Package Received (as of 01/17/2025).
 - Cost Estimate is \$8,828,682.
- DUXBURY - BRIDGE REPLACEMENT - POWDER POINT AVENUE OVER DUXBURY BAY (612006)
 - PRC Approved 1/28/2021.
 - Advance Construction in multiple years, currently programmed to begin FFY 2027.
 - TIP Readiness Recommendation: Good for FFY 2027.
 - Project is in the preliminary design phase.
 - Cost Estimate is \$172,404,575.
- MASSDOT DISTRICT 5 - SAFETY IMPROVEMENTS AT VARIOUS LOCATIONS (613012)
 - PRC Approved 9/15/2022.

- Currently not programmed.
 - PS&E Resub 1 Received (as of 06/18/2024).
 - Cost Estimate is \$7,279,150.
- DUXBURY - INTERSECTION IMPROVEMENTS AT ROUTE 53 AND FRANKLIN STREET (613269)
 - PRC Approved 6/1/2023.
 - Programmed in FFY 2028.
 - TIP Readiness Recommendation: Good for FFY 2028.
 - Project is in the preliminary design phase.
 - Cost Estimate is \$7,279,150.

EAST BRIDGEWATER

- EAST BRIDGEWATER - INTERSECTION IMPROVEMENTS AT BEDFORD STREET (ROUTE 18), WEST STREET (ROUTE 106) AND EAST STREET (611968)
 - PRC Approved 1/28/2021.
 - Currently not programmed.
 - Project is in the preliminary design phase.
 - Cost Estimate is \$3,500,000.

- EAST BRIDGEWATER - INTERSECTION IMPROVEMENTS AT HIGHLAND STREET AND NORTH BEDFORD STREET (ROUTE 18) (611976)
 - PRC Approved 1/28/2021.

- Programmed in FFY 2029.
 - TIP Readiness Recommendation: Good for FFY 2029.
 - Notice to Proceed Issued 7/23/2024.
 - Cost Estimate is \$3,500,000.
- EAST BRIDGEWATER - BRIDGE REPLACEMENT POND STREET OVER SATUCKET RIVER (613306)
 - PRC Approved 6/1/2023.
 - Programmed in FFY 2029.
 - TIP Readiness Recommendation: Good for FFY 2029.
 - Project is in the preliminary design phase.
 - Cost Estimate is \$1,197,225.

EASTON

- EASTON - CORRIDOR IMPROVEMENTS ON ROUTE 138 INCLUDING INTERSECTION IMPROVEMENTS AT ROUTE 138 (WASHINGTON STREET) AND ELM STREET (608195)
 - PRC Approved 2/11/2016.
 - Programmed in FFY 2025.
 - TIP Readiness Recommendation: Good for FFY 2025.
 - PS&E Received (01/10/2025).
 - Cost Estimate is \$10,299,184.

- EASTON - RESURFACING AND RELATED WORK ON ROUTE 138 (ROOSEVELT CIRCLE TO STOUGHTON TOWN LINE) (608585)
 - PRC Approved 6/9/2016.
 - Currently not programmed.
 - Project is in the preliminary design phase.
 - Cost Estimate is \$4,330,240.

- EASTON - IMPROVEMENTS ON FOUNDRY STREET (ROUTE 106/123) (612269)
 - PRC Approved 6/24/2021.
 - Currently not programmed.
 - Project is in the preliminary design phase.
 - Cost Estimate is \$ 14,315,773.

- EASTON - RECONSTRUCTION AND RELATED WORK ON ROUTES 138 AND 123, FROM BELMONT STREET TO DEPOT STREET (612617)
 - PRC Approved 6/24/2022.
 - Currently not programmed.
 - Notice to Proceed Issued 6/2/2022.
 - Cost Estimate is \$13,437,675

- EASTON - INTERSECTION IMPROVEMENTS AT ROUTE 138 AND TURNPIKE STREET, AT ROUTE 138 AND PURCHASE STREET, AT TURNPIKE STREET AND PURCHASE STREET (612975)
 - PRC Approved 9/15/2022.

- Currently not programmed.
- Project is in the preliminary design phase.
- Cost Estimate is \$7,428,625.
- MASSDOT DISTRICT 5 - SAFETY IMPROVEMENTS AT VARIOUS LOCATIONS (613012)
 - PRC Approved 9/15/2022.
 - Currently not programmed.
 - PS&E Resub 1 Received (as of 06/18/2024).
 - Cost Estimate is \$7,279,150.

HANOVER

- HANOVER - CORRIDOR IMPROVEMENTS ON ROUTE 139 (HANOVER STREET) AT MAIN STREET, CENTER STREET, AND SILVER STREET (612769)
 - PRC Approved 5/12/2022.
 - Currently programmed in FFY 2028.
 - TIP Readiness Recommendation: Good for FFY 2028.
 - Notice to Proceed Issued 6/22/2023.
 - Cost Estimate is \$6,156,600
- HANOVER - INTERSECTION IMPROVEMENTS AT COLUMBIA ROAD (ROUTE 53/139) AND BROADWAY (613559)
 - PRC Approved 10/12/2022.
 - Currently programmed in FFY 2029.

- TIP Readiness Recommendation: Good for FFY 2029.
 - Notice to Proceed Issued 6/22/2023.
 - Cost Estimate is \$5,968,600.
- MASSDOT DISTRICT 5 - BICYCLE AND PEDESTRIAN IMPROVEMENTS AT MULTIPLE LOCATIONS (613942)
 - PRC Approved 12/12/2024.
 - Currently not programmed.
 - Project is in the preliminary design phase.
 - Cost Estimate is \$8,252,580.

HANSON

- HANSON - CORRIDOR IMPROVEMENTS ON ROUTE 14 (MAQUAN STREET), FROM THE PEMBROKE T.L. TO INDIAN HEAD STREET AND RELATED WORK (608506)
 - PRC Approved 3/23/2017.
 - Currently not programmed.
 - MassDOT comments on the 25% Package returned to the Design Engineer (5/7/2020).
 - Cost estimate is \$10,311,020).

KINGSTON

- KINGSTON - BRIDGE REPLACEMENT, K-01-014, SMITHS LANE OVER ROUTE 3 (PILGRIM HIGHWAY) (608615)
 - PRC Approved 9/20/2016.
 - Programmed in FFY 2028.
 - TIP Readiness Recommendation: Design Advancing Quickly; Move up to 2027.
 - Notice to Proceed Issued 8/1/2017.
 - Cost Estimate is \$12,788,000.

- KINGSTON & DUXBURY - SIGNAL INSTALLATION @ ROUTE 3 (NB & SB) RAMPS & ROUTE 3A (TREMONT STREET) (606002)
 - PRC Approved 2/11/2010.
 - Programmed in FFY 2027.
 - TIP Readiness Recommendation: Good for FFY 2027.
 - 25% Package Received (as of 01/17/2025).
 - Cost Estimate is \$8,828,682.

PLYMOUTH

- PLYMOUTH - INTERSECTION IMPROVEMENTS ON ROUTE 3A (STATE ROAD) AT HERRING POND ROAD (613726)
 - PRC Approved 5/31/2024.
 - Currently not programmed.
 - Project is in the preliminary design phase.
 - Cost Estimate is \$8,171,488.

STOUGHTON

- STOUGHTON - CORRIDOR IMPROVEMENTS ON ROUTE 138, FROM CANTON T.L. TO CHARLES AVENUE (PHASE 2) (613358)
 - PRC Approved 6/1/2023.
 - Programmed in FFY 2025.
 - PS&E Received (as of 12/19/2023).
 - Cost Estimate is \$10,377,366.

- STOUGHTON - RECONSTRUCTION OF TURNPIKE STREET (607214)
 - PRC Approved 7/26/2012.
 - Currently not programmed.
 - MassDOT comments on the 75% Package returned to the Design Engineer (as of 9/7/2021).
 - Design Public Hearing Held on June 16, 2022.
 - Cost Estimate is \$42,984,486.

- STOUGHTON - CANTON STREET (ROUTE 27) & SCHOOL STREET SIGNALIZATION AND GEOMETRIC IMPROVEMENTS (611981)
 - PRC Approved 12/14/2023.
 - Programmed in FFY 2028.
 - TIP Readiness Recommendation: Good for FFY 2028.
 - 25% Package Received (as of 10/8/2024).
 - Cost Estimate is \$4,985,836.

- STOUGHTON - INTERSECTION IMPROVEMENTS AT ROUTE 27 (PARK STREET) AND TURNPIKE STREET (613277)
 - PRC Approved 6/1/2023.
 - Programmed in FFY 2029.
 - Project is in the preliminary design phase.
 - Cost Estimate is \$3,264,123.

- STOUGHTON - BICYCLE AND PEDESTRIAN IMPROVEMENTS ON ROUTE 27 (PARK STREET) (613287)
 - PRC Approved 6/1/2023.
 - Currently not programmed.
 - Project is in the preliminary design phase.
 - Cost Estimate is \$6,148,943.

WEST BRIDGEWATER

- WEST BRIDGEWATER - BRIDGE REPLACEMENT, W-18-004, FOREST STREET OVER TOWN RIVER (613132)
 - PRC Approved 12/20/2022.
 - Programmed in FFY 2029.
 - TIP Readiness Recommendation: Good for FFY 2028.
 - Notice to Proceed Issued 6/1/2023.
 - Cost Estimate is \$4,380,900.

WHITMAN

- WHITMAN - CORRIDOR IMPROVEMENTS ON SOUTH AVENUE (ROUTE 27) (613643)
 - PRC Approved 12/14/2023.
 - Currently not programmed.
 - Project is in the preliminary design phase.
 - Cost Estimate is \$14,835,581.

February 18, 2025 Old Colony MPO Meeting
Agenda Item 8
Administrative Matters, Other Business, and Date and Time of
Next Meeting(s)

Summary

Virtual Design Public Hearing - Centre Street (Route 123) at Plymouth Street Improvements Project in the City of Brockton, MA (Project No. 609052)

A Live Virtual Design Public Hearing (DPH) for the Centre Street (Route 123) at Plymouth Street Improvements Project in the City of Brockton, MA will be held on **Tuesday, February 25, 2025 at 6:00 P.M.** Access will be provided through the MassDOT website: <https://www.mass.gov/orgs/highway-division/events>.

Reconstruction of this corridor and intersection will provide roadway safety improvements including new traffic and pedestrian signals, constructing of ADA compliant sidewalks and ramps, bicycle accommodations, pavement rehabilitation, new signing and striping, improved street lighting, relocation of overhead wires and stormwater system improvements.

Should you have any questions, please contact Kathy Dougherty, P.E., Senior Project Manager at (857) 262-9138 or at 857-262-9138.



Virtual Design Public Hearing

Intersection Improvements at Centre Street (Route 123) and Plymouth Street, Brockton, MA

What is happening?

The purpose of this Virtual Design Public Hearing is to provide the public with the opportunity to become fully acquainted with the Centre Street (Route 123) at Plymouth Street Improvements Project in the City of Brockton, MA. Reconstruction of this corridor and intersection will provide roadway safety improvements including new traffic and pedestrian signals, constructing of ADA compliant sidewalks and ramps, bicycle accommodations, pavement rehabilitation, new signing and striping, improved street lighting, relocation of overhead wires and stormwater system improvements.

How will this affect you?

The proposed project will enhance safety for all users, improve traffic operations, improve accessibility for pedestrians, and provide accommodations for cyclists. To facilitate the completion of the roadway construction project, temporary traffic conditions will involve single lane closures and may require brief, short-term detours.

When:

February 25, 2025 6:00 PM EST

Attend:

www.mass.gov/orgs/highway-division/events



To ensure its meetings are accessible, MassDOT reasonably provides: translation, interpretation, modifications, accommodations, alternative formats, and auxiliary aids and services. To request such services, please contact MassDOT's Chief Diversity and Civil Rights Officer at 857-368-8580 or MassDOT.CivilRights@dot.state.ma.us.



For adequate time to process such request, please make them as early as possible, ideally 10-15 days prior to the event.

Project inquiries may also be emailed to MassDOTProjectManagement@dot.state.ma.us. Please submit any written statements regarding the proposed undertaking to: **Carrie A. Lavalley, P.E., Chief Engineer, MassDOT, 10 Park Plaza, Boston, MA 02116, Attention: PROJECT MANAGEMENT, PROJECT FILE NO. 609052.**

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 **February 25, 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

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

February 18, 2025 Old Colony MPO Meeting
Agenda Item 9
Adjournment

Summary

Adjournment of meeting.