OLD COLONY JOINT TRANSPORTATION COMMITTEE

Advising the Old Colony Metropolitan Planning Organization (MPO) and the Old Colony Planning Council (OCPC)

C/o Old Colony Planning Council, 70 School Street, Brockton, MA 02301
Phone: 508-583-1833 / www.oldcolonyplanning.org / *@OldColonyPC*

Thursday, January 5, 2023, 12:00 P.M. to 1:00 P.M.

Held Virtually via Zoom

Join Zoom Virtual Meeting
https://zoom.us/join
Meeting ID: 829 1622 1251
Passcode: 734734

Dial by your location
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AGENDA

1. Call to Order and Introductions
2. Public Comments
3. Minutes of December 1, 2022 Meeting
4. Communications
5. Reports
   - A. Brockton Area Regional Transit Authority (BAT)
   - B. Greater Attleboro-Taunton Regional Transit Authority (GATRA)
   - C. South Coast Rail (SCR) Project
6. Old Business
   - A. FFY 2023-2027 Transportation Improvement Program (TIP) Implementation
     - FFY 2023-2027 TIP Adjustment 1
7. New Business
   - A. Old Colony MPO Performance Management Targets
     - PM1: Safety Performance; PM2: Pavement and Bridge Performance Management; and PM3: System Performance
   - B. Development of FFY 2024 – 2028 Transportation Improvement Program (TIP)
     - Development Schedule
   - C. Old Colony 2050 Long Range Transportation Plan (LRTP)
     - Development Update
8. Other Business
   - A. Community Local Technical Assistance Studies
   - B. Staff Reviews on ENFs, EIRs and NPCs
   - C. Regional Concerns and Local Community Transportation Issues
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 a 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. 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. Please contact Mary Waldron at 508-583-1833 for more information.

- If this information is needed in another language, please contact Mary Waldron at 508-583-1833.
- Se esta informação é necessária em outro idioma, entre em contato com Mary Waldron em 508-583-1833.
- Si se necesita esta información en otro idioma, por favor póngase en contacto con Mary Waldron al 508-583-1833.
- Si yo bezwen enfòmasyon sa a nan yon lòt lang, tanpri kontakte Mary Waldron nan 508-583-1833.

The public discussion of the Transportation Improvement Program (TIP) at Old Colony JTC, Old Colony MPO, and transportation meetings satisfies the Program of Projects (POP) public hearing requirements of the Federal Transit Administration (FTA).

January 5, 2023 Old Colony JTC Meeting
Agenda Item 1
Call to Order, Accessibility Statement, Title VI Notice of Protection, and Introductions

Summary

Call to order, Introductions, and Accessibility Statement and Title VI Nondiscrimination Statement.

Accessibility Statement and Title VI Nondiscrimination Statement

To be read by the Chair at the start of each meeting:

- "This meeting is accessible to people with disabilities. Microphones or telephones will be used by all speakers. Large- print materials are available upon advance request. If you would like either of these accommodations, please contact Mary Waldron at 508-583-1833."
- "The Notice of Nondiscrimination Rights and Protections to Beneficiaries with regard to the Federal "Title VI/ Nondiscrimination" Protections and the State Nondiscrimination Protections is posted in this meeting room and is available on the Old Colony Planning Council Website. Please contact Mary Waldron at 508-583-1833 for more information. Thank you."

January 5, 2023 Old Colony JTC Meeting
Agenda Item 2
Public Comments

Summary

Public comments.

January 5, 2023 Old Colony JTC Meeting
Agenda Item 3
Minutes of December 1, 2022 Meeting

Summary

Old Colony JTC to consider approval of December 1, 2022 Old Colony JTC Meeting Minutes.

January 5, 2023 Old Colony JTC Meeting
Agenda Item 4
Communications

Summary

Vision 2050: The Future of Transportation - Public Survey Available

The Long-Range Transportation Plan (LRTP) is the policy and visioning document of the Metropolitan planning Organization (MPO). This document results from regional and statewide collaboration and consensus on a region's transportation system and serves as the defining vision for the region. The document also contains a financial plan or budget which guides and shapes the actions an MPO undertakes as they fulfill the region's visions and objectives. This 20-year transportation vision document is updated every four years by the MPO, and this update will provide a vision for the region through 2050.

Please help guide us in the development of this Plan by taking this brief survey of your priorities for transportation in our region. Your participation in this survey helps us determine the transportation priorities of the public.

The survey is available at the following link: https://www.surveymonkey.com/r/FKDKQZY

VISION 2050:

The Future of Transportation

Help us determine regional transportation priorities for the public by sharing your opinion!

TAKE THE SURVEY

Scan QR code

https://bit.ly/3j9A9r0

WWW.OLDCOLONYPLANNING.ORG

2023 Massachusetts Freight Plan

MassDOT has launched the development of the 2023 Massachusetts Freight Plan process. With a planning horizon of 2050, the Freight Plan will set a comprehensive vision and goals for the multimodal freight network in Massachusetts. The Plan will also develop a framework for the prioritization of multimodal freight projects with a focus on equity.

The first **Freight Advisory Committee meeting** has been scheduled for **Tuesday, January 10, 2023 at 11:00 PM**. MassDOT will also hold a **public information meeting** on **Thursday, January 12, 2023 at 6:00 PM**. These meetings will be held virtually and are open to the public. At these meetings, the study team will review the 2017 Freight Plan, provide an overview of the planning process, and engage attendees in a discussion of the vision and goals for the Plan.

For more information, please visit:
https://www.mass.gov/event/massachusetts-freight-plan-public-information-meeting-1-virtual-meeting-2023-01-12t180000-0500-2023-01-12t200000-0500

https://www.mass.gov/event/massachusetts-freight-plan-freight-advisory-committee-meeting-1-2023-01-10t110000-0500-2023-01-10t130000-0500

https://www.mass.gov/service-details/freight-plan

Culvert Connection - Culvert Grant Program - Now Accepting Project Inquiries

The Division of Ecological Restoration (DER), Massachusetts Department of Fish and Game, seeks proposals from Massachusetts municipalities interested in replacing undersized, perched, and/or degraded culverts located in areas of high ecological value. The purpose of this funding is to encourage municipalities to replace culverts with better designed crossings that meet improved structural and environmental design standards and climate resiliency criteria. In general, **individual awards have ranged from $25,000 to $400,000**, depending on the project phases and work proposed. Awards over $200,000 are anticipated for construction projects only.

Potential applicants are encouraged to e-mail DERCulverts@mass.gov to set up a Pre-RFR Project Inquiry call. DER staff will contact you before the RFR is released to discuss your project(s) eligibility. Potential applicants will be asked to provide basic project information in advance of the call so DER staff can be better prepared to discuss projects with potential applicants.

Procurement Calendar:

- ***Now accepting*** **- Pre-RFR Project Inquiries through Wednesday, February 1, 2023**. Email DER (DERCulverts@mass.gov) to set-up a call with DER staff prior to issuance of RFR (this step is recommended, but optional).
- **Grant Materials,** including FAQs and program summary information will be posted on COMMBUYS with other technical resources available on the Division's website **mid-January, 2023.**

- **Pre-RFR Grant Briefing Presentation** will be held on **Monday, January 30 at 1pm.**
- **Application Deadline** is anticipated **mid-March, 2023.**

No-Cost Equipment from MassDOT: Speed Feedback and School Zone Speed Limit Signs

There has been an uptick in speeding and speeding-related fatalities and serious injuries on roadways in Massachusetts. Dynamic speed feedback signs have been shown to reduce speeds by an average of 4 mph (with the highest speeds realizing the greatest reductions) and to reduce fatalities and serious injuries. Additionally, the Massachusetts Amendments to the MUTCD have been updated to include grades 9 – 12 (previously only grades K – 8 were covered based on Federal Safe Routes to School guidance). Specifically, the following language is now included: "school zones shall only be applicable to schools recognized by the Massachusetts Department of Elementary and Secondary Education, including all public, private, charter, vocational technical, and approved special education schools serving students in one or more grades between K and 12."

Therefore, MassDOT would like to provide solar-powered, combination dynamic speed feedback and school zone speed limit sign assemblies to municipalities (one at either end of the school zone). The image below shows a typical assembly. MassDOT will procure and provide the equipment to the municipalities at no cost. Municipalities are responsible for installation and maintenance. Training will be provided by MassDOT and the equipment vendor. Applications are due January 16, 2023. Initially, approximately 50 municipalities will be selected to receive this equipment based on a combination of crashes, risks, environment, context, and need. If the program is successful and funding is available, MassDOT will select additional municipalities.

The application is available now at:

https://lnks.gd/l/eyJhbGciOiJIUzI1NiJ9.eyJidWxsZXRpbl9saW5rX2lkIjoxMDMsInVyaSI6ImJwMjpjbGljayIsImJ1bGxldGluX2lkIjoiMjAyMjEyMTMuNjgxNjExNjEiLCJ1cmwiOiJodHRwczovL3N1cnZleTEyMy5hcmNnaXMuY29tL3NoYXJlLzg5ZjllNGY4ZWE5ZjRhNjQ5NzkwYWRhOWU3NzUwZGRlIn0.b-EH_R5qki0jh8yAqxExf71mu7G_H8ZS6UL2d0LmI8I/s/214938300/br/150357863554-l

January 5, 2023 Old Colony JTC Meeting
Agenda Item 5A
Brockton Area Transit (BAT)

Summary

Brockton Area Transit to provide report.

January 5, 2023 Old Colony JTC Meeting
Agenda Item 5B
Greater Attleboro-Taunton Regional Transit Authority (GATRA)

Summary

Greater Attleboro-Taunton Regional Transit Authority to provide report.

January 5, 2023 Old Colony JTC Meeting
Agenda Item 5C
South Coast Rail Project

Summary

The South Coast Rail (SCR) project will restore commuter rail service between Boston and southeastern Massachusetts by the end of 2023. Taunton, Fall River, and New Bedford are the only major cities within 50 miles of Boston that do not currently have commuter rail service to Boston. SCR will reconnect this region to jobs and generate economic development.

South Coast Rail consists of two phases:

Phase 1 will provide a one-seat ride by extending the existing Middleborough/Lakeville commuter rail line from Boston to Taunton, Fall River, and New Bedford and it will deliver service to the South Coast by late 2023.

Full Build plans to extend Commuter Rail service to continue travel on the Stoughton branch of the Providence/Stoughton line, connecting to more communities in the region. Doing so would result in reconstructing the Canton Center and Stoughton stations to accommodate two rail lines.

In December 2022, work conducted involved fencing installation in eight communities on Fall River & Middleborough Secondary Lines and New Bedford Main Line; utilizing Cotley Street in Berkley to access right-of-way (ROW) for various project activities; shoulder and lane closure on Route 140 Southbound in Taunton for curb and sidewalk installation; daytime track work in Berkley; daytime lane closures for crossing work in Assonet; overnight railroad signal house testing in Middleborough; reversal of Forge Road' one-way direction in Assonet; and daytime roadwork on Route 105 in Middleborough.

Additional work done included daytime construction at station sites, layover sites, and along the right-of-way from Middleborough to New Bedford as well as along the right-of-way from Berkley to Fall River. There was also overnight and daytime transportation of soils by truck to designated project sites as well as detours for various project activities.

If anyone is interested in signing up for weekly updates on the South Coast Rail project, please click on the following link to enter an email address:
https://public.govdelivery.com/accounts/MADOT/subscriber/new?topic_id=MADOT_30

January 5, 2023 Old Colony JTC Meeting
Agenda Item 6A
FFY 2023-2027 Transportation Improvement Program (TIP)
Implementation
TIP Adjustment 1

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.

The following is Adjustment 1 that was endorsed by the Old Colony Metropolitan Planning Organization on December 19, 2022.

FFY 2023

- BROCKTON AREA TRANSIT (BAT) - BAT - TERMINAL, INTERMODAL (TRANSIT)

ADJUSTMENT: INCREASE COST FROM $100,000 TO $127,000 (Increase State (RTACAP) from $20,000 to $47,000). The resulting costs are: $80,000 Federal, and $47,000 State (RTACAP

A proposed amendment (Amendment 1) to the FFY 2023 – 2027 Transportation Improvement Program is scheduled for review and potential endorsement by the Old Colony Metropolitan Planning Organization (MPO) on January 17, 20223. This Amendment is to program Community Transit Grant Program projects into the region.

The Transportation Improvement Program projects programmed in Year 1 must be ready for advertisement within that year (design, engineering, permits, and approvals, etc. completed).

FFY 2023 PROJECTS:

- DUXBURY – BRIDGE REPLACEMENT ROUTE 3 (PILGRIMS HIGHWAY) NB/SB OVER FRANKLIN STREET
  - 25% Package received by MassDOT (2/22/2022).
  - Design Public Hearing held October 6, 2022.
  - Cost Estimate is $30,575,483

- STOUGHTON - CORRIDOR IMPROVEMENTS ON ROUTE 138 (607403) AC PHASE 1 OF 2
  - 100% Design Package Received 10/27/2022.
  - Design Public Hearing held February 16, 2022.
  - Cost Estimate for AC Phase 1 is $9,264,000 (Total cost is $16,444,496).

- STOUGHTON - INTERSECTION IMPROVEMENTS AND RELATED WORK AT CENTRAL STREET, CANTON STREET AND TOSCA DRIVE (608279)

- MassDOT comments on the 100% Package returned to the Design Engineer (3/24/2021).
- Cost Estimate is $4,242,977.

FFY 2024 PROJECTS:

- BROCKTON - INTERSECTION IMPROVEMENTS AND RELATED WORK AT CENTRE STREET (ROUTE 123), CARY STREET, AND LYMAN STREET (609410)
  - 25% Package Resubmission 1 received by MassDOT (7/9/2021).
  - Cost Estimate is $3,074,203.

- BROCKTON – CITYWIDE SYSTEMIC COUNTERMEASURES AND SAFE SYSTEMS IMPLEMENTATION (609410)
  - Project is in the preliminary design phase Cost Estimate is $3,074,203.
  - Cost Estimate is $4,000,000.

- BROCKTON - ROUTE 123 (CENTRE STREET) AT PLYMOUTH STREET SIGNALIZATION AND GEOMETRIC IMPROVEMENTS (609052)
  - 25% Package received by MassDOT (11/15/2021).
  - Design Engineer Reports Updated Data Collection and Analysis Required for 25% Design (8/26/2022).
  - Cost Estimate is $2,251,087.

- PLYMPTON - BRIDGE REPLACEMENT, WINNETUXET ROAD OVER WINNETUXET RIVER (609435)
  - Project is in the preliminary design phase.
  - Cost Estimate is $ $2,062,345.

- STOUGHTON - CORRIDOR IMPROVEMENTS ON ROUTE 138 (607403) AC PHASE 2 OF 2
  - MassDOT comments on the 75% Package returned to the Design Engineer (6/21/2022).
  - Design Public Hearing Scheduled for February 16, 2022.
  - (Total cost is $16,444,496.

FFY 2025 PROJECTS:

- BROCKTON - INTERSECTION IMPROVEMENTS AT LYMAN STREET/ GROVE STREET/ SUMMER STREET & REPLACEMENT OF GROVE STREET BRIDGE, B-25-005, OVER SALISBURY PLAIN RIVER (607818)
  - 25% Resubmission 1 Package received by MassDOT (12/24/2019).
  - Design Engineer Reports Updated Data Collection and Analysis Required for 25% Design (8/26/2022).
  - Cost Estimate is $4,536,000.

- EASTON - CORRIDOR IMPROVEMENTS ON ROUTE 138 INCLUDING INTERSECTION IMPROVEMENTS AT ROUTE 138 (WASHINGTON STREET) AND ELM STREET (608195)

- 25% Resubmission 1 Package received by MassDOT (2/25/2022).
- Design Public Hearing Held on May 12, 2022.
- Cost Estimate is $6,938,302.

FFY 2026 PROJECTS:

- ABINGTON - INTERSECTION IMPROVEMENTS AT HANCOCK STREET AND CHESTNUT STREET (609440)
  - MassDOT comments on the 25% Package returned to the Design Engineer (as of 9/6/2021).
  - Cost Estimate is $5,374,667.

- AVON - INTERSECTION IMPROVEMENTS AT ROUTE 28, SPRING STREET AND HARRISON BOULEVARD (611979)
  - Project is in the preliminary design phase.
  - The Notice to Proceed (NTP) to begin work on the contract has been issued. (7/14/2021).
  - Cost Estimate is $4,200,000.

- DUXBURY - SIGNAL INSTALLATION @ ROUTE 3 (NB & SB) RAMPS & ROUTE 3A (TREMONT STREET) (606002)
  - Project is in the preliminary design phase.
  - Cost Estimate is $2,688,000.

- HANSON - CORRIDOR IMPROVEMENTS ON ROUTE 14 (MAQUAN STREET), FROM THE PEMBROKE T.L. TO INDIAN HEAD STREET AND RELATED WORK (608506) AC Phase 1 of 2
  - MassDOT comments on the 25% Package returned to the Design Engineer (5/7/2020).
  - Project is in the preliminary design phase.
  - AC Phase 1 is $5,232,158; AC Phase 2 is $6,316,184 and will be programmed in FFY 2027 of FFY 2023-2027 TIP (Total cost is $10,311,020).

FFY 2027 PROJECTS:

- BROCKTON – INTERSECTION IMPROVEMENTS AT CRESCENT STREET (ROUTE 27) / QUINCY STREET / MASSASOIT BOULEVARD (606143)
  - Project is in the preliminary design phase.
  - Cost Estimate is $6,148,928.

- HANSON - CORRIDOR IMPROVEMENTS ON ROUTE 14 (MAQUAN STREET), FROM THE PEMBROKE T.L. TO INDIAN HEAD STREET AND RELATED WORK (608506) AC Phase 2 of 2
  - MassDOT comments on the 25% Package returned to the Design Engineer (5/7/2020).
  - Project is in the preliminary design phase.
  - AC Phase 1 is $5,232,158; AC Phase 2 is $6,316,184 and will be programmed in FFY 2027 of FFY 2023-2027 TIP (Total cost is $10,311,020).

- DUXBURY – BRIDGHE REPLACEMENT – POWDER POINT AVENUE OVER DUXBURY BAY (612006)
  - Advance Construction in multiple phases in FFYs 2027, 2028, 2029, and 2030.
  - Project is in the preliminary design phase.
  - Cost Estimate is $157,257,710.

CURRENTLY UNPROGRAMMED PROJECTS IN FFY 2023-2027 TIP

- ABINGTON - INTERSECTION IMPROVEMENTS, RANDOLPH STREET AND RICHARD A. FITTS DRIVE (ROUTE 139) AT CHESTNUT STREET AND OLD RANDOLPH STREET (612525)
  - Currently not programmed.
  - Project approved by the MassDOT Project Review Committee (PRC) on 10/21/2021.
  - 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)
  - Currently not programmed.
  - Project approved by the MassDOT Project Review Committee (PRC) on 5/12/2022.
  - Project is in the preliminary design phase.
  - Cost Estimate is $5,387,025

- ABINGTON & BROCKTON - PEDESTRIAN AND BICYCLE IMPROVEMENTS ON ROUTE 123 (609520)
  - Currently not programmed.
  - 25% Package received by MassDOT (7/9/2021).
  - Cost Estimate is $3,129,363 ($20,029,176 from 25% Design Submission).

- AVON - CORRIDOR IMPROVEMEMENTS ON ROUTE 28 (610804)
  - Currently not programmed.
  - Project is in the preliminary design phase.
  - Cost Estimate is $4,002,001.

- BROCKTON - IMPROVEMENTS ON FOREST AVENUE, FROM WEST STREET TO BREER STREET (612526)
  - Currently not programmed.
  - Project approved by the MassDOT Project Review Committee (PRC) on 10/21/2021.
  - Project is in the preliminary design phase.

- Pre-25% Design Scoping Meeting Held 4/8/2022.
- Cost Estimate is $8,778,450.

- BROCKTON - INTERSECTION IMPROVEMENTS AT ROUTE 123 (BELMONT STREET), PEARL STREET AND STONEHILL STREET (612262)
  - Currently not programmed.
  - Project is in the preliminary design phase.
  - Cost Estimate is $ 7,465,375.

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

- EASTON - RESURFACING AND RELATED WORK ON ROUTE 138 (ROOSEVELT CIRCLE TO STOUGHTON TOWN LINE) (608585)

- Currently not programmed.
- Project is in the preliminary design phase.
- Cost Estimate is $4,025,000.

- EASTON - IMPROVEMENTS ON FOUNDRY STREET (ROUTE 106/123) (612269)
  - Currently not programmed.
  - Project is in the preliminary design phase.
  - Pre-25% Design Meeting held March 1, 2022
  - Cost Estimate is $ 14,315,773.

- EASTON - RECONSTRUCTION AND RELATED WORK ON ROUTES 138 AND 123, FROM BELMONT STREET TO DEPOT STREET (612617)
  - Currently not programmed.
  - Project is in the preliminary design phase.
  - Cost Estimate is $13,437,675

- HANOVER – CORRIDOR IMPROVEMENTS ON ROUTE 139 (HANOVER STREET) AT MAIN STREET, CENTER STREET, AND SILVER STREET (612769)
  - Currently not programmed.
  - Project approved by the MassDOT Project Review Committee (PRC) on 5/12/2022.
  - Project is in the preliminary design phase.
  - Cost Estimate is $6,156,600

- KINGSTON - BRIDGE REPLACEMENT, K-01-014, SMITHS LANE OVER ROUTE 3 (PILGRIM HIGHWAY) (608615)
  - Currently not programmed.
  - Project is in the preliminary design phase.
  - Cost Estimate is $12,788,000.

- PEMBROKE - INTERSECTION IMPROVEMENTS AT WASHINGTON STREET AND SCHOOSETT STREET (611978)
  - Currently not programmed.
  - Project is in the preliminary design phase.
  - Cost Estimate is $2,500,000.

- STOUGHTON - INTERSECTION IMPROVEMENTS AT CANTON STREET (ROUTE 27), SCHOOL STREET AND SUMMER STREET (611981)
  - Currently not programmed.
  - Project is in the preliminary design phase.
  - Cost Estimate is $2,300,000.

- STOUGHTON - RECONSTRUCTION OF TURNPIKE STREET (607214)
  - MassDOT comments on the 25% Package returned to the Design Engineer (as of 9/7/2021).
  - Project is in the preliminary design phase.
  - Design Public Hearing Held on June 16, 2022.
  - Cost Estimate is $29,272,890.

STIP Investments Report

Program Activity: Transit, 2023 Brockton Area Transit

Old Colony TIP Adjustment 1 - December 20, 2022

STIP: 2023 - 2027 (A) Revision 1+

Year	MassDOT Project ID	Program	MassDOT Project Description	Funding Source	Total Project Cost	Total Programmed Funds	Federal Funds	State Funds	Adjustments/ Amendments
Federal Fiscal Year 2023						$8,577,000	$4,650,000	$3,927,000	
Brockton Area Transit						$8,577,000	$4,650,000	$3,927,000	
2023	RTD0011330	RTA Facility & Vehicle Maintenance	BAT - ACQUIRE MISC SUPPORT EQUIPMENT	5307	$100,000	$80,000	$80,000		
2023	RTD0011330	RTA Facility & Vehicle Maintenance	BAT - ACQUIRE MISC SUPPORT EQUIPMENT	RTACAP	$100,000	$20,000		$20,000	
2023	RTD0011331	RTA Facility & Vehicle Maintenance	BAT - BUY ASSOC CAP MAINT ITEMS	5307	$50,000	$40,000	$40,000		
2023	RTD0011331	RTA Facility & Vehicle Maintenance	BAT - BUY ASSOC CAP MAINT ITEMS	RTACAP	$50,000	$10,000		$10,000	
2023	RTD0011332	RTA Facility & Vehicle Maintenance	BAT - ACQUIRE-SHOP EQUIPMENT	5307	$500,000	$400,000	$400,000		
2023	RTD0011332	RTA Facility & Vehicle Maintenance	BAT - ACQUIRE-SHOP EQUIPMENT	RTACAP	$500,000	$100,000		$100,000	
2023	RTD0011333	RTA Facility & Vehicle Maintenance	BAT - TERMINAL, INTERMODAL (TRANSIT)	5307	$127,000	$80,000	$80,000		Increase Total Project Cost from $100,000 to $127,000.
2023	RTD0011333	RTA Facility & Vehicle Maintenance	BAT - TERMINAL, INTERMODAL (TRANSIT)	RTACAP	$127,000	$47,000		$47,000	Increase Total Project Cost from $100,000 to $127,000 (Increase RTACAP from $20,000 to $47,000
2023	RTD0011334	RTA Facility & Vehicle Maintenance	BAT - REHAB RENOVATE MAINTENANCE FACILITY	5307	$500,000	$400,000	$400,000		
2023	RTD0011334	RTA Facility & Vehicle Maintenance	BAT - REHAB RENOVATE MAINTENANCE FACILITY	RTACAP	$500,000	$100,000		$100,000	
2023	RTD0011361	RTA Fleet Upgrades	BAT - BUY REPLACEMENT 35-FT BUS ELECTRIC (6)	5307	$6,500,000	$3,250,000	$3,250,000		
2023	RTD0011361	RTA Fleet Upgrades	BAT - BUY REPLACEMENT 35-FT BUS ELECTRIC (6)	RTACAP	$6,500,000	$3,250,000		$3,250,000	
2023	RTD0011362	RTA Facility & System Modernization	BAT - PURCHASE MISC ELEC/POWER EQUIP	5307	$800,000	$400,000	$400,000		
2023	RTD0011362	RTA Facility & System Modernization	BAT - PURCHASE MISC ELEC/POWER EQUIP	RTACAP	$800,000	$400,000		$400,000	

January 5, 2023 Old Colony JTC Meeting
Agenda Item 7A
Old Colony Performance Management Targets
- **PM1 Safety Performance; PM2 Pavement and Bridge Performance; and PM3 System Reliability Performance**

Summary

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

The Old Colony Metropolitan Planning Organization is scheduled to review and potentially adopt Safety Performance (PM1); Pavement and Bridge Performance Targets (PM2); and System Performance and Reliability Performance Targets (PM3) on January 17, 2023.

Attachments(s)

Safety Performance (PM1) Targets
System Performance and Reliability (PM3) Targets

Old Colony Planning Council (OCPC)

Fatalities

	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020*	2021*
Total Annual Fatalities	39	34	24	29	25	24	24	26	23	36	28	28	22	30	23	25	23	34
5 Year Average Fatalities	-	-	-	-	30.2	27.2	25.2	25.6	24.4	26.6	27.4	28.2	27.4	28.8	26.2	25.6	24.6	27
Non-Motorist Fatalities	9	4	2	4	5	3	4	4	6	7	10	9	3	6	2	6	6	4
VMTS (in 100,000,000)	37.11	37.50	37.23	37.23	36.87	37.11	36.97	37.26	37.94	38.29	39.14	31.40	33.83	34.95	35.95	36.96	31.51	35.00
Fatality Rate	1.05	0.91	0.64	0.78	0.68	0.65	0.65	0.70	0.61	0.94	0.72	0.89	0.65	0.86	0.64	0.68	0.73	0.97
5 Year Average Rate	-	-	-	-	0.81	0.73	0.68	0.69	0.66	0.71	0.72	0.77	0.76	0.81	0.75	0.74	0.71	0.77

Serious Injuries

	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020*	2021*
Total Annual Serious Injuries	386	385	380	284	335	313	321	306	291	287	240	268	262	206	230	197	176	218
5 Year Average Serious Injuries	-	-	-	-	354	339.4	326.6	311.8	313.2	303.6	289	278.4	269.6	252.6	241.2	232.6	214.2	205.4
Non-Motorist Serious Injuries	25	20	15	15	14	32	25	27	32	29	31	21	25	21	21	29	20	12
VMTS (in 100,000,000)	37.11	37.50	37.23	37.23	36.87	37.11	36.97	37.26	37.94	38.29	39.14	31.40	33.83	34.95	35.95	36.96	31.51	35.00
Serious Injury Rate	10.40	10.27	10.21	7.63	9.09	8.43	8.68	8.21	7.67	7.50	6.13	8.54	7.75	5.89	6.40	5.33	5.59	6.23
5 Year Average Serious Injury Rate	-	-	-	-	9.52	9.13	8.81	8.41	8.41	8.09	7.62	7.56	7.46	7.11	6.88	6.72	6.18	5.89

Non-Motorist Fatalities and Serious Injuries

	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020*	2021*
Non-Motorist Fatalities and Serious Injuries	34	24	17	19	19	35	29	31	38	36	41	30	28	27	23	35	26	16
Non-Motorist Fatalities and Serious Injuries 5 Year Average	-	-	-	-	22.6	22.8	23.8	26.6	30.4	33.8	35	35.2	34.6	32.4	29.8	28.6	27.8	25.4

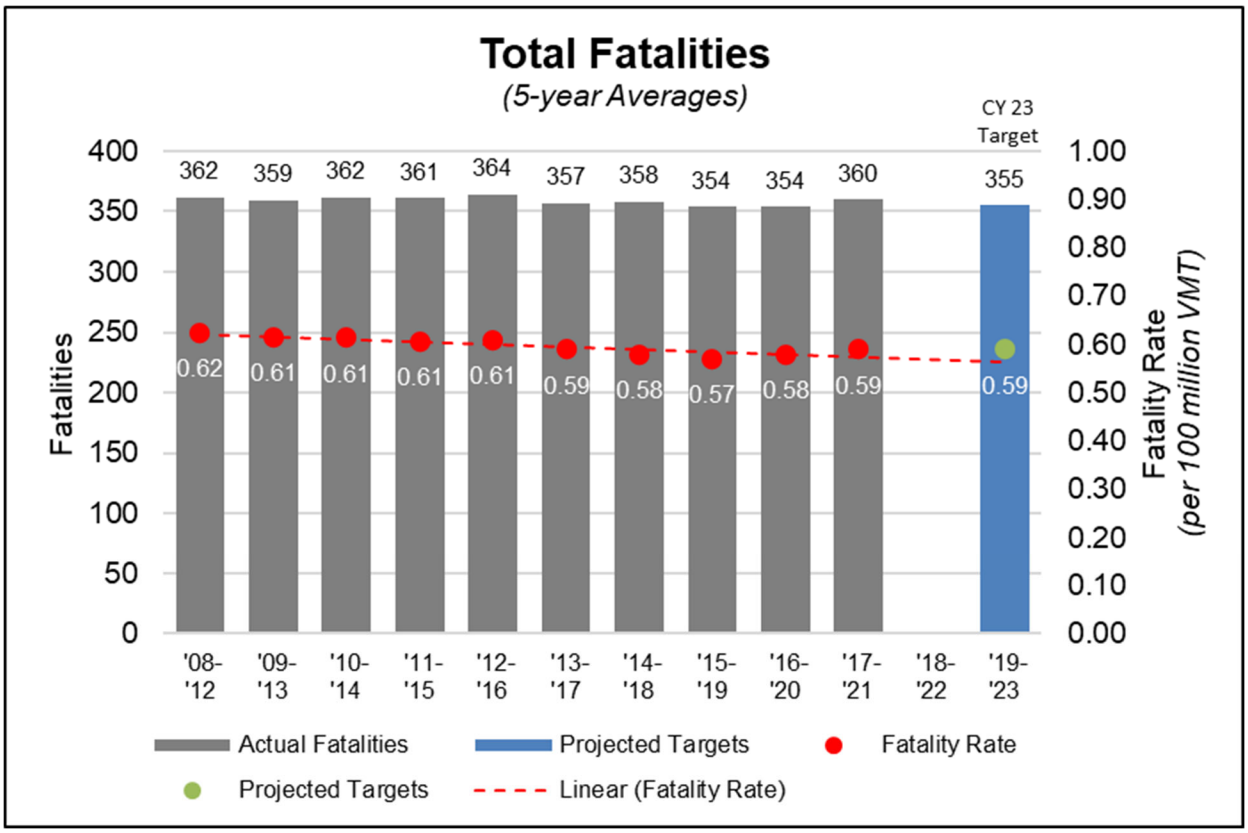
*All 2021-2021 data as of Nov 15, 2022

MassDOT CY23 Safety Performance Measure Targets (PM1)

Total Fatalities: Per Federal Highway Administration (FHWA) guidance, the calendar year (CY) 2023 target setting process began in April 2022 with a trend line projection based on the most recent available data. Due to higher rates of speeding caused by decreased vehicle miles traveled (VMT) amid pandemic shutdowns in 2020 and the lingering impacts in 2021, 2020 and 2021 fatalities increased relative to previous years. Since the Infrastructure Investment and Jobs Act (IIJA) requires "performance targets to demonstrate constant or improved performance," MassDOT would be unable to use a pure trendline approach to set CY 2023 targets. Therefore, MassDOT developed targets for CY 2023 by projecting 2022 fatalities to be equal to 3% higher than the state's lowest year in recent history (2019), and projecting 2023 fatalities to be equal to 3% lower than 2019. This methodology was developed in order to project a future downward trend based on the data available at the time. This analysis resulted in five-year average fatalities decreasing from 360 (2017-2021) to 355 (2019-2023), a reduction of 1.69%. Fatalities are expected to decrease based on MassDOT efforts in the areas of speed management and safe systems, among other safety strategies. As always, MassDOT's overarching goal is zero deaths and this goal will be pursued by implementing Strategic Highway Safety Plan (SHSP) strategies.

Fatality Rate: The fatality rate represents five-year average fatalities divided by five-year average VMTs. The COVID-19 pandemic greatly impacted VMT, causing fatality rates to spike in 2020 with significantly lower VMT and slightly higher fatalities, along with lingering impacts in 2021. The 2023 projection is now 0.59 fatalities per 100 million VMT (five-year average of 2019-2023). The long-term goal is towards zero deaths, so the long-term fatality rate target is 0 fatalities per 100 million VMTs.

MassDOT CY23 Safety Performance Measure Targets (PM1)

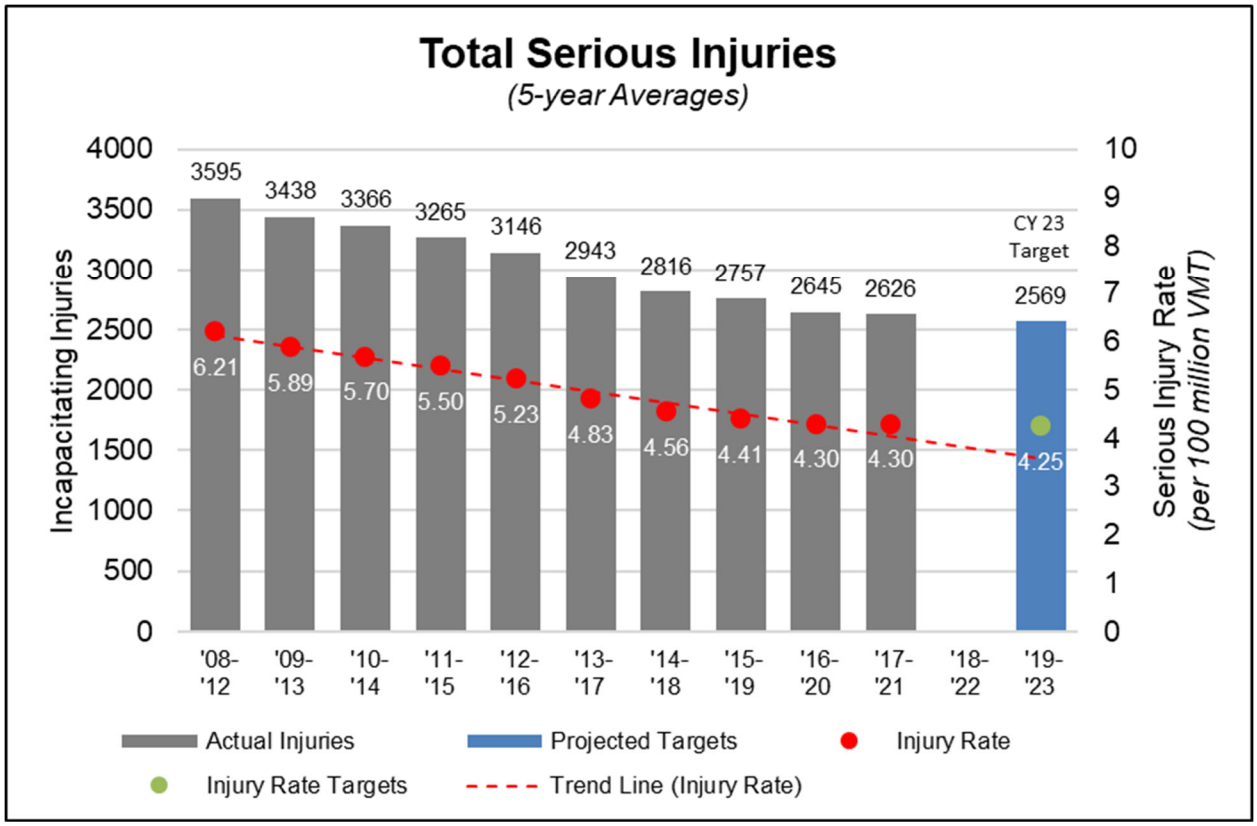


Note: 2022 data is not complete and therefore was not used for target setting purposes.

Total Serious Injuries: The 2020 – 2022 serious injury data were not finalized in the statewide crash system at the time of target setting, so MassDOT used the information that was available as of April 2022. Due to higher rates of speeding caused by decreased VMT amid pandemic shutdowns in 2020 and the lingering impacts in 2021, 2020 and 2021 serious injuries increased relative to previous years. Therefore, MassDOT developed targets by projecting the 2022 annual serious injuries to be equal to the lowest year in recent history and the 2023 annual serious injuries to continue downward at a roughly 10% annual decrease, which reflects the average decreases in the years in which the state experienced reductions in serious traffic injuries. This approach resulted in a 5-year average number of serious injuries dropping from 2,626 (2017-2021) to 2,569 (2019-2023), a reduction of 1.99%.

Serious Injuries Rate: Similar to the fatality rate, serious injury rates were greatly impacted due to COVID. Following the methods above, the projection is now 4.25 serious injuries per 100 million VMT (2019-2023), down from 4.30 serious injuries per 100 million VMT (2017-2021), a reduction of 1.57%. The long-term goal is towards zero deaths and serious injuries, so the long-term serious injury rate target is 0.0 serious injuries per 100 million VMT.

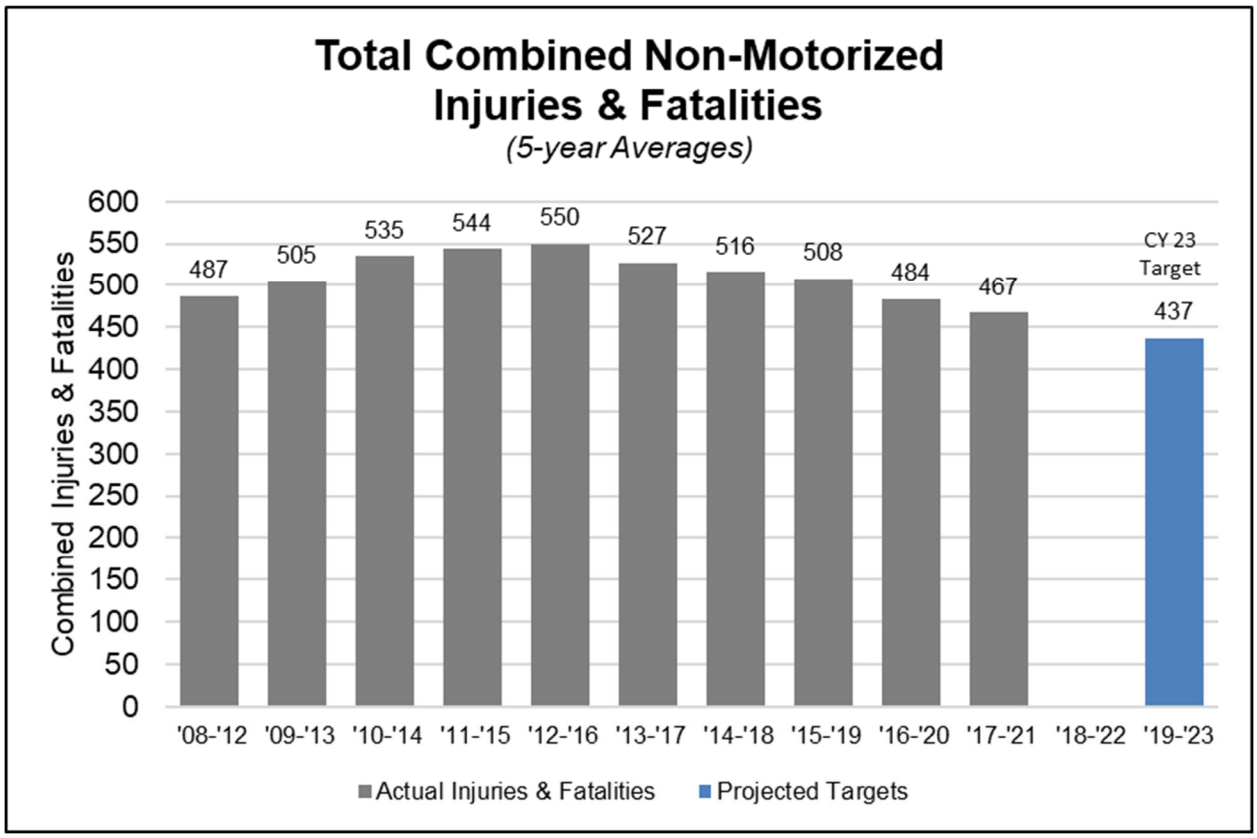
MassDOT CY23 Safety Performance Measure Targets (PM1)



Note: 2022 data is not complete and therefore was not used for target setting purposes.

Total Number of Non-Motorized Fatalities and Serious Injuries: The number of non-motorists fatalities and serious injuries decreased dramatically during the start of the pandemic in 2020, followed by an increase in 2021 and further movement in the wrong direction to start 2022. This fluctuation made tracking the trend in this area difficult. Therefore, non-motorized fatalities and serious injuries for 2022 were set to be equal to 3% higher than our recent lowest year, and 2023 were set to be 3% lower than the recent lowest year. This results in a 5-year average of non-motorist fatalities and serious injuries going from 467 (2017-2021) to 437 (2019-2023), a reduction of 6.86%.

MassDOT CY23 Safety Performance Measure Targets (PM1)



Note: 2022 data is not complete and therefore was not used for target setting purposes.

Note: The fatality and serious injury data contained here was developed to align with the data included in MassDOT's annual Highway Safety Improvement Program (HSIP) report. As such, historical data may be different from what was reported in prior years.

System Performance Measures

Congestion, Reliability, and Emissions

Performance Measures Background

- In 2016, FHWA passed a rule establishing three performance measures (PM1, PM2, and PM3) that State DOTs and MPOs must track, as required by MAP-21 and the FAST Act.

PM1
- Improving safety

PM2
- Maintaining pavement and bridge conditions

PM3
- Improving efficiency of the system and freight movement
- Reducing traffic congestion
- Reducing emissions

Required Performance Measures under PM3

Reliability

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

Congestion

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

Emissions

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

Level of Travel Time Reliability (LOTTR)

- LOTTR is based on the amount of time it takes to drive the length of a road segment.
- The metric is the percentage of person-miles traveled that are "reliable."
- "Reliability" as defined does not necessarily mean uncongested.
- Reporting Requirements:
  - Must be on the **statewide** level.
  - MassDOT is required to adopt a target by December 16, 2022 with MPOs either adopting the statewide target or establishing their own within 180 days of this deadline.

Calculations

LOTTR

LOTTR is based on the amount of time it takes to drive the length of a road segment. To compute it, we:

1 | Collect travel times (NPMRDS).

2 | Find the 50th pct. and 80th pct. times.

3 | Compute LOTTR = 80th/50th percentile.

4 | Repeat for 4 periods shown below.

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

5 | If all are below 1.50, the segment is "reliable".

6 | The statewide metric is the % of person-miles traveled that are "reliable".

Note: for 2017, the data provider and computation methodology changed in NPMRDS for non-Interstate NHS. To account for this, we transpose the previously-established trend to pass through the 2017 data point.

Truck Travel Time Reliability (TTTR)

- TTTR is based on the amount of time it takes trucks to drive the length of a road segment.
- Reporting Requirements:
  - Must be on the **statewide** level.
  - Only required to report on TTTR for the Interstate system.
  - MassDOT is required to adopt a target by December 16, 2022 with MPOs either adopting the statewide target or establishing their own within 180 days of this deadline.

Calculations

TTTR

TTTR is based on the amount of time it takes to drive the length of a road segment. To compute it, we:

1 | Collect travel times (NPMRDS).

2 | Find the 50th percentile. and 95th percentile. times.

3 | Compute TTTR = 95th/50th percentile.

4 | Repeat for 5 periods shown below.

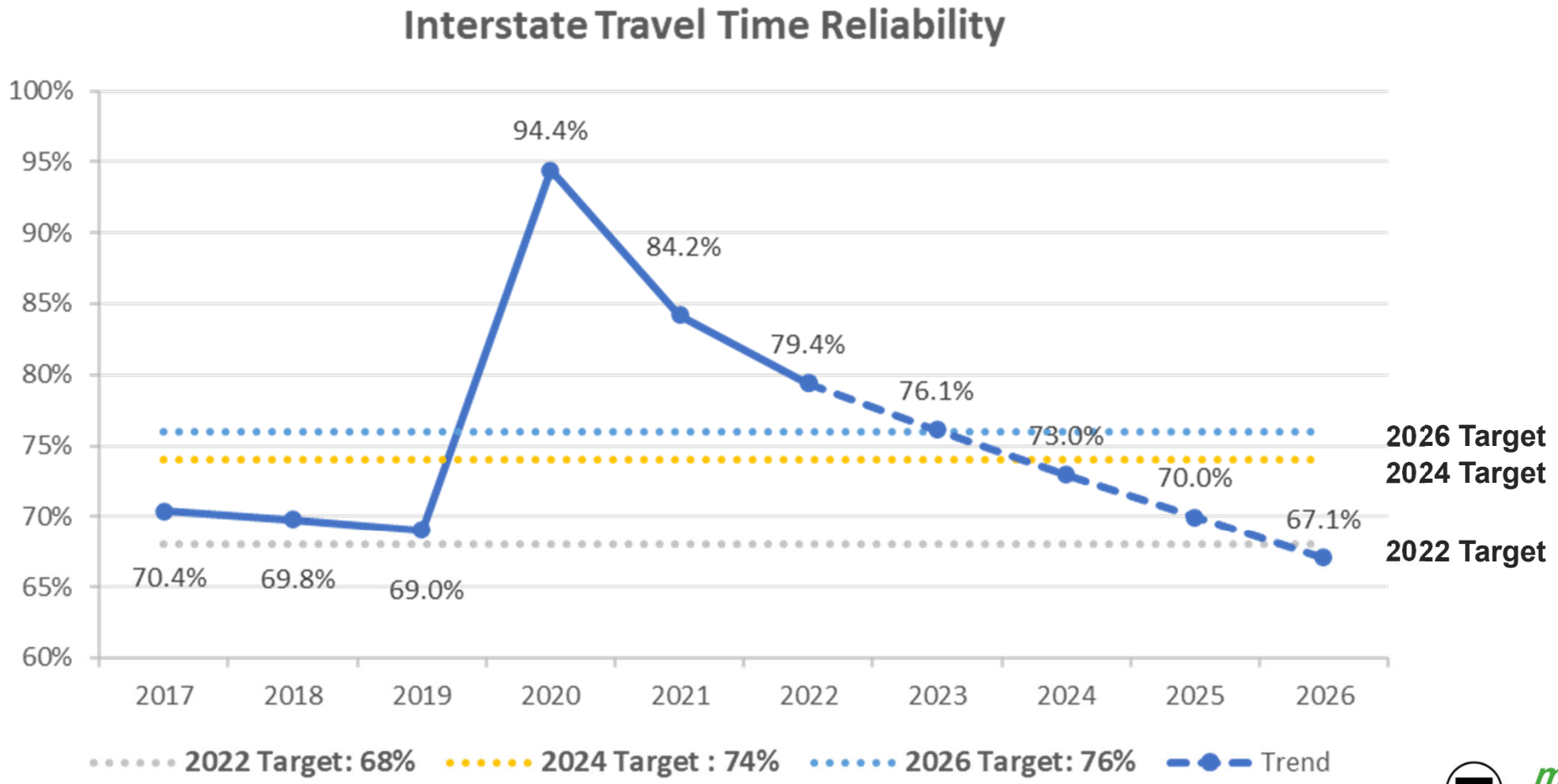
Level of Truck Travel Time Reliability (LOTTR) *(Single Segment, Interstate Highway System)*		
Monday – Friday	6am – 10am	$TTTR = \frac{55\ sec}{35\ sec} = 1.57$
	10am – 4pm	TTTR = 1.25
	4pm – 8pm	TTTR = 2.52
Weekends	6am – 8pm	TTTR = 1.2
All Days	8pm – 6am	TTTR = 1.05

5 | The TTTR Index is generated as a weighted average of the largest period for each segment and its weight.

Note: for 2017, the data provider and computation methodology changed in NPMRDS. To account for this, we transpose the previously-established trend to pass through the 2017 data point.

Interstate Travel Time Reliability

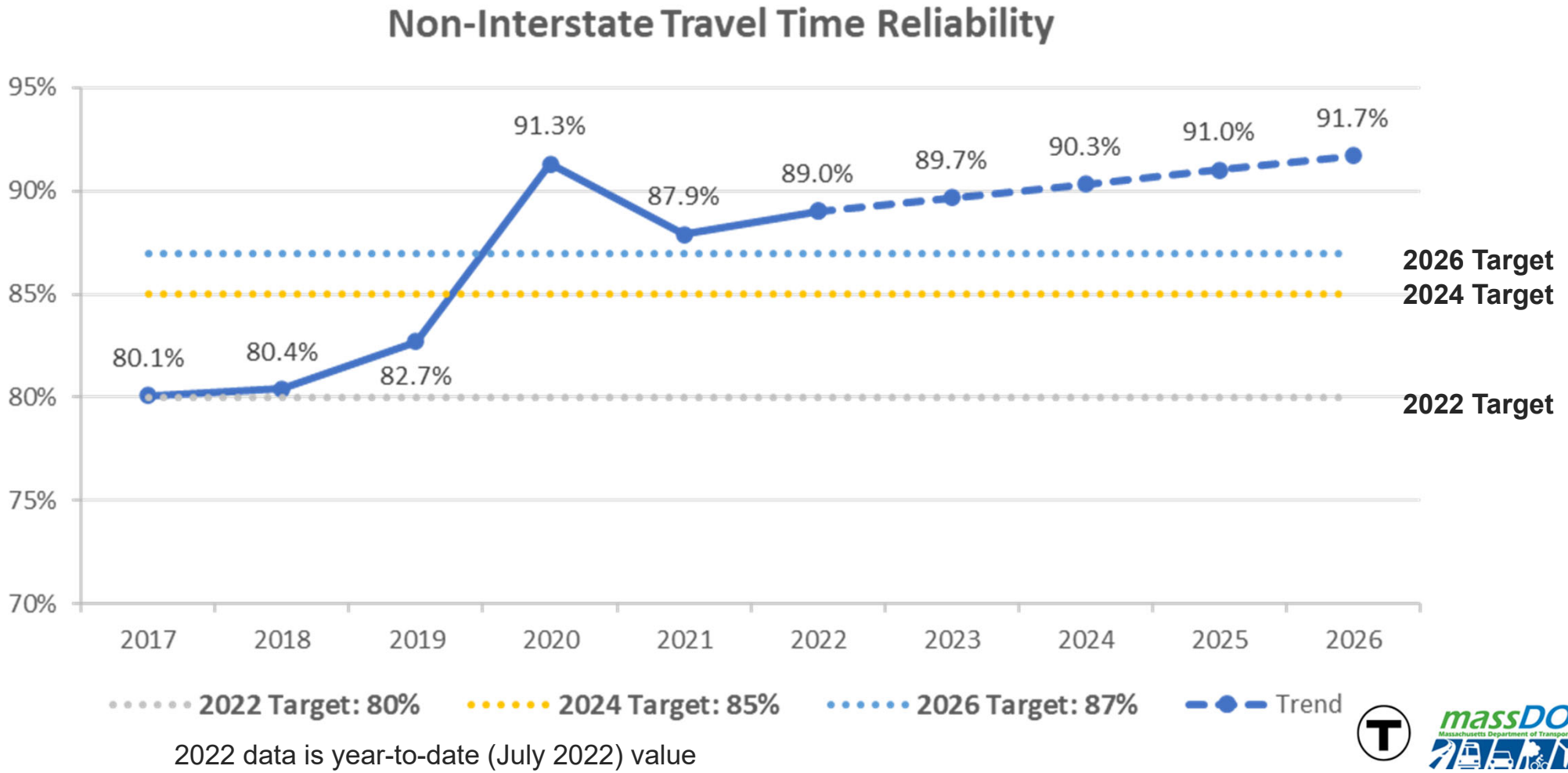
- The 2024 target is proposed considering the uncertainty of 2022 value since it is year-to-date data. A 2024 target of 74% allows for uncertainty while still being significantly above 2022 target. A 2026 target of 76% is proposed to establish an improving target.



2022 data is year-to-date (July 2022) value

Non-Interstate Travel Time Reliability

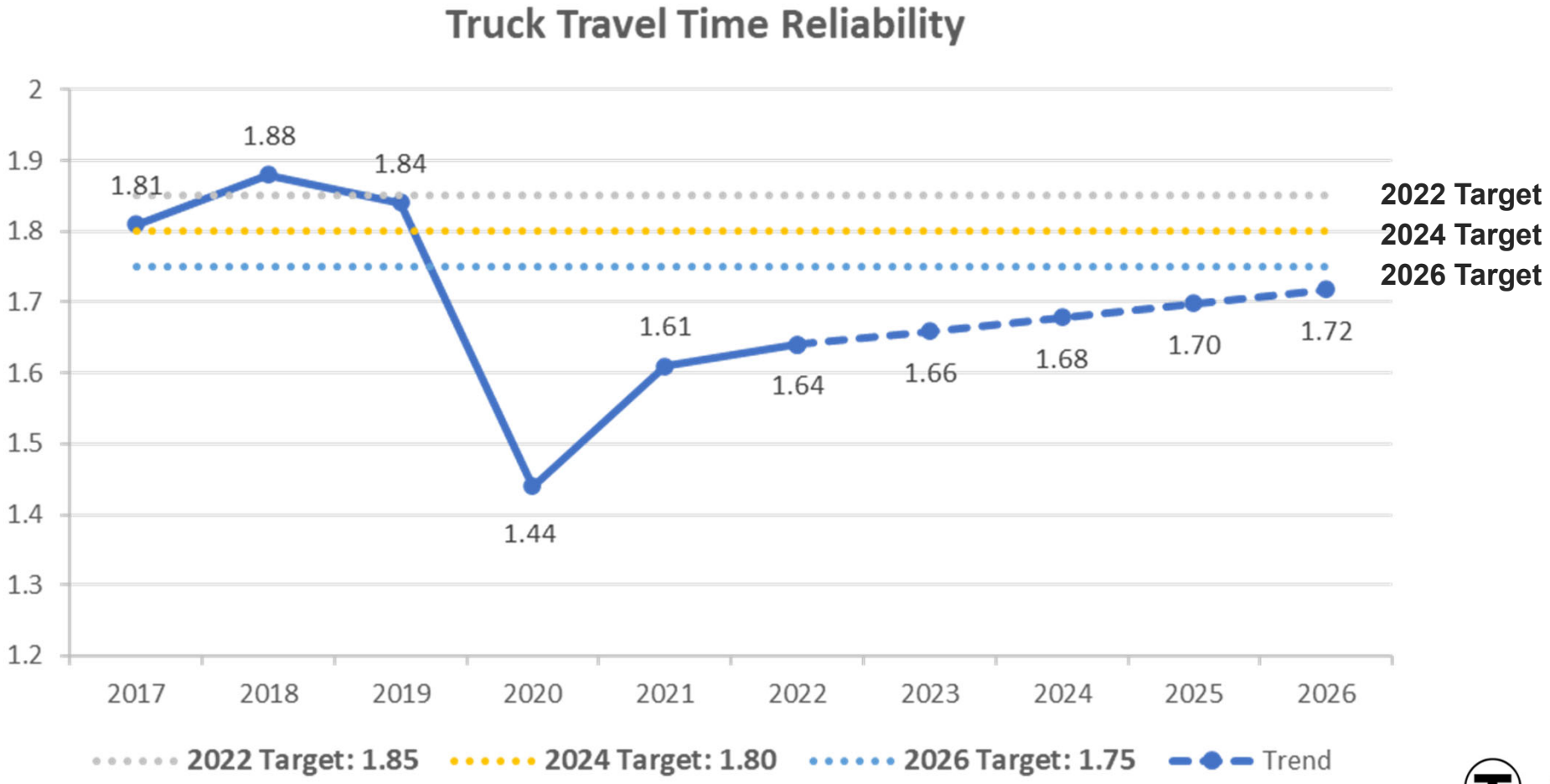
- The 2024 target is proposed considering the uncertainty of 2022 value since it is year-to-date data. A 2024 target of 85% allows for uncertainty while still being significantly above 2022 target. A 2026 target of 87% is proposed to establish an improving target.



2022 data is year-to-date (July 2022) value

Truck Travel Time Reliability

- The 2024 target was proposed considering the uncertainty of 2022 value since it is year-to-date data. A 2024 target of 1.8 allows for uncertainty while still being above 2022 target. A 2026 target of 1.75 is proposed to establish an improving target.



2022 data is year-to-date (July 2022) value

Peak Hour Excessive Delay (PHED)

- The metric for PHED indicates annual hours of excessive delay per capita on the NHS between 6 am and 10 am, and 3 pm and 7 pm.
- For the purposes of this measure, the threshold for excessive delay is based on the travel time at 20 miles per hour or 60% of the posted speed limit travel time, whichever is greater.
- Reporting Requirements:
  - Must be reported on the **urbanized area (UZA)** level for the Boston UZA, which includes parts of NH and RI.
  - Worcester UZA, which includes parts of CT.
  - Springfield UZA, which includes parts of CT.
  - MassDOT, NHDOT, CTDOT, and the affected MPOs must collectively establish a single target for each urbanized area by **December 16.**

Peak Hour Excessive Delay (Boston UZA)

Data Segments:	PHED status:					
	Total	with	0 or null	% 0 or null	2018 Total UZA PHED	101,084,000
Mass.	5,317	4,945	372	7.0%	Boston UZA pop. (US Census 2018)	4,420,143
NH	95	89	6	6.3%	2018 PHED per capita	22.87
All	5,412	5,034	378	7.0%	Average delay per segment:	18,678

Data Segments:	PHED status:					
	Total	with	0 or null	% 0 or null	2019 Total UZA PHED	113,017,780
Mass.	6,061	5,712	349	5.8%	Boston UZA pop. (Estimated 2019)	4,480,127
NH	85	75	10	11.8%	2019 PHED per capita	25.23
All	6,146	5,787	359	5.8%	Average delay per segment:	18,389

Based on total segments:	PHED status:					
	total	with	0 or null	% 0 or null	2020 Total UZA PHED	56,766,456
Mass.	6,100	5,859	241	4.0%	Boston UZA pop. (latest US Census est.)	4,454,243
NH	90	75	15	16.7%	2020 PHED per capita	12.74
All	6,190	5,934	256	4.1%		

Based on total segments:	PHED status:					
	total	with	0 or null	% 0 or null	2021 Total UZA PHED	80,295,124
Mass.	6,006	5,731	275	4.6%	Boston UZA pop. (latest US Census est.)	4,454,243
NH	86	73	13	15.1%	2021 PHED per capita	18.03
All	6,092	5,804	288	4.7%		

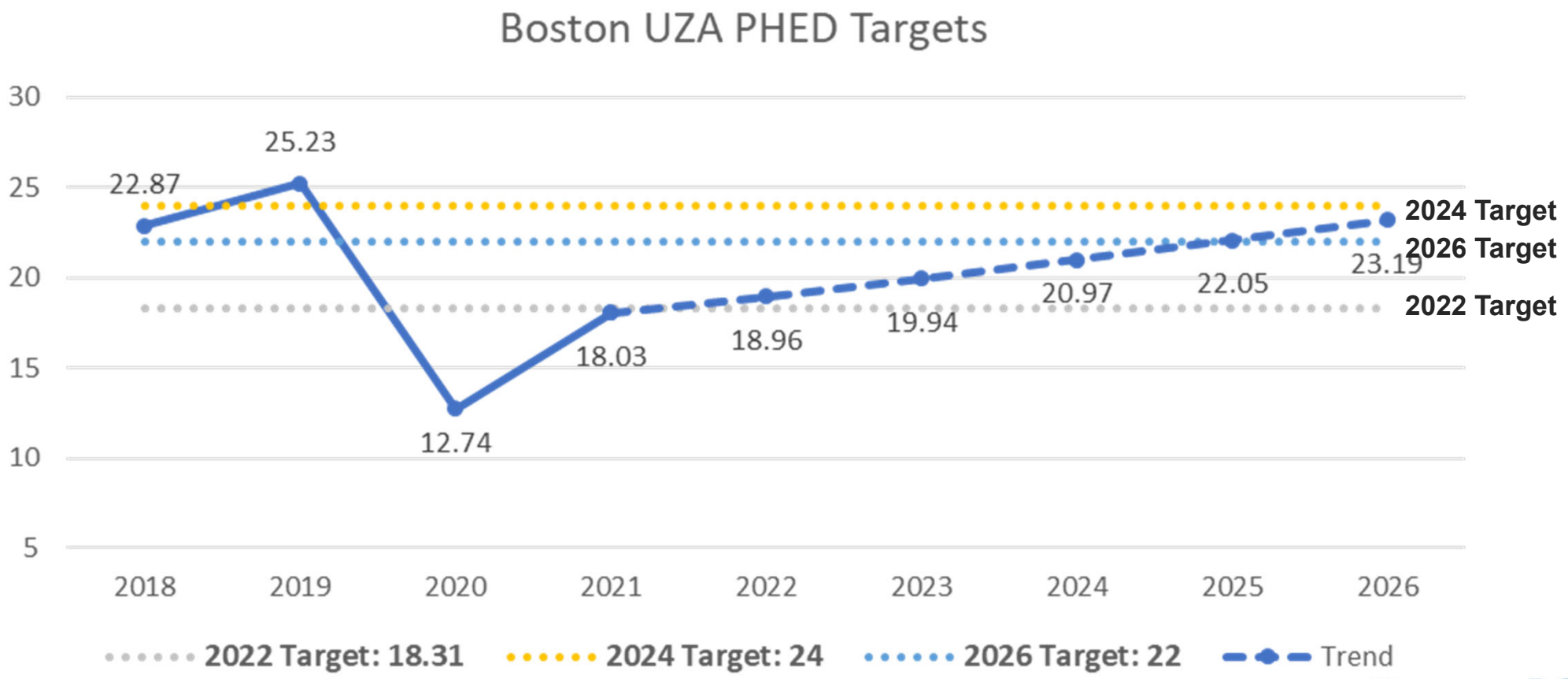
Peak Hour Excessive Delay (PHED)

- For 2024 and 2026 Targets:

- Boston, Springfield, and Worcester UZA – use trendline approach similar to TTR measures, with 3 data points from 2018, 2019 and 2021 (omitting 2020/pandemic outlier)

Peak Hour Excessive Delay (Boston UZA)

- The targets are proposed considering the uncertainty of the trend post-pandemic. A 2024 target of 24 sets a more realistic target. A 2026 target of 22 is proposed to both establish an improving target and one that is below pre-pandemic numbers.



2022 data is year-to-date (July 2022)

PHED Results Summary (annual hours per person)

Year	Boston MA-NH-RI UZA	Springfield MA-CT UZA	Worcester MA-CT UZA
2018	22.87	7.97	10.62
2019	25.23	7.68	8.89
2020	12.74	4.65	5.14
2021	18.03	6.21	6.81
2022 Target	18.31	n/a	n/a
2024 Target	24	6.5	7
2026 Target	22	6	5

Target: 2022 target is met for the Boston UZA.

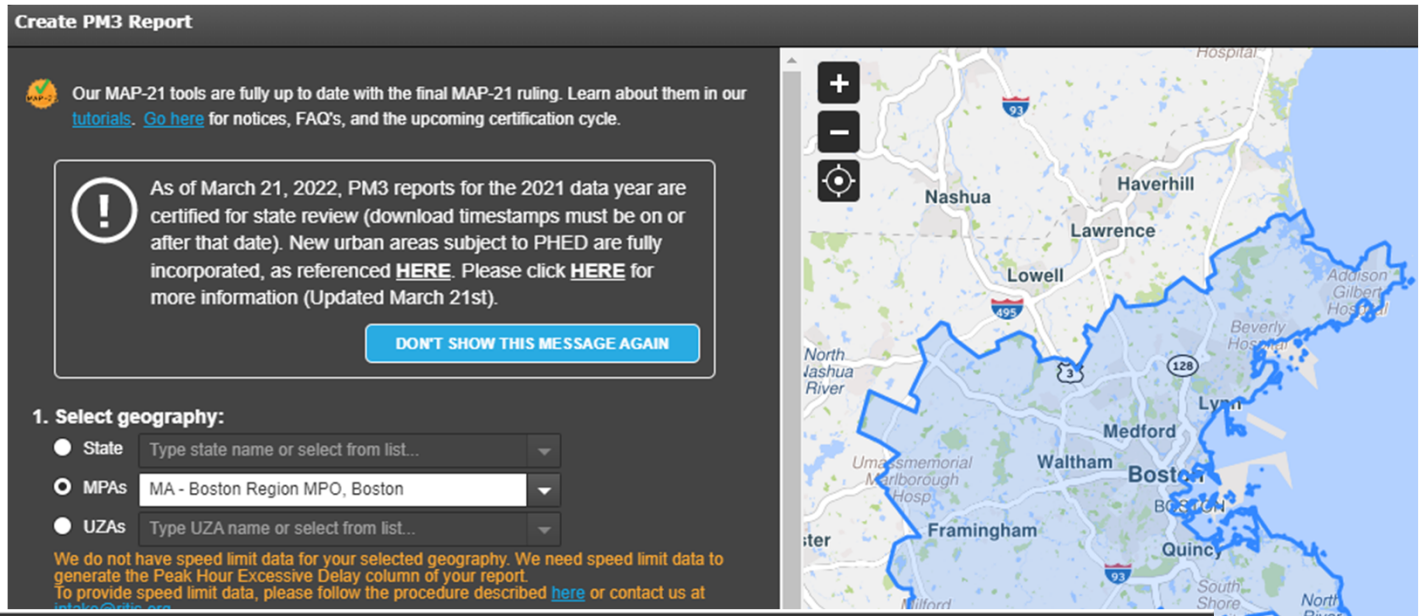
2022 target is evaluated using 2021 data

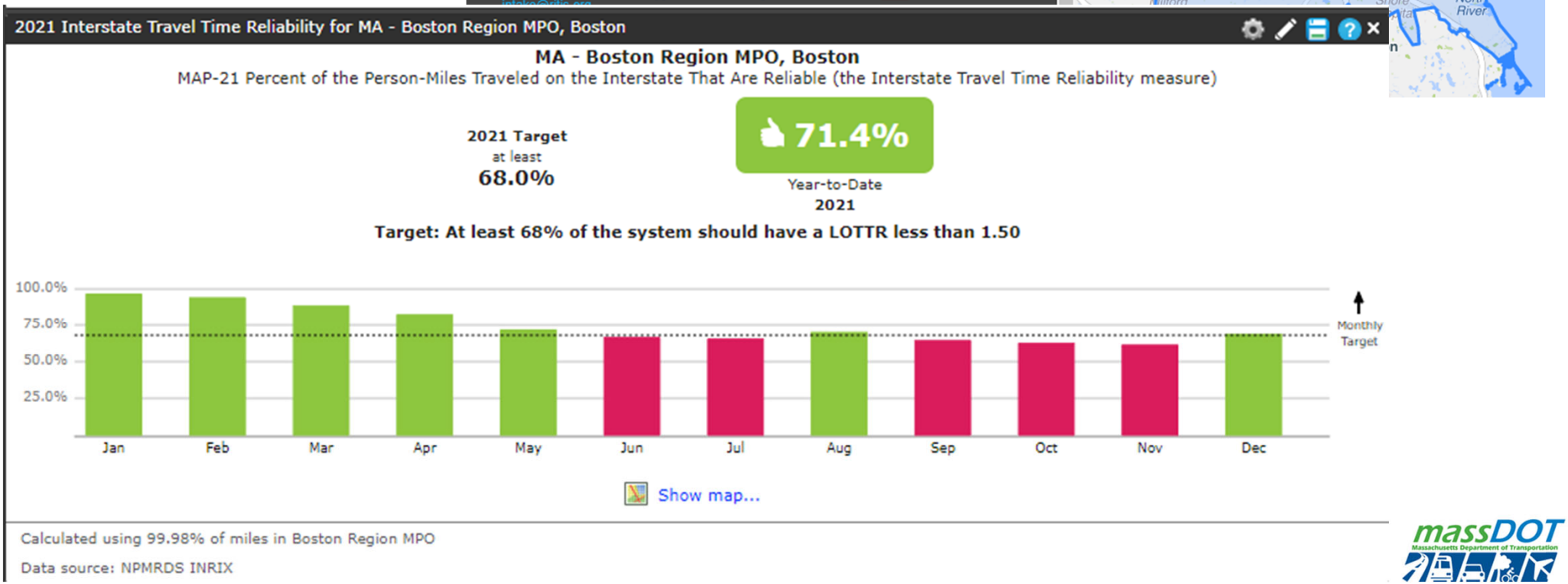
Future MPO Options for LOTTR, TTTR & PHED

- Later in 2023, these measures should be available for more than NHS roadways.
- Available in RITIS by MPO region (for LOTTR and TTTR) or UZA (for PHED).
- Reporting Requirements:
  - Still at **statewide** level (for LOTTR, TTTR) or by UZA (for PHED: Boston, Worcester, Springfield), but:
  - If not adopting MassDOT's targets, MPOs could establish and adopt their own targets by May 1st, 2023 (180 days from 11/1/22).
- MassDOT working with consultant to conflate Road Inventory to RITIS-compatible segments to then enable more accurate speed (and speed limit) data.

Future MPO Options for LOTTR, TTTR & PHED

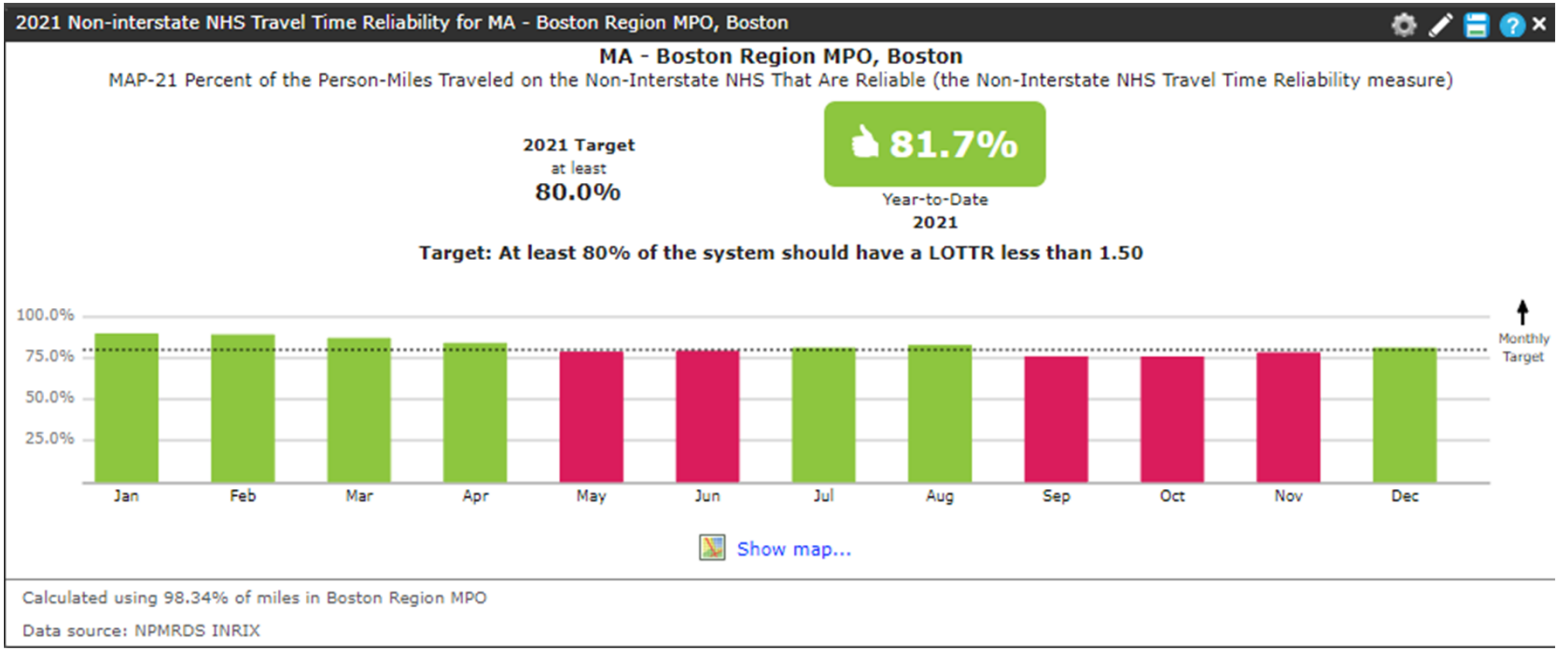
- Some measures available in RITIS now, but limited data

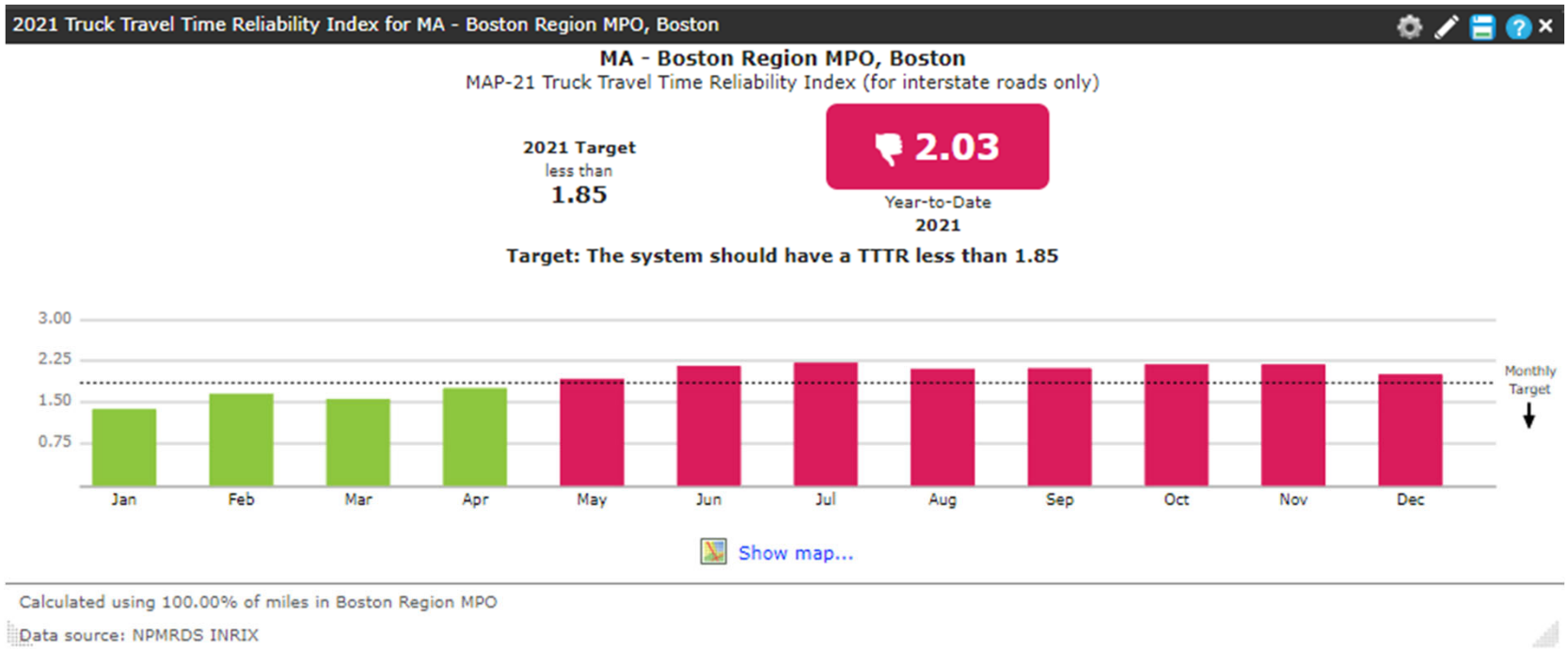




Future MPO Options for LOTTR, TTTR & PHED

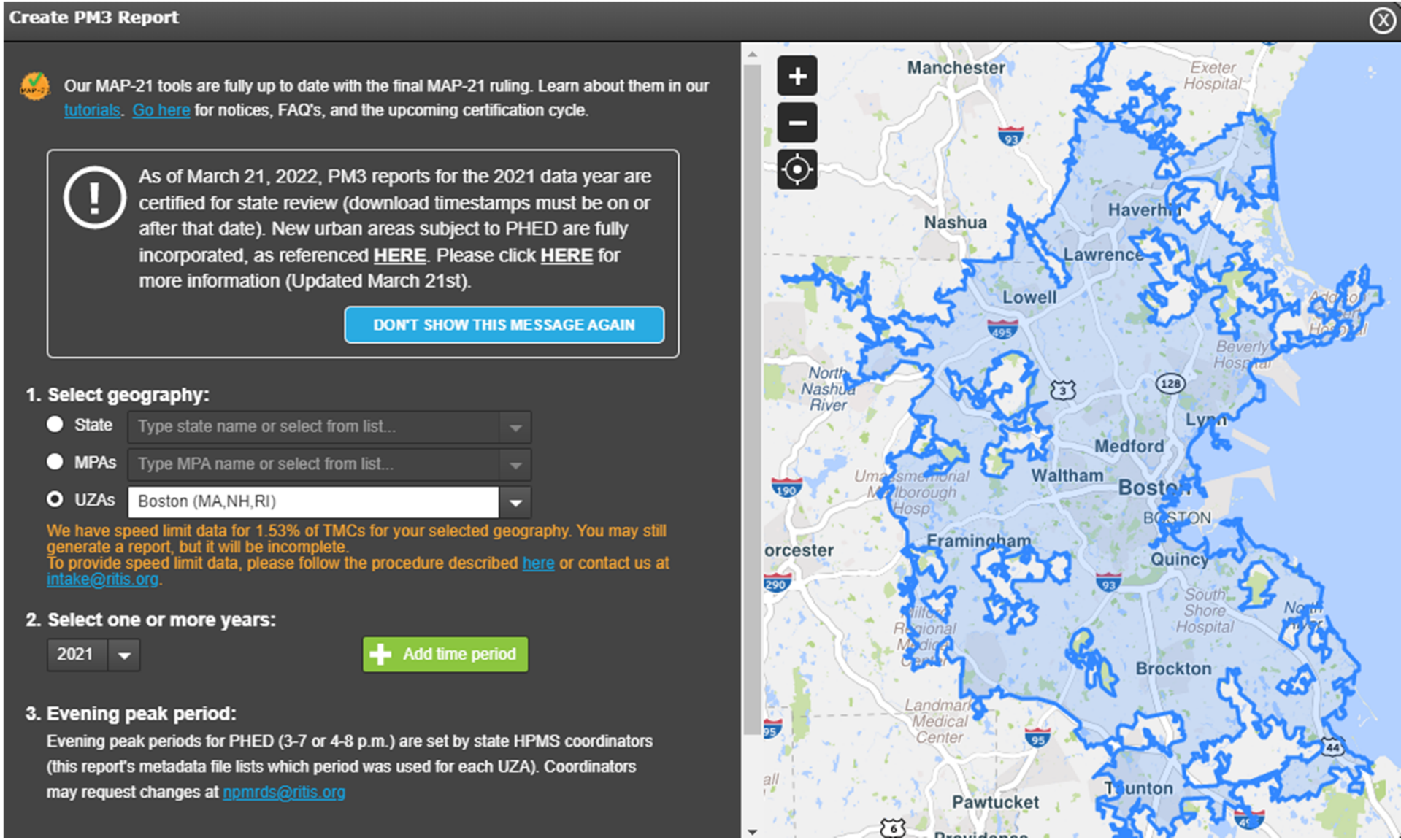
- Example: 2021 Truck Travel Time for Boston MPO would fail target.





Future MPO Options for LOTTR, TTTR & PHED

- PHED example: Currently less than 2% of all road segments have speed limit data – conflation will bring in much greater coverage for this measure.



Percentage of Non-SOV Travel

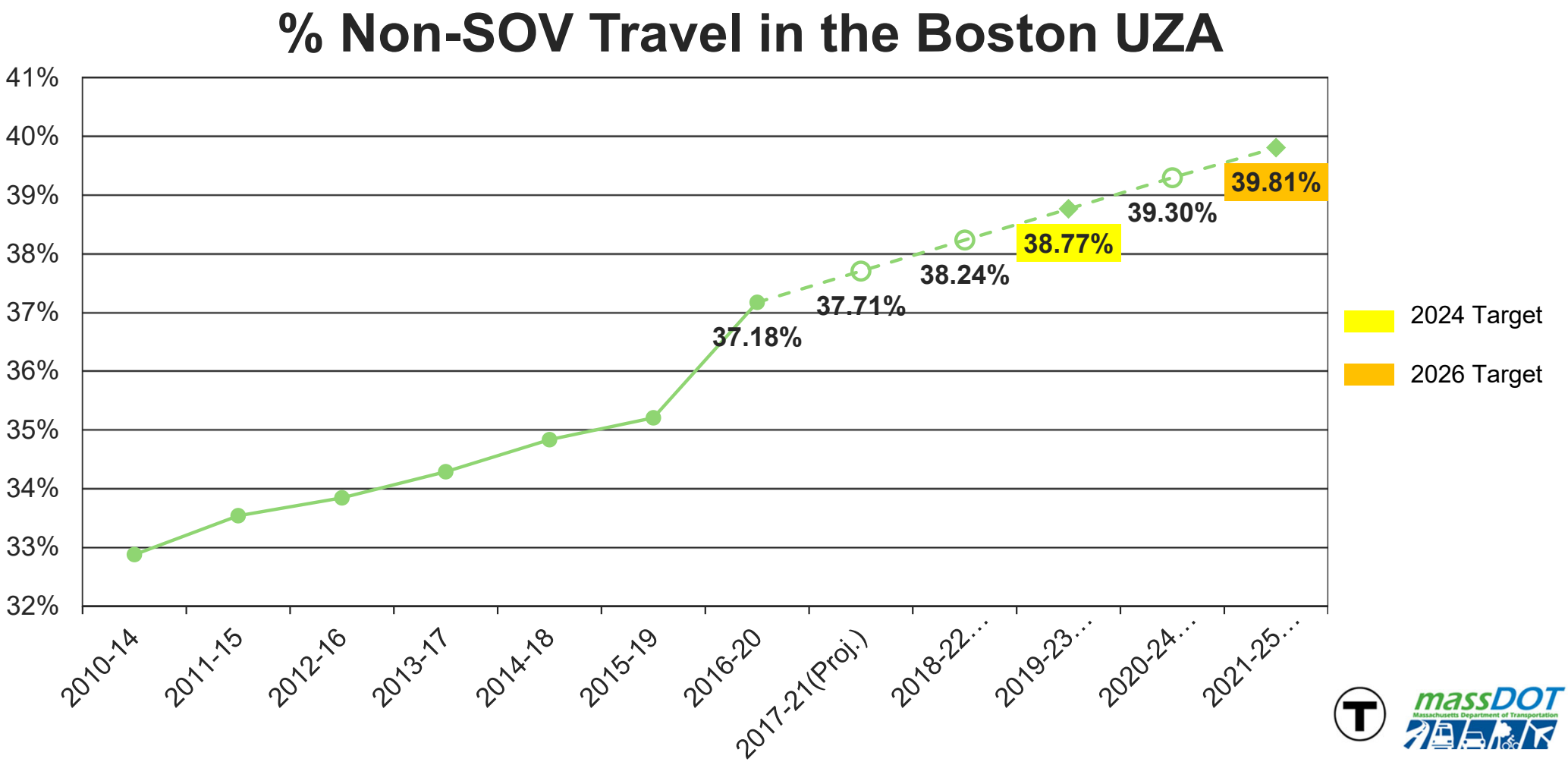
- The metric for non-SOV travel is based on the percentage of people commuting to work using a mode other than a single occupancy vehicle (e.g. carpool, van, public transit, walking, bicycling, or telecommuting).
- Reporting Requirements:
  - Must be reported on the **urbanized area (UZA)** level for the Boston UZA, which includes parts of NH and RI.
  - Worcester UZA, which includes parts of CT.
  - Springfield UZA, which includes parts of CT.
  - MassDOT, NHDOT, CTDOT, and the affected MPOs must collectively establish a single target for the urbanized area by **November 1.**

Non-SOV Travel (Census Table) - Boston

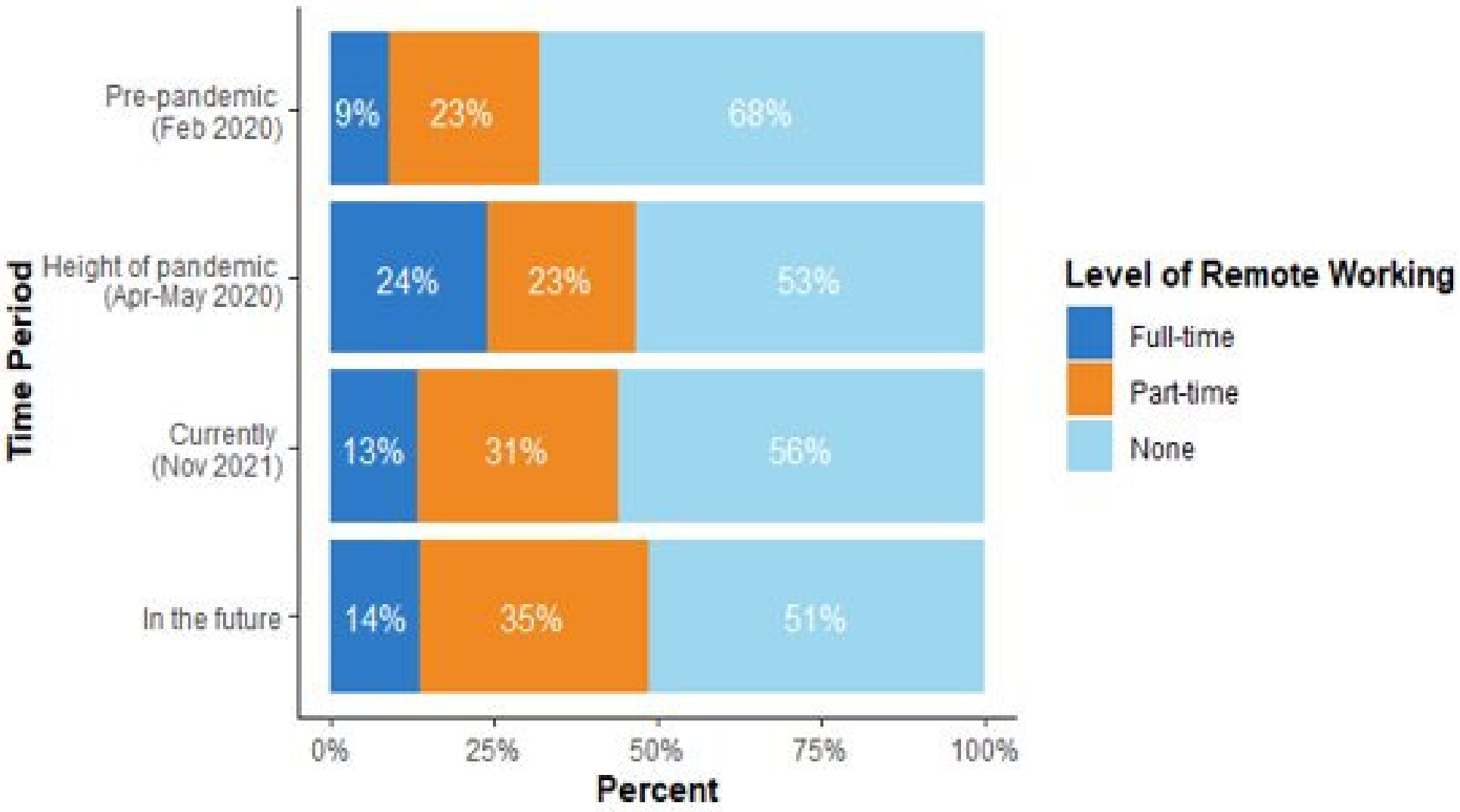
	Boston, MA--NH--RI Urbanized Area (2010)				
	2016	2017	2018	2019	2020
Workers 16 years and over	2,248,850	2,292,375	2,327,952	2,364,889	2,363,758
MEANS OF TRANSPORTATION TO WORK					
Car, truck, or van	73.65%	73.07%	72.63%	72.32%	70.09%
Drove alone	66.42%	65.93%	65.42%	65.07%	63.11%
Carpooled	7.23%	7.14%	7.21%	7.25%	6.99%
In 2-person carpool	5.72%	5.60%	5.61%	5.62%	5.34%
In 3-person carpool	0.87%	0.90%	0.93%	0.96%	0.95%
In 4-or-more person carpool	0.64%	0.64%	0.66%	0.67%	0.69%
Workers per car, truck, or van					
Public transportation (excluding taxicab)	13.96%	14.27%	14.33%	14.46%	13.26%
Walked	5.58%	5.58%	5.62%	5.68%	5.54%
Bicycle	1.02%	1.05%	1.11%	1.14%	1.07%
Taxicab, motorcycle, or other means	1.15%	1.21%	1.33%	1.36%	1.40%
Worked at home	4.63%	4.82%	4.99%	5.04%	8.64%

Percentage of Non-SOV Travel- Boston

- Current data shows that non-SOV travel increased at an average rate of .71% between 2010-2014 and 2015-2019. By multiplying this rate by the 2016-2020 estimate, we expect the following:



Support for Trends – Telework Study



Emissions Reductions

- The on-road mobile source emissions measure is calculated by summing 2-and 4-year totals of emissions reductions in kilograms per day.
- This calculation is done for all projects located in municipalities classified as air quality maintenance areas (Waltham, Lowell, Worcester, and Springfield) or non-attainment areas (Oak Bluffs) funded with CMAQ funds.

Emissions Reductions

Year	City	MPO	Project #	Project Name	VOC Reductions	Nox Reductions	CO Reductions
2023	Waltham	Boston	S12694	NEWMO MICROTRANSIT SERVICE EXPANSION	N/A	N/A	0.354 kg per day
2026	Springfield	Pioneer Valley	608157	SPRINGFIELD- MCKNIGHT COMMUNITY TRAIL CONSTRUCTION, FROM ARMORY STREET TO HAYDEN AVENUE (1.5 MILES)	N/A*	N/A*	N/A*
			TOTAL (in kg per day)				**0.354**

* Project has not yet gone through CMAQ consultation

Summary

Measure	2022 Figure	Proposed 2024 Target (CY2022-CY2023 Performance Period)	Proposed 2026 Target (CY2022-CY2025 Performance Period)
Travel Time Reliability	Interstate: 68% Non-Interstate: 80%	Interstate: 74% Non-Interstate: 85%	Interstate: 76% Non-Interstate: 87%
Truck Travel Time Reliability	1.85	1.80	1.75
Peak Hour Excessive Delay (annual hours per capita)	Boston: 18.31	Boston: 24	Boston: 22
	n/a	Springfield: 6.5	Springfield: 6
	n/a	Worcester: 7	Worcester: 5
Non-SOV Travel	Boston: 33.6%	Boston: 38.77%	Boston: 39.81%
	n/a	Springfield: 22.17%	Springfield: 22.24%
	n/a	Worcester: 25.35%	Worcester: 26.12%
Emissions Reduction	N/A	Waltham: 0.28 kg of CO/day	TBD

October 6, 2022 Old Colony MPO Meeting
Agenda Item 7B
FFY 2024-2028 Transportation Improvement Program (TIP)
Implementation
- **Development Schedule**

Summary

Development of the Old Colony FFY 2024-2028 Transportation Improvement Program (TIP) is currently underway.

Old Colony Planning Council is currently reviewing project priority and working with MassDOT and project proponents to determine current project statuses and states of readiness.

In March 2023, Old Colony Planning Council will present potential scenarios tot the Old Colony Joint Transportation Committee and the Metropolitan Planning Organization for their review and consideration or a preferred alternative, followed by a potential release to public review and comment by the MPO.

The Old Colony FFY 2024-2028 Transportation Improvement Program (TIP) is scheduled for endorsement later this Spring.

For more information about the TIP or questions about specific projects or project development, please contact Bill McNulty at wmcnulty@ocpcrpa.org.

January 5, 2023 Old Colony MPO Meeting
Agenda Item 7C
Old Colony 2050 Long Range Transportation Plan
Development Update

Summary

Old Colony Planning Council is collaborating with MassDOT and mobility partners in the region to plan focus group meeting(s) in the coming months to discuss mobility needs and challenges for the region to be focused on in the 2050 Long Range Transportation Plan. The first focus group meeting will be held in cooperation and collaboration with the Brockton Area Transit (BAT) Authority and will be scheduled this month (January 2023).

A public survey has been released and will be active though January. This survey was developed in cooperation with the Massachusetts Department of Transportation.

Old Colony Planning Council is currently reviewing and commenting on socioeconomic (population, households, and employment) estimates for 2030, 2040, and 2050. A final set of figures is anticipated this Spring.

Stakeholder engagement is currently underway. Meetings with stakeholders are being scheduled to discuss their needs and solicit their input into the process. A series of or public

engagement events (webinars, open houses, information tables) are also being planned and scheduled.

Old Colony Planning Council is currently performing a pavement conditions assessment of the federal-aid eligible roadway network in the Old Colony region. This assessment will be used in developing investment scenarios and an overall investment figure needed to improve and maintain the entire system in a state of good repair.

The Draft 2050 Long Range Transportation Plan will be released for public review and comment later this Spring.

If you have any questions about these Goals of the Plan, please contact LRTP Project Manager Bill McNulty at wmcnulty@ocpcrpa.org or (774) 539-5103.

January 5, 2023 Old Colony JTC Meeting
Agenda Item 8A
Community Local Technical Assistance Studies

Summary

Through Task 3200 (Local Highway Technical Assistance) of the Old Colony Metropolitan Planning Organization (MPO) FFY 2022 Unified Planning Work Program, Old Colony Planning Council provides local traffic planning and technical analysis services to its member communities.

Old Colony Planning Council has completed a traffic study of Central Street in East Bridgewater. Data, findings, and technical guidance have been distributed to the Town.

Project Status Updates

Duxbury

- Traffic Study for Route 3A at Oak Street and Parks Avenue, and Route 3A at Elm Street and Soule Avenue

  Data collection in progress

Kingston

- Road Safety Audit of Landing Road
  RSA to be scheduled

Plymouth

- Aerial Inventory of Locations (OCPC Drone Program)
  Drone flights to be scheduled

For information about local technical assistance studies prepared by OCPC or to request technical assistance in your community, please direct inquiries to Bill McNulty, PTP (wmcnulty@ocpcrpa.org) at (774) 539-5103.

January 5, 2023 Old Colony JTC Meeting
Agenda Item 8B
Staff Reviews on ENFs, EIRs, and NPCs

Summary

The reviews on Environmental Notification Forms (ENFs), Environmental Impact Reports (EIRs), and Notices of Project Change (NPCs) staff report includes projects that are subject to Massachusetts Environmental Policy Act (MEPA) review under M.G.L. c. 30, sections 61-62H. The staff report provides information about proposed projects, proponent and MEPA points of contact, and comment period deadlines in order to provide the public with an opportunity to review and comment on any and all proposed projects. Information on the MEPA review process; project filing procedures; the staff directory; and information on current and past projects can be accessed at http://www.mass.gov/eea/agencies/mepa/.

Submitting Comments to MEPA

The Secretary of Energy and Environmental Affairs (EEA) accepts written comments on projects currently under MEPA review. Comments may be submitted electronically, by mail, via fax, or by hand delivery. Comments submitted to MEPA are public records and should be sent to the following address:

Secretary Kathleen Theoharides
EEA, Attn: MEPA Office
[Analyst Name], EEA No._____
100 Cambridge Street, Suite 900
Boston, MA 02114

New Projects

DEIR

EEA #16558 – Lake Shore Center Phase 4 – Bridgewater
The project is subject to review under the MEPA because it will require a State Permit and exceeds one or more MEPA review thresholds. The proponent filed an ENF on May 16, 2022. On June 24, 2022, a Secretary Certificate was issued requiring a DEIR.

EENF

EEA #16636 – Ellis Brett Pond Dam Repairs – Brockton
The following repairs are proposed for the dam and dike:

- Remove remaining brush, stumps and root systems, from within 20 feet of the dam. Unstable portions of the dike will be regraded

- Regrade the embankment at the dam and associated dike to have a uniform crest with a downstream and upstream slope
- Provide vegetated articulated concrete block matting
- Restore gravel access drive along dike to uniform elevation
- Grass area downgradient of the wetland flags will be restored with a mowable native wetland or conservation seed mix

ENF

EEA #16638 – Doyle Aquaculture – Plymouth

The proposed license site is located in the waters of Plymouth within the Duxbury Bay shellfish growing area. The applicant proposes to deploy bottom gear to culture oysters and potentially other shellfish.

Public Notice

NHESP – Notice of Issuance of Section 61 Finding – 16578 Owl Ridge Estate – Easton

A Conservation and Management Plan has been prepared in consultation with the Natural Heritage and Endangered Species Program (NHESP).

Notice of Application and Issuance of a Draft Groundwater Discharge Permit – Halifax

Authorizes discharges to the ground from the on-site wastewater treatment facility located at Walmart Store at 295 Plymouth Street, Halifax, MA.

Notice of Submission of a Yearly Operation Plan – Multiple Towns in Region

In 2023, National Grid will conduct a selective herbicide treatment program on their rights-of-way as part of an Integrated Vegetation Management program on transmission and distribution lines. This will take place in Abington, Avon, Bridgewater, Brockton, East Bridgewater, Easton, Stoughton, West Bridgewater, Whitman.

Notice of Intent to Initiate an Aquatic Plan Management Program – Stoughton

The proposed project is seeking approval to implement an Aquatic Plant Management Program at Glen Echo Pond.

Notice of Issuance of Draft Water Management Act Permits – Plymouth

MassDEP has issued a Draft Renewed Water Management Act permit for a 30-day public comment period to the Town of Plymouth in the Buzzards Bay Basin.

Notice of Application and Issuance of a Draft Groundwater Discharge Permit – Hanover

This Draft Groundwater Discharge Permit is for the discharge of treated wastewater from the Cardinal Cushing Centers at 405 Washington Street. This Public Notice starts the 30-day public comment period (December 7).

Notice of Scope of Work for a Hydrogeological Evaluation – Halifax

This Scope of Work is for a proposed soil absorption system to be located at 265 Monponsett Street.

January 5, 2023 Old Colony JTC Meeting
Agenda Item 8C
Regional Concerns and Local Community Transportation Issues

Summary

Regional Concerns and Local Community Transportation Issues.