NOTICE OF MEETING
10:00 A.M., Tuesday, January 21, 2020
Old Colony Planning Council (OCPC)
70 School Street, Brockton, MA

AGENDA

1. Call to Order and Introductions
2. Public Comments
3. Minutes of November 19, 2019 Old Colony MPO Meeting
4. Brockton Area Transit (BAT) Report
5. MassDOT District 5 Update on Projects Under Design or Construction
6. Draft Barnstable Urbanized Area (UZA) Coordination Memorandum of Understanding (MOU)
   - Review and Discussion
7. FFY 2020-2024 Old Colony Transportation Improvement Program (TIP) Adjustments and/or Amendments
   - Adjustment 1 - Review and Potential Endorsement
   - Amendment 1 - Review and Potential Release to Public Review and Comment Period
8. Main Street Corridor Study (Brockton) - Status Report
9. Route 139 Corridor Study (Hanover) - Status Report
10. Administrative Matters, Other Business, and Date and Time of Next Meeting(s)
    - Old Colony MPO Transportation Planning Certification Review
11. Adjournment
documents, assistive listening devices, and interpreters (including American Sign Language). For more information or to request reasonable accommodation and/or language services please, contact Mary Waldron at 508-583-1833 Extension 202.

- If this information is needed in another language, please contact Mary Waldron at 508-583-1833 Extension 202.
- Si se necesita esta información en otro idioma, por favor póngase en contacto con Mary Waldron al 508-583-1833 extensión 202.
- Si yo bezwen enfòmasyon sa a nan yon lòt lang, tanpri kontakte Mary Waldron nan 508-583-1833 Ekstansyon 202.

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).
Summary

Public comments.
January 21, 2020 Old Colony MPO Meeting
Agenda Item 3
Minutes of November 19, 2019 Old Colony MPO Meeting

Summary

The Old Colony MPO is respectfully asked to consider approval of the November 19, 2019 Old Colony MPO Meeting Minutes.

Attachment(s)

November 19, 2019 Old Colony MPO Meeting Minutes
OLD COLONY METROPOLITAN PLANNING ORGANIZATION (MPO)

Meeting Minutes of the Old Colony MPO Meeting, November 19, 2019 - 10:00 A.M.
At Old Colony Planning Council, 70 School Street, Brockton, MA

Signatories Present:
Lee Hartmann, Representing Chairman Kenneth Tavares, Plymouth Board of Selectmen
Eldon Moreira, Vice-Chairman, West Bridgewater Board of Selectmen
Dan Salvucci, Vice-Chairman, Whitman Board of Selectmen
David Mohler, Representing Stephanie Pollack, Secretary and CEO, MassDOT
Pam Haznar, Representing Jonathan Gulliver, Administrator, MassDOT Highway Division
Glenn Geiler, Representing Michael Lambert, Administrator, Brockton Area Transit Authority (BAT)
Pat Ciaramella, Representing Christine Joy, President, OCPC

Others Present:
Bill Fitzgerald, Avon
Kelly Forrester, BAT
Mary Waldron, BSU / CEDS
Brandon Wilcox, FHWA
Bryan Bjorklund, Independence Associates
Ben Muller, MassDOT
Cheryl-Ann Senior, MassDOT District 5
Noreen O’Toole, Old Colony JTC
Shawn Bailey, OCPC
Paul Chenard, OCPC
Ray Guarino, OCPC
Bruce Hughes, OCPC
Charles Kilmer, OCPC
Bill McNulty, OCPC
Kyle Mowatt, OCPC
Laurie Muncy, OCPC
Jimmy Pereira, OCPC

1. Call to Order and Introductions

Chairperson David Mohler called the meeting to order at 10:00 A.M. and then read the meeting accessibility statement, and the Title VI Notice of Protection Statement. Those in attendance then introduced themselves.

2. Public Comments

There were no public comments at this time.

3. Minutes of the October 15, 2019 Meeting

Chairperson Mohler asked the MPO Members for comments or changes regarding the minutes of the
October 15, 2019 meeting. There being no changes, the Old Colony MPO then endorsed the minutes of the October 15, 2019 Old Colony MPO Meeting.

4. Brockton Area Transit (BAT) Report

Glenn Geiler stated that there are no updates at this time. Kelly Forrester will present and discuss BAT’s State of Good Repair targets later on in the agenda.

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

Pam Haznar provided an update on projects under design or construction. They are as follows:

**Abington/ Brockton - Intersection Improvements at North Quincy Street, Boundary Avenue and Chestnut Street**
- Programmed in FFY 2019
- Bid opening expected December 10, 2019

**East Bridgewater - Resurfacing and Sidewalk Construction on Bedford Street (Route 18), from Whitman Street (Route 106) to Central Street**
- Programmed in FFY 2019
- Bid opening expected November 26, 2019

**Plymouth & Bourne - Pavement Preservation and Related Work on Route 3**
- Programmed in FFY 2019
- Bid opening expected in January 2020

**Pembroke - Resurfacing and Related Work on Route 53**
- Programmed in FFY 2020
- At PS&E, with advertising planned for later this month

**Brockton - Corridor Improvements on Route 123 (Belmont Street), from Angus Beaton Drive to West Street**
- Programmed in FFY 2020
- 100% Design Plans are due in December 2019

**Brockton, Bridgewater, Raynham - Pavement Preservation and Related Work on Route 24**
- Programmed in FFY 2020
- Working towards PS&E

**Kingston - Systematic Bridge Preservation, K-01-011 (AGD), Route 3 Over Jones River**
- Advertised and bid opening scheduled for February 2020

**Easton - Corridor Improvements on Depot Street (Route 123), from Newell Circle to Washington Street (Route 138)**
- Programmed in FFY 2021
• Expecting 100% Design Plans in February 2020

Avon - Intersection Improvements at Harrison Boulevard and Pond Street
• Programmed in FFY 2021
• 100% Design Plans are under review and expecting PS&E in March 2020

Avon & Stoughton - Resurfacing and Related Work on Route 24
• Programmed in FFY 2021
• At 75% Design

Stoughton - Improvements at Richard L. Wilkins Elementary School (SRTS)
• Programmed in FFY 2021
• At 75% Design and expecting 100% Design Plans in June 2020

Brockton - Intersection Improvements @ Crescent Street (Route 27)/Quincy Street/Massasoit Boulevard
• Programmed in FFY 2022
• City is reviewing alternatives

Stoughton - Intersection Improvements and Related Work at Central Street, Canton Street and Tosca Drive
• Programmed in FFY 2022
• Design Public Hearing was held in October 2019
• 75% Design Plans are due in February 2020

Brockton & Abington - Pedestrian and Bicycle Improvements on Route 123
• Potential to combine this project with the Intersection Improvements and Related Work at Centre Street (Route 123), Cary Street and Lyman Street Project. That discussion is ongoing.

Dan Salvucci asked if there has been further research on whether bicyclists should go against or with the traffic. Pam Haznar stated that a bicyclist is considered a vehicle so they should be going with traffic. They need to follow the rules of the road similar to a motor vehicle. Discussion followed.

6. Draft Old Colony Coordinated Public Transit - Human Services Transportation Plan

Paul Chenard discussed the Revised Draft 2019 Old Colony Coordinated Public Transit - Human Services Transportation (HST) Plan reflective of the public comments, and then directed attention to the public comments received that are summarized in the comment matrix.

Comments were received by the following:
• Joanne LaFerrara - GATRA
• Stephen Salwak & Nikki Galibois - South Shore Community Action Council (SSCAC)
• Leah Sirmin - Federal Transit Administration (FTA)
• Glenn Geiler & Kathy Riddell - Brockton Area Transit Authority (BAT)
With the completion of the twenty-one-day public review and comment period, the Old Colony MPO is respectfully asked to review the public comments and consider endorsement of the Revised Draft 2019 Old Colony Coordinated Public Transit - Human Service Transportation Plan.

Glenn Geiler thanked OCPC for incorporating their comments into the report.

Chairperson Mohler asked if there is a motion to endorse the Revised Draft 2019 Old Colony Coordinated Public Transit – Human Service Transportation Plan. A motion was made and was seconded.

The Old Colony MPO voted unanimously to endorse the Revised Draft Old Colony Coordinated Public Transit - Human Service Transportation Plan.

7. Performance Based Planning and Brockton Area Transit (BAT) Proposed Fiscal Year 2020 Transit State of Good Repair Targets

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

Kelly Forrester presented the Performance Based Planning Targets pertaining to the BAT Proposed Fiscal Year 2020 Transit State of Good Repair Targets. The targets are as follows:

Rolling Stock
- Buses - X% of fleet exceeds default Useful Life Benchmark (ULB) of 14 - FY20 Target - 5%
- Cutaway Buses - X% of fleet exceeds default ULB of 10 - FY20 Target - 50%
- Vans - X% of fleet exceeds default ULB of 8 - FY20 Target - 20%

Equipment
- Non-Revenue Service Automobile - X% of non-revenue service vehicles exceeds default ULB of 8 - FY20 Target - 20%
- Non-Revenue Service Truck - X% of non-revenue service vehicles exceeds default ULB of 8 - FY20 Target - 40%

Facilities
- Administration/ Maintenance Facility - X% of facilities rated under 3.0 on TERM scale - FY20 Target - 0%

Chairperson Mohler asked if there is a motion to adopt the Proposed Set of Federally Required Performance Targets Pertaining to Transit State of Good Repair. A motion was made and was seconded.

The Old Colony MPO voted unanimously to adopt the BAT’s Proposed Set of Federally Required Performance Targets Pertaining to Transit State of Good Repair, in their entirety and as their own and for the Old Colony Region.
8. Performance Based Planning and MassDOT Proposed Calendar Year 2020 Highway Safety Targets
   • Presentation, Discussion, and Possible Adoption of the Proposed Set of Federally Required
     Performance Targets Pertaining to Highway Safety

Ben Muller presented the Performance Based Planning Targets pertaining to the MassDOT Proposed
Calendar Year 2020 Highway Safety Targets. The targets are as follows:

Total Fatalities
   • 0.56 fatalities per 100 million VMT

Total Incapacitating Injuries
   • 4.30 incapacitating injuries per 100 million VMT

Total number of Non-Motorized Fatalities and Incapacitating Injuries
   • 505 Non-Motorized Fatalities and Incapacitating Injuries

Chairperson Mohler asked if there if a motion to adopt the MassDOT Proposed Calendar Year 2020
Highway Safety Targets. A motion was made and was seconded.

The Old Colony MPO voted unanimously to adopt the MassDOT Proposed Calendar Year 2020 Highway
Safety Targets, in their entirety and as their own and for the Old Colony Region.

9. Draft FFY 2020-2040 Old Colony Long Range Transportation Plan (TIP) Amendments and/ or
   Adjustments

Charles Kilmer stated that there are no Amendments or Adjustments at this time.

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

Chairperson Mohler recognized Pat Ciaramella on his upcoming retirement and stated that the staff
and MassDOT think the world of him and that he will be missed.

Dan Salvucci thanked everyone for re-electing him as a Local MPO Signatory.

Brandon Wilcox stated that FHWA is currently working on the draft report of the Certification Review
held on November 6. The draft will be shared with the staff mid-December.

11. Adjournment

Chairperson Mohler adjourned the meeting at 10:21 AM.
Respectfully submitted,

Kyle Mowatt
Kyle Mowatt, Transportation Planner
List of Documents for the November 19, 2019 Old Colony MPO Meeting

1. Minutes of October 15, 2019 Old Colony MPO Meeting
2. Staff Report for November 19, 2019 Old Colony MPO Meeting Agenda Items
January 21, 2020 Old Colony MPO Meeting
Agenda Item 4
Brockton Area Transit Authority (BAT) Report

Summary

Brockton Area Transit to provide update.
MassDOT District 5 Briefing on Projects Under Design or Construction

Summary

MassDOT District 5 to provide update.
Summary

With the 2010 US Census Urbanized Area Designations, the Barnstable Urbanized Area (UZA) includes three (3) MPOs in Massachusetts (Cape Cod, Old Colony, and Southeastern Massachusetts).

The Draft 2020 Barnstable Urbanized Area Coordination Memorandum of Understanding (MOU) provides the framework for a continuing, cooperative, and comprehensive (3C) transportation planning process across the three MPOs of the Barnstable Urbanized Area. The MOU was developed in cooperation with MassDOT, the MPOs and the public transportation providers within the UZA, and is reflective of the 2010 Census and the requirements at 23 CFR 450.312(h) and 450.314.

The 2020 Draft Barnstable Coordination MOU addresses the division of responsibilities related to the coordination requirements referenced in the regulations. More specifically and to an appropriate extent, the agreement addresses coordination of the following areas: data collection/sharing and analysis, including planning assumptions for population growth, employment, and land use; coordinated decision-making, i.e., for key transportation assets/services spanning MPO boundaries; dispute resolution; congestion management process; performance-based planning, reporting, and target-setting.

The Old Colony MPO is respectfully asked to review and discuss the Draft 2020 Barnstable Urbanized Area Coordination Memorandum of Understanding and then consider endorsement of said Draft MOU in February 2020.
MEMORANDUM of UNDERSTANDING

by and among

CAPE COD METROPOLITAN PLANNING ORGANIZATION,
OLD COLONY METROPOLITAN PLANNING ORGANIZATION,
SOUTHEASTERN MASSACHUSETTS METROPOLITAN PLANNING
ORGANIZATION,

Commonwealth of Massachusetts Department of Transportation (MassDOT),

and

Cape Cod Regional Transit Authority (CCRTA),
Greater Attleboro Taunton Regional Transit Authority (GATRA),

concerning

THE EFFECT of the URBANIZED AREA DESIGNATIONS of the 2010 CENSUS
on COORDINATION
among METROPOLITAN PLANNING ORGANIZATIONS, STATES, and PUBLIC
TRANSPORTATION OPERATORS

WHEREAS, the Metropolitan Planning Organizations (MPOs), States, and public
transportation operators, hereinafter referred to as the “Parties,” having
responsibility for portions of the Barnstable Town Urbanized Area (UZA), conduct
a continuing, comprehensive, and cooperative (3C) multimodal transportation
planning process as provided for by the Fixing America’s Surface Transportation
(FAST) Act of 2015 and its provisions under Title 23 U.S. Code of Federal
Regulations (CFR) and Title 49 U.S. CFR; and

WHEREAS, the Barnstable Town Urbanized Area, hereinafter referred to as the
“UZA,” has been expanded as a result of the 2010 Decennial Census, and now
contains or extends into three contiguous existing Metropolitan Planning Areas
(MPAs)\(^1\) in Massachusetts; and

WHEREAS, the UZA has a population of over 200,000 individuals and is
designated as a Transportation Management Area (TMA). As such, the
transportation planning processes of MPOs within the UZA are subject to review
and certification by the FHWA and FTA once every four years.

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\(^1\) The term “metropolitan planning area” or “MPA” is used to describe the geographic area determined by
agreement between the MPO for the area and the Governor, in which the metropolitan transportation planning
process is carried out.
WHEREAS, the Parties seek to participate in this memorandum of understanding (MOU), to the extent that it is not in conflict with any law, existing agreement or procedure, to effectively coordinate the metropolitan planning processes for the transportation system within the UZA.

WHEREAS, if more than one MPO has been designated to serve the UZA, there shall be a written agreement among the MPOs, States, and public transportation operators describing how the metropolitan planning processes will be coordinated to assure the development of consistent metropolitan transportation plans and transportation improvement programs across MPA boundaries, particularly in cases where a proposed transportation investment extends across the boundaries of more than one MPA. The planning processes for affected MPOs should, to the maximum extent possible, reflect coordination of data collection, analysis, and planning assumptions across MPA boundaries; and

WHEREAS, more than one MPO serves the UZA, the MPOs, States, and the providers of public transportation shall jointly agree upon and develop specific written provisions for cooperatively developing and sharing information related to transportation performance data, the selection of performance targets, the reporting of performance targets, the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO(s), and the collection of data for their State asset management plan for the National Highway System (NHS); and

NOW, THEREFORE, the Parties agree as follows:

Article 1. Transportation Planning and Coordination Responsibilities

General Agreement
1. Each MPO retains responsibility and authority for the metropolitan planning process carried out in its MPA.
2. The Parties recognize an obligation to cooperate in coordinating planning matters of shared interest across MPA boundaries within the UZA for consistency in the development of metropolitan transportation plans (MTPs), Transportation Improvement Programs (TIPs), and for the coordination of Unified Planning Work Program (UPWP) activities.
3. If inconsistencies or conflicts arise, the relevant parties shall meet and employ their best efforts to develop a satisfactory resolution. (See Article 2.)
Responsibilities of All Parties

4. Share available information, such as GIS layers, shapefiles, databases, and other applicable electronic data along common boundaries for the purpose of travel demand model development, calibration, and other analytical applications as requested, practicable, and subject to agency-level policies, procedures, and agreements.

5. Coordinate the collection and analysis of data regarding travel patterns to, through, and among adjacent MPAs. Examples include traffic counts, household surveys, “big data” acquisition (e.g., cell phone origin-destination data or travel speed data).

6. Share and coordinate the latest estimates, projections, and planning assumptions related to population growth, employment, land use, travel, transit, congestion, and economic activity for long-range planning applications, such as congestion management processes.

7. Exchange information and expertise in matters of mutual concern - this includes each agency ensuring the notification of, and participation in, meetings concerned with matters of mutual interest, and collaboration on projects and studies with other parties that share transportation corridors, service routes, and assets spanning MPA boundaries.

State DOT Responsibilities

8. Coordinate with relevant State DOTs and MPOs concerning the collection of performance data, the selection of performance targets, the reporting of targets and actual achievement of performance related to those targets, for the applicable Congestion Mitigation and Air Quality (CMAQ) performance measures. Specific performance management concerns for the UZA include, but are not limited to the following:

   a. Coordinating with relevant State DOTs and MPOs serving portions of the NHS network within the UZA, as indicated by FHWA’s Congestion Mitigation Air Quality (CMAQ) Traffic Congestion Measure Applicability Table (https://www.fhwa.dot.gov/environment/air_quality/cmag/measures/cmag_applicability/page04.cfm), to ensure consistent use of reporting segments and travel time data sets to calculate travel time-based measures.

   b. Coordinating with relevant State DOTs and MPOs concerning a common data collection method to be used for the Percent of Non-SOV Travel measure in portions of the UZA containing the NHS network.

   c. Coordinating with relevant State DOTs and MPOs to establish single UZA targets that represent performance of the NHS network for each of the following measures: 1) Annual Hours of Peak Hour Excessive Delay (PHED); and 2) Percent Non-SOV Travel.
d. Establishing joint procedures for coordinated target setting and reporting in the UZA for congestion mitigation and air quality (CMAQ) Traffic Congestion Measures and other performance measures, as needed.

e. Sharing baseline, progress, and full performance period reports pertaining to Traffic Congestion and Air Quality performance measures and targets.

9. Coordinate strategies to maintain transportation investments spanning State boundaries within the UZA.

10. Forecast and allocate funding for transportation planning and programming in the portion of the UZA within the State.

**MPO Responsibilities**

11. Coordinate CMAQ Traffic Congestion Measure performance requirements applicable to the UZA with adjoining MPOs and the State DOT. MPO coordination activities should include, but are not limited to:

   a. Coordinating with relevant State DOTs and MPOs serving portions of the UZA with NHS segments, as indicated by FHWA’s Congestion Mitigation Air Quality (CMAQ) Applicability Table [https://www.fhwa.dot.gov/environment/air_quality/cmaq/measures/cmaq_applicability/page04.cfm](https://www.fhwa.dot.gov/environment/air_quality/cmaq/measures/cmaq_applicability/page04.cfm), to ensure consistent use of reporting segments and travel time data sets to calculate travel time-based measures.

   b. Coordinating with relevant State DOTs and MPOs concerning a common data collection method to be used for the Percent of Non-SOV Travel measure in portions of the UZA with NHS segments.

   c. Coordinating with relevant State DOTs and MPOs to establish a single UZA target that represents performance of the NHS for both Annual Hours of Peak Hour Excessive Delay (PHED) and Percent Non-SOV Travel performance measures.

   d. Reporting progress toward target achievement as required by the relevant State DOT and sharing with MPOs and public transportation operators, as requested.

12. Conduct cross-boundary coordination of matters affecting the Congestion Management Process, including monitoring activities and the sharing of relevant data (i.e. traffic counts, park and ride facilities, and transit use to and from adjoining MPAs.)

13. Coordinate strategies to maintain transportation investments spanning MPO boundaries within the UZA.

14. **TMA Requirements**: The transportation planning processes of MPOs within the UZA are subject to TMA requirements at 23 CFR 450.336(b), administered by the FHWA and FTA at least once every four years. Where the UZA overlaps into an adjacent MPA serving another urbanized area that
is not a designated TMA, the adjacent urbanized area shall not be treated as a TMA. The MPO parties under this agreement with MPA boundaries that include a portion of the UZA are responsible for meeting the TMA requirements, as they apply to the transportation planning process for that portion of the UZA.

15. Air Quality: The roles and responsibilities of the Massachusetts MPOs concerning transportation conformity have been fully described in the current Massachusetts Air Quality Memorandum of Understanding, dated September 16, 2019. This agreement is among the Massachusetts Department of Environmental Protection (DEP), MassDOT, and Massachusetts MPOs with planning areas that include nonattainment or maintenance areas, as designated by the U.S. Environmental Protection Agency (EPA).

Regional Transit Authority (RTA) Responsibilities

16. Coordinate with relevant MPOs as appropriate to share service information, ridership data, and other data for use in the planning process, including in the congestion management process.

17. Coordinate with relevant MPOs on planning and programing for investments, including services, that cross MPA boundaries.

Article 2. Process for Dispute Resolution

Process for Dispute Resolution

Each Party will ensure appropriate cooperation and consultation on plans, programs, and projects affecting two or more parties. If inconsistencies or conflicts arise, the Parties shall meet and employ their best efforts to develop a satisfactory resolution at the lowest staff level possible and in a timely manner. Disputes not resolved at the staff level will be addressed at the executive level. After exhausting all efforts to address an unresolved matter, the Parties in dispute agree to apprise the respective FHWA and FTA authorities.

Article 3. Amendment, Termination, and Supersession of Agreement

The MassDOT, on behalf of the Parties hereto, is the designated custodian of this MOU. As such, MassDOT shall be responsible for coordinating reviews and executing all amendments, including discussion and consultation forums related to its content.

This MOU will be reviewed at least once every four years.

This MOU may be amended, whenever deemed appropriate, by endorsement of all Parties. Any party to this MOU may propose an amendment at any time. The Parties agree to consult to determine the extent and appropriateness of such proposed amendments.

This MOU does not replace or supersede any existing planning agreement, or portion thereof, unless otherwise stated herein.
CERTIFICATION OF THE URBANIZED AREA DESIGNATIONS of the 2010
CENSUS on COORDINATION among METROPOLITAN PLANNING
ORGANIZATIONS, STATE DEPARTMENTS OF TRANSPORTATION and
PUBLIC TRANSPORTATION OPERATORS

This document certifies that the below signatories hereby endorse the 2019
Memorandum of Understanding concerning The Effect of the Urbanized Area
Designations of the 2010 Census on Certification Requirements and
Coordination of Metropolitan Planning Organizations.

Stephanie Pollack, Secretary and CEO
Massachusetts Department of Transportation (MassDOT);
Chair, Cape Cod Metropolitan Planning Organization (CCMPO);
Old Colony Metropolitan Planning Organization (OCMPO); and
Southeastern Massachusetts Metropolitan Planning Organization (SMMPO)

Thomas Cahir, Administrator
Cape Cod Regional Transit Authority (CCRTA)

Frank Gay, Administrator
Greater Attleboro Taunton Regional Transit Authority (GATRA)
Summary

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

ADJUSTMENT 1

Raynham-Bridgewater-West Bridgewater-Brockton - Pavement Preservation and Related Work on Route 24 (608820) ($19,753,431) (NHPP)

AMENDMENT 1

The FFY 2020-2024 Old Colony TIP Amendment 1 adds eight (8) projects that were awarded as part of the 2020 Community Transit Grant Program.

1. BROCKTON AREA TRANSIT (BAT)
   o AMENDMENT: ADD PROJECT - BUY REPLACEMENT <30 FT BUS (6)
   o COST IS $406,800 ($325,440 FEDERAL; $81,360 STATE)

2. BROCKTON AREA TRANSIT (BAT)
   o AMENDMENT: ADD PROJECT - OPERATING ASSISTANCE - AVON/STOUGHTON
   o COST IS $52,000 ($26,000 FEDERAL; $26,000 LOCAL)

3. BROCKTON AREA TRANSIT (BAT)
   o AMENDMENT: ADD PROJECT - OPERATING ASSISTANCE TO CONTINUE TO PROVIDE SERVICE TO THE TOWN OF ROCKLAND
   o COST IS $100,000 ($50,000 FEDERAL; $50,000 LOCAL)

4. OLD COLONY PLANNING COUNCIL (OCPC)
   o AMENDMENT: ADD PROJECT - OPERATING ASSISTANCE FOR VOLUNTEER TRANSPORTATION PROGRAM (VTP)
   o COST IS $60,000 ($30,000 FEDERAL; $30,000 LOCAL)
5. SOUTH SHORE COMMUNITY ACTION COUNCIL (SSCAC)  
   o AMENDMENT: ADD PROJECT - OPERATING ASSISTANCE TO SUPPORT SSCAC TRANSPORTATION PROGRAM  
   o COST IS $100,000 ($50,000 FEDERAL; $50,000 LOCAL)

6. SOUTH SHORE COMMUNITY ACTION COUNCIL (SSCAC)  
   o AMENDMENT: ADD PROJECT - BUY REPLACEMENT VAN (7)  
   o COST IS $474,600 ($379,680 FEDERAL; $94,920 LOCAL)

7. TOWN OF PLYMPTON  
   o AMENDMENT: ADD PROJECT - BUY VAN FOR SVC EXPANSION (1)  
   o COST IS $125,600 ($100,480 STATE; $25,120 LOCAL)

8. CARDINAL CUSHING CENTERS  
   o AMENDMENT: ADD PROJECT - BUY REPLACEMENT BUS (4)  
   o COST IS $398,240 ($318,592 STATE; $79,648 LOCAL)
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Funds listed under the Carry Over column are included in the Federal Amount

AMENDMENT: ADD PROJECT
Summary
The purpose of the Main Street Corridor study is to study transportation and safety operations within the Main Street Corridor (approximately 5.2 miles) in Brockton. The study will result in the development of short term and long-term recommendations as well as strategies to improve circulation, traffic flow, safety, and bicycle and pedestrian accommodation. The corridor study area begins in the south on Main Street at the Brockton City Line/West Bridgewater Town Line, and concludes on North Main Street at the Brockton City Line/Avon Town Line. The study commenced in the fall of 2019 with the data collection phase, (compilation of crashes, peak hour turning movement counts at key locations, and documentation of existing physical conditions such as signal and traffic control operations and signage). The study’s public outreach is also underway with the solicitation of input from key stakeholders and an on-line survey, (survey link: https://www.surveymonkey.com/r/MainStBrockton.) Background information on ongoing and planned development along the corridor is also being compiled and reviewed (such as the new downtown parking garage and the plans to revert the one-way system to two-way). A public workshop will be scheduled in the latter part of January or the beginning of February to garner further public input.

Attachment(s)
Map Geographic Scope and Functional Classification
MassDOT Crash Cluster Maps
Intersection Crash Table
Study Time Line
Red Top 200 Intersection
Orange HSIP Cluster
Blue Ped Cluster
Green Bike Cluster
(Years 2014 to 2016)
Red Top 200 Intersection
Orange HSIP Cluster
Blue Ped Cluster
Green Bike Cluster
(Years 2014 to 2016)
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Summary

Through Task 3400 (Route 139 Corridor Study - Hanover) of the Old Colony Metropolitan Planning Organization (MPO) FFY 2020 Unified Planning Work Program, Old Colony Planning Council is conducting a planning level corridor study of the Route 139 Corridor in Hanover, from Columbia Road (Route 53) to the Rockland Town Line.

Route 139, with its connection to Route 123 in Rockland, serves as a major east-west arterial through northern Plymouth County connecting the Route 53 Corridor in Hanover to the Route 123, Route 58, Route 18, and Route 27 corridors to the west. The study purpose is to identify, quantify, study in depth, the Route 139 Corridor in Hanover from the Rockland Town Line to Columbia Road (Route 53). This planning level study will result in the development of short term and long term actions that will enhance circulation and traffic flow efficiency and improve safety. Staff will review volume to capacity ratios, levels-of-service, crash analyses, pedestrian and bicycle traffic and infrastructure, pavement conditions, traffic control, and signage and overall physical condition. Public input will be included as part of the project identification process. Staff will utilize the Old Colony Metropolitan Planning Organization’s Congestion Management Process, Safety Management System, and Pavement Management System to assist in the identification and development of the short term and long term recommendations for motorized, transit, and non-motorized modes.

To date, all traffic data has been collected and processed for the Route 139 Corridor Study. Tables 1 and 2 summarize the results of the data analysis for both existing mainline traffic conditions and intersection conditions.

Table 1: Existing Mainline Traffic Data - 2019

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<td>4,904</td>
<td>4,807</td>
<td>9,711</td>
<td>40 MPH</td>
</tr>
<tr>
<td>Route 139, east of Grove Street</td>
<td>6,433</td>
<td>6,168</td>
<td>12,601</td>
<td>40 MPH</td>
</tr>
<tr>
<td>Route 139, west of Main Street</td>
<td>8,433</td>
<td>8,429</td>
<td>16,862</td>
<td>40 MPH</td>
</tr>
<tr>
<td>Route 139, east of Main Street</td>
<td>7,245</td>
<td>7,825</td>
<td>15,070</td>
<td>40 MPH</td>
</tr>
<tr>
<td>Route 139, east of Hanover Street</td>
<td>6,745</td>
<td>6,471</td>
<td>13,216</td>
<td>45 MPH</td>
</tr>
</tbody>
</table>
### Table 2: Existing Intersection Conditions - 2019

<table>
<thead>
<tr>
<th>Intersection</th>
<th>Average Daily Entering Volume</th>
<th>AM Peak LOS</th>
<th>PM Peak LOS</th>
<th>Crash Rate (Crashes/MEV)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Route 139 at Pleasant Street and Circuit Street</td>
<td>23,167</td>
<td>F</td>
<td>F</td>
<td>0.55</td>
</tr>
<tr>
<td>Route 139 at Plain Street</td>
<td>12,078</td>
<td>F</td>
<td>F</td>
<td>0.76</td>
</tr>
<tr>
<td>Route 139 at Circuit Street</td>
<td>13,756</td>
<td>C</td>
<td>C</td>
<td>0.07</td>
</tr>
<tr>
<td>Route 139 at Grove Street</td>
<td>14,967</td>
<td>F</td>
<td>F</td>
<td>0.73</td>
</tr>
<tr>
<td>Route 139 at Center Street</td>
<td>18,611</td>
<td>F</td>
<td>D</td>
<td>0.05</td>
</tr>
<tr>
<td>Route 139 at Center Street / Town Hall Drive</td>
<td>18,611</td>
<td>F</td>
<td>F</td>
<td>0.15</td>
</tr>
<tr>
<td>Route 139 at Main Street</td>
<td>22,356</td>
<td>F</td>
<td>F</td>
<td>0.33</td>
</tr>
<tr>
<td>Route 139 at Spring Street</td>
<td>16,933</td>
<td>D</td>
<td>D</td>
<td>0.16</td>
</tr>
<tr>
<td>Route 139 at Hanover Street</td>
<td>16,133</td>
<td>B</td>
<td>C</td>
<td>0.45</td>
</tr>
<tr>
<td>Route 53 at Route 139</td>
<td>32,789</td>
<td>D</td>
<td>E</td>
<td>0.50</td>
</tr>
</tbody>
</table>

Crash rate based on MassDOT Crash Data from January 1, 2017 through January 31, 2019. Regional MassDOT District 5 average crash rates are 0.75 for signalized intersections and 0.57 for un-signalized intersections.

Next steps for this Corridor Study include forecasting future conditions, including anticipated increased trip generation from nearby developments, and working with the Town on preferred alternatives for traffic control and flow. Meetings with the Town and Massachusetts Department of Transportation will take place in February and March, including a presentation to the public on initial findings. Development of this Corridor Study is on schedule, and a release of a final report to the Town and MassDOT is anticipated late Spring or early Summer.

For information about the Hanover Route 139 Corridor Study, please direct inquiries to Bill McNulty (wmcnulty@ocpcrpa.org) at 508.583.1833 extension 207.
Administrative Matters, Other Business, and Date and Time of Next Meeting(s)

• Old Colony MPO Transportation Planning Certification Review

Summary

Administrative Matters and Other Business to be discussed.

Date and Time of Next Meeting(s)

The Old Colony MPO members are respectfully requested to schedule the date and time of their next meeting(s).

• February 18, 2020
• March 17, 2020
• April 21, 2020
• May 19, 2020
• June 16, 2020

Attachment(s)

None