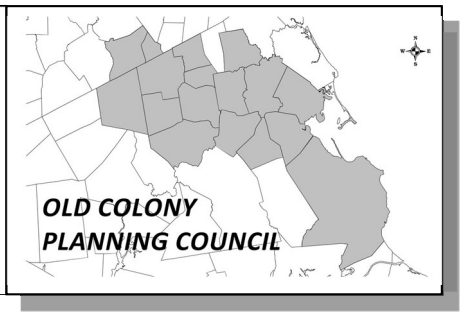
OLD COLONY JOINT TRANSPORTATION COMMITTEE

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.ocpcrpa.org / *@OldColonyPC*



Thursday, January 7, 2021, 12:00 P.M. to 1:00 P.M.

Held Virtually via Zoom due to the Covid-19 State of Emergency in Massachusetts

Join Zoom Virtual Meeting
https://zoom.us/join
Meeting ID: 864 0620 0269
Passcode: 734734

Dial by your location
+1-646-518-9805 or +1-646-558-8656
Meeting ID: 864 0620 0269
Passcode: 734734

AGENDA

1. Call to Order and Introductions
2. Public Comments
3. Minutes of December 3, 2020 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 2021-2025 Transportation Improvement Program (TIP) Implementation
7. New Business
   - A. Development of FFY 2022-2026 Transportation Improvement Program
     - Updates from Project Proponents
   - B. FFY 2021 UPWP Road Safety Audits at Multiple Locations
     - Project Status and Update
   - C. Old Colony Traffic Counting Program
     - Summary of 2020 Data Collection Program
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 Extension 202 for more information.

- If this information is needed in another language, please contact Mary Waldron at 508-583-1833 Extension 202.
- Se esta informação é necessária em outro idioma, entre em contato com Mary Waldron em 508-583-1833 Ramal 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).

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 Extension 202."

- "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 Extension 202 for more information. Thank you."

January 7, 2021 Old Colony JTC Meeting
Agenda Item 1
Call to Order and Introductions

Summary

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

January 7, 2021 Old Colony JTC Meeting
Agenda Item 2
Public Comments

Summary

Public comments.

January 7 2021 Old Colony JTC Meeting
Agenda Item 3
Minutes of December 3, 2020 Meeting

Summary

Old Colony JTC to consider approval of December 3, 2020 Old Colony JTC Meeting Minutes.

OLD COLONY JOINT TRANSPORTATION COMMITTEE (JTC)

Meeting Minutes of the Old Colony Joint Transportation Committee (JTC)
Held Virtually Via Zoom due to the Covid-19 State of Emergency in Massachusetts
December 3, 2020 at 12:00 P.M.

ATTENDANCE

Abington	Bruce Hughes	Mass Development	Mary Ellen DeFrias
Abington	John Stone	Tighe & Bond	Dan Murphy
Brockton	Rob May	MA Safe Routes to School	Vivian Ortiz
Brockton	Raisa Saniat	Transit Matters	Matthew Petersen
Duxbury	Valerie Massard	Transit Matters	Ethan Finlan
Easton	Dave Field	Transit Matters	Jarred Johnson
Hanson	Deborah L. Pettey	WATD News	David Cedrone
Hanson	Jamison Shave	Unknown #	N/A
Stoughton	John Charbonneau	Unknown #	N/A
West Bridgewater	Meri Anderson	OCPC	Ray Guarino
Whitman	Dan Salvucci	OCPC	Dottie Fulginiti
Whitman	Noreen O'Toole	OCPC	Bill McNulty
BAT	Glenn Geiler	OCPC	Kyle Mowatt
BAT	Michael Lambert	OCPC	Charles Kilmer
MassDOT	Ben Muller	OCPC	Mary Waldron
MassDOT	Barbara LaChance	OCPC	Paul Chenard
MBTA	Makayla Comas	OCPC	Shawn Bailey
MBTA	Laurel Paget-Seekins		

1. Call to Order and Introductions

Vice Chairperson Dan Salvucci called the meeting to order at 12:00 P.M. and then read the Meeting Accessibility Statement and the Title VI Notice of Protection Statement. Charles Kilmer then conducted the roll call.

2. Public Comments

There were no public comments.

3. Minutes of the November 5, 2020 Meeting

Vice Chairperson Dan Salvucci asked if the members had reviewed the minutes of the November 5, 2020 Meeting. The members then voted to endorse the minutes of the November 5, 2020 Old Colony JTC Meeting.

4. Communications

Shawn Bailey reviewed the contents of the communications staff report. Included were letters of correspondence, as well as notices of workshops and conferences. They are as follows:

- MassDOT – Shared Winter Streets and Spaces
- Local Rapid Recovery Planning Assistance to Revitalize Downtowns
- FHWA and NHTSA Announce First Ever USDOT Pedestrian Safety Action Plan
- Letter from OCPC to MBTA regarding MBTA service reductions
- 2021 Mass Trails Grant Round – Now Open

5. Reports

A. Brockton Area Regional Transit Authority (BAT)

Michael Lambert reported on the following:

- COVID Response- Workforce is happy and healthy. Doing everything we can to keep that going.
- BAT has seen a recent decrease in ridership (5%) due to the spike in COVID cases.
- BAT has a new project with the MBTA that started December 1, 2020. BAT approached the MBTA about a fare reduction from the 3 Brockton Train Stations to JFK Station and South Station, as an incentive to take advantage of the Commuter Rail's extra capacity, and relieve some of the pressure on the Ashmont Route. This program is open to Brockton residents and will run for 6 months.

B. Greater Attleboro-Taunton Regional Transit Authority (GATRA)

Paul Chenard reported on the following:

- Operating their On Demand Transit Service. Ridership is low due to rising COVID cases.
- Had to close their customer service window as a protective measure in response to COVID.

C. South Coast Rail Project

Paul Chenard reported on the following:

- Most construction is being done in the southern part of the Commonwealth

6. Old Business

A. FFY 2021-2025 Transportation Improvement Program (TIP) Implementation

Charles Kilmer discussed updates to projects in the FFY 2021-2025 TIP. They are as follows:

FFY 2021 Projects:

EASTON - ROUTE 123 (DEPOT STREET) RECONSTRUCTION FROM NEWELL CIRCLE TO ROUTE 138 (607217)

- Project advertised for construction bids on November 7, 2020. Bid opening scheduled for December 22, 2020.

OCPC had an offline meeting with Deb Pettey from Hanson regarding the Route 14 project. Charles Kilmer thanked Ms. Pettey for the question from the last meeting and for participating in the coordination meeting.

7. New Business

A. MBTA Forging Ahead – Proposed Service Changes

- ***Guest Speaker – Laurel Paget-Seekins, MBTA***

Laurel Paget-Seekins provided a summary on the MBTA Proposed Service Changes.

Forging Ahead is the process the MBTA is using to focus their operating and capital resources on the riders who depend most on the MBTA for frequent and reliable service. The MBTA is evaluating all internal spending to reduce expenditures; assessing our capital program and reallocating a limited amount of funds from our capital budget to support our operating budget.

- MBTA Total FY21 budgeted spending is $2.295 Million. FY22 budget gap projection is at $579 Million.
- MBTA ridership fell significantly and is slowly recovering.
- MBTA ridership return will vary depending on future of local travel, vaccine timing, and economic recovery.
- Goal of this framework is to preserve service at or above Service Delivery Policy levels for all services in the High Ridership and High Transit Critical quadrant (Blue Line, Orange Line, Red Line, Green Line, Mattapan line, many bus routes, Fairmount CR line.

Most service is preserved: 85% of Bus, 70% of Rapid Transit, 65% of Commuter Rail, 0% of Ferry. Under this proposal 78.5% of households in the MBTA service area have MBTA service with ½ mile compared to 82% previously. Potential station closures include Plimptonville, Prides Crossing, Silver Hill, Hastings, Plymouth, and Cedar Park.

Vice Chairperson Dan Salvucci stated that the biggest push back so far is on the ferry. He stated people need to understand that if it is such low ridership it needs to be done.

Bruce Hughes stated there was an article in the paper regarding the condos being built near the Plymouth Commuter rail station. The developer is rethinking this, due to the potential closing of this commuter rail station.

Paul Chenard read a question in the chat box from David Cedrone: How will the budget be paid when the CARES Act money runs out. Ms. Paget-Seekins stated that the CARES Act money is enough to get us

through the losses at the end of FY20.

Michael Lambert offered BATs official statement on the Ferry and potential cuts. Any cut will have a negative impact on BATs ability to run local bus service. The ferry is one solution that avoids the bottleneck of 24 and 27. BAT offered their concern about these cuts.

Dottie Fulginiti, who is on the MBTA Advisory Board, stated that there was an idea to establish a return to service commission. She stated that it is important that when this board is established that the regional planning agencies have a seat at the table.

David Cedrone asked, with the proposed cuts, what is that worth to the MBTA? Ms. Paget-Seekins stated that $128 Million is what the MBTA is saving by cutting the services.

Mary Waldron stated that the Old Colony Planning Council sent a letter to MBTA stating their concern about leaving the Town of Plymouth without rail service.

Charles Kilmer asked if the MBTA has calculated the effect on Paratransit Services. Ms. Paget-Seekins stated that the impact would be anywhere we reduce the fixed route bus service within ¾ of a mile. These trips would fall under the premium fares vs. the ADA fares. There will also be a change to the scheduling window from 30 minutes to 40 minutes.

Discussion followed.

The MBTA is hosting a series of 11 virtual public meetings via Zoom (nine regional meetings, two system-wide meetings). Comments may be submitted at the meetings.

B. TransitMatters

- ***Guest Speakers – Jarred Johnson, Matthew Peterson, and Ethan Finlan, TransitMatters***

TransitMatters is dedicated to improving transit in and around Boston by offering new perspectives, uniting transit advocates, and informing the public. We utilize a high level of critical analysis to advocate for plans and policies that promote convenient, effective, and equitable transportation for everyone.

TransitMatters Goals

- Create awareness amongst the general public of transportation mechanics, economics, and opportunities
- Provide education and analysis to equip citizens and leaders to make the best transportation decisions and investments
- Enable and empower grassroots public demand for better transportation ideas and investment decisions

TransitMatters Initiatives

- Regional Rail Vision
- Mobility Hubs
- NextGen Bus
- Fair Fares

Brockton/South Shore Focus

- Enhance regional connectivity through frequent rail service, bus service, and infrastructure improvements
- Improve air quality
- Improve access to mobility
- Permanent broader fare reduction and integration could offer RTAs everywhere more opportunities when designing service plans

A Vision for Regional Transit Connectivity

- Comprehensive regional connectivity enables not just Boston commutes by intra-regional mobility
- All-week service at least hourly
- BAT, GATRA, and SRTA are well-positioned to coordinate service and connect the region
- Development at transit hubs allows economic development with less congestion – while regional transit connections enable all the essential trips people have to make

Rob May stated that he has been involved with the regional rail discussion for the last couple of years. There is no one at these meetings representing communities south of Boston. He stated "If we are not there, we are not going to get our share of what we need to advance. We need to be involved."

Discussion followed.

C. FFY 2021-2025 Old Colony Transportation Improvement Amendment 1

- ***Review and Potential Approval***

Charles Kilmer discussed the FFY 2021-2025 Old Colony TIP Amendment 1.

Amendment 1 adds two (2) projects to FFY 2021.

1. <u>BROCKTON AREA TRANSIT (BAT)</u>
    - AMENDMENT: ADD PROJECT – BUY REPLACEMENT 40-FT BUS (4)
    - COST IS $2,250,000 (2018 - $141,416; 2019 - $878,105; 2020 - $780,479 FEDERAL; $450,000 STATE

2. <u>BROCKTON AREA TRANSIT (BAT)</u>

- AMENDMENT: ADD PROJECT – ACQUIRE – MISC SUPPORT EQUIPMENT. COST IS $490,000 ($490,000 FEDERAL; $98,000 TDC)

Vice Chairperson Dan Salvucci asked if there is a motion to approve Amendment 1. A motion was made and was seconded.

The Old Colony JTC voted unanimously to approve Amendment 1.

8. Other Business and Public Comment

A. Community Local Technical Assistance Studies

Bill McNulty reported on the completion of the following Old Colony MPO's Community Local Technical Assistance Program Studies:

- Assistance with Heavy Commercial Vehicle Exclusion (HCVE) Zone Request for Summit Road, **Abington**
- Traffic Study of West Main Street at South Street and School Street, **Avon**
- Traffic Signal Warrant Analysis for Warren Avenue and Market Street, **Brockton**
- Traffic Counts for Union Street and Washington Street (Route 138), **Easton**
- Clark Road / Beaver Dam Road Corridor Traffic Study, **Plymouth**

B. Staff Reviews on ENFs, EIRs, and NPCs

Kyle Mowatt summarized the Environmental Notification Forms (ENFs), Environmental Impact Reports (EIRs), Notices of Project Changes (NPCs), and Certificates for projects within the OCPC region that are undergoing Massachusetts Environmental Policy Act (MEPA) Office review.

Projects Currently Under Review as of November 23, 2020

EEA #16291 – 20-Inch Force Main Replacement (Whitman)

The project is anticipated to be completed in a multi-phased approach, as described below:

Phase 1 consists of the installation and testing of a replacement sewer force main from the ASPS in Whitman to the sewer terminus manhole on Southfield Drive in Brockton. Approximately 16,000 linear feet of new force main will be installed, which is comprised of a combination of 20-inch PVC DR18 pipe and 20-inch HDPE DR11 pipe. There are three stream crossings along the alignment (one in Whitman and two in Brockton) that will be completed using trenchless methods of installation (horizontal directional drilling, auger boring, pipe ramming) to mitigate the risks of disturbance to the environment. Construction will include new valves, air release manholes, blowoff/cleanout manholes, and utility improvements along the alignment. The replacement force main will be constructed up to the four proposed tie-in locations: at the ASPS; at the new force main sewer terminus manhole on Southfield Drive; at the Auburn Street West Pump Station (ASWPS); and at the Auburn Street East Pump Station (ASEPS). The replacement force main will be hydrostatically pressure tested prior to use. The existing 20" DI force main will remain active under this phase.

Phase 2 consists of the installation of a bypass system in which bypass rental pumps will temporarily pump raw wastewater from the ASPS into the new replacement force main and discharge into the new force main sewer terminus manhole on Southfield Drive. The bypass system would involve using temporary rental pumps installed outside the ASPS to pump raw wastewater from the ASPS wet well to the new replacement force main. As part of Phase 2, the bypass system would be connected into a new replacement force main bypass connection in order to decommission the existing force main. During the scheduled bypass, all force main tie-in connections will be completed.

Phase 3 consists of the commissioning of the replacement force main upon completion of all permanent tie-in connections. The ASPS would be brought back online and all wastewater flow would be pumped into the replacement force main, which will act as the primary conduit for the conveyance of all wastewater flow from the ASPS. Upon completion of all flow cutover and yard piping work, the bypass system will be disassembled and removed from the site. In addition to this commissioning work, all final paving and landscape restoration along the force main alignment will be completed under this third phase.

Phase 4 is contingent upon the availability of Town funding and will be listed as a bid alternate for the project. This phase would include the heavy cleaning and a CCTV inspection of the existing force main to determine if any additional rehabilitation or lining work is needed. Upon completion of Phase 4, the existing 20" DI force main will be left decommissioned and will act as a standby force main for the ASPS

The project is anticipated to be completed within 12 months, with a Winter/Spring 2021 bid date and a projected final completion date of June 2022. It is anticipated the project will require direct impacts as follows: traffic management, roadway and easement restoration, stormwater management and dewatering, and utility impacts. The summary of these impacts are included in EP's Basis of Design Memorandum included under Appendix F of this ENF submission.

NPC

EEA #11519 - The Pinehills (Plymouth)

The proponent is now seeking MEPA review of the seventh and final phase of development, along with the addition of 1.8 acres of land to the Project Site.

Phase VII includes the review of the remaining 500,000sf of commercial building planned for The Pinehills Village Green area including multi-family for rent and general commercial office uses. The additional 1.8 acres of land being added to the Project Site will be left as natural open space and included as a part of the 392 acre natural open space northerly nature preserve.

Certificates

EEA #16268 – Proposed Duxbury Beach Nature-Based Storm Damage Protection Project (Duxbury)

The Certificate states that this project **does** require an Environmental Impact Report.

EEA #16274 – Sylvia Pond Estates (Kingston)

The Certificate states that this project **does not** require an Environmental Impact Report.

EEA #16275 – Park Street Sewer Expansion (Stoughton)

The Certificate states that this project **does not** require an Environmental Impact Report.

EEA #16283 – Town of Marshfield and Duxbury Beach and Dune Nourishment (Marshfield, Duxbury)

The Certificate states that this project **does** require an Environmental Impact Report.

C. Regional Concerns and Local Community Transportation Issues

Charles Kilmer recognized Mary Waldron, who is celebrating her one year anniversary of being the Executive Director of the Old Colony Planning Council. Charles Kilmer thanked Mary for everything that she has done.

Noreen O'Toole added lots of applause towards Mary Waldron for all of her leadership during this challenging time.

9. Adjournment

The meeting adjourned at 1:17 PM.

Respectfully submitted,
Kyle Mowatt
Kyle Mowatt
Senior Transportation Planner

List of Documents for December 3, 2020 Old Colony JTC Meeting

- Minutes of the November 5, 2020 Old Colony JTC Meeting
- Staff Report for December 3, 2020, Old Colony JTC Meeting Agenda Items

January 7, 2021 Old Colony JTC Meeting
Agenda Item 4
Communications

Summary

The communications staff report typically includes letters of correspondence, notices of courses, meetings, and workshops. Please refer to the attachments and the items listed below for more information.

Attachment(s)

1) MassDOT Highway Division Announcement Regarding Complete Streets Tier 3 Grants Recipients
2) MassDOT Highway Division Announcement Regarding Project Initiation Process for Highway Division Projects

Purpose and Applicability

This Standard Operating Procedure (SOP) summarizes the activities associated with initiating a project at the MassDOT Highway Division, from definition of project need through approval by the Project Review Committee (PRC). This SOP is designed to be consistent with the first three steps of the project development process as described in Chapter 2 of the Project Development and Design Guide (Sections 2.1, 2.2. and 2.3, pages 2-5 through 2-33):

Step 1: Problem/Need/Opportunity Identification
Step 2: Planning
Step 3: Project Initiation

This SOP applies to all projects, that is, activities that may result in the initial construction, maintenance, preservation, rehabilitation, or reconstruction of infrastructure or other facilities. It also applies to vertical construction projects. It is not intended to apply to activities such as maintenance equipment purchases or other procurements.

Definitions and Resources

MaPIT: All projects must be initiated through the Massachusetts Project Intake Tool (MaPIT), a web-based application designed to help both state and municipal proponents map, create, and initiate transportation projects, while screening against all relevant in-house GIS resources. The website is accessible at this address: https://gis.massdot.state.ma.us/mapit/

A username and password are required to use the website. Log in credentials are provided to designated staff at MassDOT or other state agencies, official staff representing each city or town, and consulting firm personnel working on behalf of a city or town. Eligible staff includes those in charge of creating new projects within MassDOT or within municipalities. Training sessions are held periodically by the MassDOT Highway Division and training videos should be made available on mass.gov at the following address: https://www.mass.gov/info-details/massdot-highway-initiating-a-project

Project Initiation Form (PIF): The new PIF combines the superseded forms that were previously used during project initiation, the Project Need Form (PNF) and old PIF. The PIF is divided into three parts:

Part I – Facility Location, Project Purpose and Need, and General Information
Part II – Project Description
Part III – Project Costs and Responsibilities

Project Scoring: The MaPIT application uses the information provided from the PIF to establish an overall score based on a set of criteria related to system preservation, mobility, safety, economic impacts, environmental effects, social equity, policy support, and cost effectiveness. The criteria and project score are used by MassDOT staff to assess the relative value of each proposed project and to help allocate limited state and federal funds to transportation assets.

Project Scoping Checklist: The MassDOT Highway Division has created separate project scoping checklists for roadway and bridge projects to ensure that the design services include all necessary work tasks for successful completion of the project's design. The checklist is completed after project creation and includes information derived from MaPIT and the PIF.

Pre-25% Design Scoping Procedure: The MassDOT Highway Division has created a Pre-25% Project Scoping Procedure to refine the scope of a project and establish a basis for the 25% design submission. It is intended to help build consensus on design approach, design elements such as cross-section and design speed, and identify potential project risks.

Project Proponents

A MassDOT Highway project may be initiated by three general types of users: MassDOT Highway Division staff; another state agency staff, such as the Department of Conservation and Recreation; and official staff of a city or town in Massachusetts or their designated representative.

MassDOT Highway Division Project Types

The project types initiated by MassDOT Highway Division Headquarters staff generally originate from the asset management systems operated by the Division to ensure proper maintenance and repair of the Commonwealth's roadway assets or address a known issue. Highway Division proponents are typically managers of a specific class of infrastructure asset (e.g. bridges, pavement, etc.), a policy focus area (safety, traffic, etc.), or general funding programs (interstate maintenance, NHS preservation, etc.).

Project types initiated by MassDOT Highway Division District staff generally originate from a specific need that is required to ensure proper maintenance and repair of the Commonwealth's roadway assets or address a known issue. These needs can be from any policy focus area and cover the full breadth of transportation projects, including but not limited to: safety improvements, bicycle and pedestrian accommodations, streetscape improvements, roadway repair and/or repaving, construction of new roadways, and interstate ramp modifications. To ensure proper accountability with internally initiated projects, District staff must coordinate with the responsible program or asset manager(s) prior to initiating a project.

Non-MassDOT State Agency Project Types

The project types initiated by staff of other state agencies other than MassDOT vary but are limited only to those that require use of state or federal funds for maintenance, repair, and/or modification of roadway infrastructure under the jurisdiction of that agency.

Municipal Project Types

The project types initiated for municipalities consist of a wide variety, covering the full breadth of transportation projects, including but not limited to: safety improvements, bicycle and pedestrian accommodations, streetscape improvements, roadway repair and/or repaving, construction of new roadways, traffic signal upgrades, and intersection reconstruction. Projects initiated by city or town staff require more in-depth review to ensure their adherence with statewide policies and compliance with the Project Development and Design Guide. Within the MassDOT Highway Division, the local District Office has the primary responsibility for conducting this review and assisting the community through the project initiation process outlined below.

Step 1: Project Request

A. Proponent Identifies Problem/Need/Opportunity in MaPIT: The project proponent creates a polygon within the MaPIT tool that indicates the area where a transportation problem, need, and/or opportunity has been identified. Using the tool's geoprocessing screen and question prompts, the project proponent provides all the information available at the time on the existing facility, the condition of assets, mobility issues, bicycle and pedestrian accommodations, safety issues, economic development importance, social equity interest, and environmental constraints. This information is then summarized in Part I of the Project Initiation Form (PIF) that is autogenerated by MaPIT. Once complete, the proponent must submit the form for acceptance by the appropriate MassDOT Highway Division District Office; an e-mail notification of this submittal is automatically sent by MaPIT to personnel engaged in the project development process. Note that during this review period, the proponent will not be able to edit the PIF further until the review is complete. In cases where the MassDOT Highway Division District is the project proponent, notification of this submittal will automatically be sent by MaPIT to the responsible asset or program manager(s). MassDOT staff will then conduct an initial review to clarify any issues and/or questions and to fill in any incomplete information (During this review period, the proponent will not be able to edit the PIF further until the review is complete).

See the MaPIT Guide for more assistance in creating a project.

B. Communication by District: Once Part I of the PIF has been completed, District staff must communicate with the proponent to discuss the problems, needs, and/or opportunities they have identified. For municipality-initiated projects, a meeting and site visit with the proponent shall be scheduled to discuss the project in detail. The site visit with the proponent should include the following discussion items:

- **Overview of Existing Conditions** – Discussion should include a review of general asset condition, congestion levels during peak and non-peak hours, pedestrian and bicycle accommodations, transit routes and schedules, the area's context within the overall transportation system, crashes and other safety issues, and environmental conditions.
- **Discussion of Local Context** – The proponent should describe all related background information, including: the potential economic effects, compatibility of a potential project with city/town plans – including the complete streets policy, the level of support from elected officials, and the public outreach to date along with any feedback received from interested parties.
- **Compatibility with Regional and Statewide Policies** – District staff should review how the identified problem/need/opportunity aligns with all relevant regional and statewide policies, including: the respective statewide modal plans, MPO/RPA studies and/or UPWP tasks, MassDOT requirements for roadway cross section, ADA requirements, Healthy Transportation Policy considerations, climate resiliency, affordable housing, and any potential impacts on Environmental Justice and Title VI communities.
- **Scope of Potential Improvement Projects** – This discussion should identify the preliminary goals and objectives for any improvement project. It should include a review of the common types of improvements used to address the identified problem/need/opportunity, including any options that the proponent has considered. It should also include the defined limits of the project, and if the proposed limits seem logical or should be extended or reduced prior to project initiation. District staff should outline basic project requirements that will need to be included in the project. This should include how pedestrians, bicyclists and transit users will be accommodated, the design justification workbook process for controlling criteria and healthy transportation requirements.
- **Discussion of Potential Risk Factors** – The District staff should review common risk factors that transportation projects encounter, including: lack of adequate right-of-way, utility impacts, stormwater mitigation, wetlands restrictions, potential wildlife impacts, potential impacts on historic properties and districts, and the need to preserve designated parkland.
- **Funding** – District staff should make sure that the proponent understands the elements of the federal funding process (such as the Transportation Improvement Program process) in

their respective region and the MassDOT prioritization and scoring process. District staff may also want to highlight alternatives to federal funding such as Chapter 90 aid and state grant programs like MassWorks and MassTrails.

- **Project Approval and Project Review** – District staff should discuss how the project approval process works, and what will be required if their project gets approved. This discussion should include required submittals outlined in the MassDOT Project review Committee (PRC) approvals letter, and the need to submit the project back to PRC for approval if there is a request to extend the limits of the project or if there is an increase in the project cost.

For projects initiated by MassDOT Highway Division staff or another non-MassDOT State Agency, District reviewing staff must communicate with the proponent to discuss the problems, needs, and/or opportunities they have identified.

C. Determination of Project Need: Following the meeting and/or site visit with the proponent, District staff will determine if the project need is suitable for initiation of a new project. If the need for a project is determined and there is a logical, low-risk solution that meets those needs, the District staff should approve the proposed project for advancement. If there is no demonstrated need or the potential project is not well defined as a MassDOT Highway Division Project, the District staff should reject the initial request for a project. In both cases, an automated email notification will be sent to all personnel engaged with the project development process.

Part I of the PIF is amended following coordination with District staff

In the case where the need for a project is determined but there is no clear, low-risk solution, or there are multiple ways to address the identified problem/need/opportunity, then the District staff should recommend that the proponent complete a project planning report before approval. Following completion of a project planning report, the proponent should make all necessary changes to Part I of the PIF and resubmit through MaPIT. Separately, the proponent should submit the planning report and all relevant documentation to the District. District staff will then review the revised submission and related materials and approve the advancement of the potential project if it is determined that there is consensus on the project definition.

Step 2: Project Proposal

A. Proponent Outlines Improvements in MaPIT: Following the approval to advance the proposed project, the proponent will gain access to Part II and Part III of the PIF through MaPIT. The question prompts in Part II define the project that will address the problem/need/opportunity identified in Part I, and Part III addresses the proposed project cost. The proponent will provide a project scope of work and estimated costs for construction and design. Once complete, the proponent must submit the PIF for acceptance by the appropriate MassDOT Highway Division District Office; an e-mail notification of this submittal is automatically sent by MaPIT to all personnel engaged with the project development process (during this review period, the proponent will not be able to edit the PIF further until the review is complete.) Separately, the proponent should submit all supplemental documentation to the District, including any project planning report, new traffic counts, or concept plans.

A project should not be initiated unless the proponent expects to begin design of the project within two years of approval

B. District Review of PIF: The District staff will conduct a review of the PIF to clarify any issues and/or questions and to fill in any incomplete information. District staff will determine if the proposed project improvements in Part II meet the needs outlined in Part I and if they are suitable for advancement. If the proposed improvements for a project are determined to be appropriate and there is a logical, low-risk solution that meets those needs, the District staff should accept the completed PIF. If the proposed improvements do not meet the needs, the District staff should reject the PIF. In the case the PIF is rejected, the proponent will regain the ability to edit the form and resubmit if further justification or information is needed. In the case of either acceptance or rejection, an automated e-mail notification will be sent to all personnel engaged with the project development process.

In the case where the need for a project is determined appropriate but there is no clear, low-risk solution, or there are multiple ways to address the identified problem/need/opportunity, then the District staff should recommend that the town complete a project planning report before approval of the completed PIF. Following completion of a project planning report, the proponent should make all necessary changes to the PIF. Separately, the proponent should submit the planning report and all relevant documentation to the District. District staff will then

A project planning report may be needed if the proponent cannot identify a single, clear low-risk, solution

review the revised PIF submission and related materials and approve the advancement of the potential project if it is determined that there is consensus on the project definition.

Step 3: Project Creation

A. Update Project Info: The District staff will then submit the project to Project Info through a MaPIT push that occurs after the PIF is approved. Following the push of information initiated via MaPIT, Project Info will be populated with the relevant information to the fullest extent. An automated e-mail alert will be sent to all personnel engaged with the project development process notifying them of the project's acceptance including the official project name and project number. The district staff should also send the proponent a PDF printout generated by MaPIT which includes all three parts of the completed PIF along with the geoprocessing results from the application. After Project Info has been populated the District staff must edit Project Info to address any alerts, assign a readiness date, fill out the Contract Advertising and Planning Estimator (CAPE) and to submit the project to PRC for review. The District staff should be sure to include the following key data: primary funding source(s), police/flaggers, trainees, utilities, and the design contingency amounts when filling out the CAPE. At this point, the District staff should also fill out the Roadway, Bridge, or other asset Project Checklist which can be populated using MaPIT and PIF data. The remaining fields in the checklist should be filled out as accurately as possible.

Providing more detailed and thorough information on the project leads to a more accurate score

B. Draft Project Score: The MassDOT District staff will review all pertinent information from the PIF to understand the draft project score assigned by MaPIT. The draft score for the project is based on the Highway Division's vetted criteria derived directly from the Project Selection Advisory Committee. The draft score will be used by the Project Evaluation Working Group (also known as the Pre-PRC) to ensure the scoring is consistent between projects. All draft Project Scoresheets, including the Project Alerts sheet, and maps of the project extents should be sent to MassDOT Highway Division Highway Design, Environmental Services, and other appropriate sections by the Wednesday preceding the Project Evaluation Working Group meeting so it can be included on the agenda for the triannual meeting.

C. Conduct Project Evaluation Working Group Meeting: The Working Group will meet two weeks before the PRC meeting to review and modify the draft PIFs and Project Scoresheets prepared by the District staff. The Working Group is chaired by the Highway Design Engineer, and includes but is not limited to representatives from all six District offices, Environmental, Highway Design, Asset Management, Traffic Engineering, Pavement Management, Right-of-Way, Federal Aid Program Reimbursement Office (FAPRO), Office of Diversity and Civil Rights (ODCR), Federal Highway Administration (FHWA), and the Office of Transportation Planning. Following all modifications approved by the Working Group to the Project Scoresheet, the final project score will then be entered into Project Info by the Friday before the PRC meeting.

D. Prepare Revised Project Forms and PRC meeting material: District staff will make any modifications necessary to create the final version of the PIF and Project Scoresheet for each project and will store them on Project Info in the PRC folder using the standard file naming conventions. Staff will also manually enter the final project score into the Project Review tab in Project Info for display on the PRC agenda. The PRC Secretary will then prepare the final agenda for all submitted projects on an excel spreadsheet that includes the project score and other pertinent data about the project such as the description, project number, estimated costs, design responsibility, and anticipated readiness date. The final agenda will then be sent out to the PRC committee the Monday before the meeting. Prior to the PRC meeting, the chair of the Project Evaluation Working Group, the PRC Secretary, and other necessary staff should conduct a pre-meeting to discuss details of the agenda in preparation for the upcoming meeting.

Timeline for Project Review Prior to PRC Meeting

Weeks Before PRC Meeting	Monday	Tuesday	Wednesday	Thursday	Friday
3	Draft PRC Meeting Agenda distributed				
2			Draft Project Scoresheets and maps of Project Extents Due	Pre-PRC Meeting	
1					Final Project Score entered into Project Info and revised project forms submitted to PRC Secretary
0	PRC Meeting Agenda distributed to attendees			PRC Meeting	

E. Conduct Project Review Committee (PRC) Meeting: The PRC meets three times a year (or more as determined by the Chief Engineer) and is chaired by the Chief Engineer. The PRC is comprised of the Deputy Chief Engineer of Project Development, District Project Development Engineers, PRC Secretary, and representatives from Asset Management, Project Management, Environmental, Right-of-Way, Bridges and Structures, Traffic Engineering, Highway Maintenance, Highway Operations, FAPRO, Federal Highway Administration (FHWA), and the Office of Transportation Planning. The PRC will review the Project Forms and take one of the following actions:

APPROVE:	The project moves forward into design and programming review by the metropolitan planning organization (MPO).
TABLE:	No action is taken on the project and it is kept on the agenda for the next meeting; or
DENY:	The project is removed from consideration for design and programming review by the MPO. It should be noted that projects are often denied at this stage because it is determined by the PRC that funding processes outside the Transportation Improvement Program are more appropriate and afford a more streamlined implementation.

For approved projects, the PRC will assign:

- A MassDOT Highway Division Project Manager, and
- An estimated advertising date for a project that has been programmed in the State Transportation Improvement Program (STIP) or Capital Investment Plan (CIP). Otherwise an advertising date will be assigned outside the 5-year STIP/CIP cycle until the project is programmed.

Once assigned, the Project Manager should evaluate and make changes to the Project Scoping checklist and PIF if necessary. The PRC Secretary will prepare a meeting summary memorandum and send it to the PRC meeting members.

F. Notify External Proponents (including Municipalities): The MassDOT District Office will prepare a letter to any external proponent describing the PRC action with copies to the District Project Development Engineers, Highway Administrator, Chief Engineer, Regional Planning Organization, upload the letter to the Project Info Repository, and send an email notification of approval to the Office of Transportation Planning; and when the proponent is a municipality the Director of Project Management. The District Offices will notify each MPO via copy of each

letter for the projects approved in their respective region(s) with specific steps that the proponents need to take within 2 years to demonstrate sufficient progress. The District will expect the letter to be signed and returned as acknowledgment of the municipality's responsibilities. The District Office shall also notify municipalities of MassDOT projects within their communities. Templates for these notification letters are located at: S:\MassHighway\PRC\Sample Approval Letters.

G. Update Project Info: The PRC Secretary will update the Project Management Tab with the Project Manager identified by the PRC, project PRC status, and any other information necessary from the PRC Meeting. The Advertising Program Manager will then update advertising dates and any pertinent information necessary.

H. Request PARS Number: The assigned Project Manager will request a PARS number for payroll and project development costs related to the project using information from the completed PIF.

Project Deactivation

The list of projects approved by the Project Review Committee will be regularly reviewed to ensure that it consists only of projects actively in development that continue to meet the project need outlined at their initiation. Projects that meet the criteria listed in the steps below for both municipalities and state agencies will be removed from that list.

PROCEDURE FOR MUNICIPAL PROJECTS

1) STATE REQUEST FOR DEACTIVATION
   a) After one year without activity, municipality receives email notification from the District reminding them of requirements in PRC letter.
   b) After two years without activity, municipality receives email from the District that project is going to be deactivated unless they respond within thirty (30) days. Email will also direct municipality to resubmit to PRC (as a new project through MaPIT) if they wish to restart the project once it has been deactivated.
   c) After thirty (30) days without a response, the District then emails this communication to the Advertising Program Manager requesting deactivation.
   d) Advertising Program Manager marks the project as inactive in Project Info and notifies the Project Manager and section director.
   e) Advertising Program Manager adds the project to the next Project Review Committee meeting agenda under the Deactivated section.
   f) Project Manager archives all project documentation including:
      i) Emails

   ii) Written correspondence
   iii) Project submittals
g) Project Manager submits PARS Number deactivation request to FAPRO.

2) MUNICIPAL REQUEST FOR DEACTIVATION
   a) Municipality requests deactivation in writing to the DHD with a copy sent to the assigned Project Manager.
   b) The District emails this communication to the Advertising Program Manager.
   c) Advertising Program Manager marks the project as inactive in Project Info and notifies the Project Manager and section director.
   d) Advertising Program Manager adds the project to the next Project Review Committee meeting agenda under the Deactivated section.
   e) Project Manager archives all project documentation including:
      i) Emails
      ii) Written correspondence
      iii) Project submittals
   f) Project Manager submits PARS Number deactivation request to FAPRO.

PROCEDURE FOR STATE PROJECTS

3) Once the Department identifies a project for deactivation, then:
   a) DHD emails the Advertising Program Manager requesting deactivation.
   b) Advertising Program Manager marks the project as inactive in Project Info and notifies the Project Manager and section director.
   c) Advertising Program Manager adds the project to the next Project Review Committee meeting agenda under the Deactivated section.
   d) DHD submits letter to affected municipalities, if needed.
   e) Project Manager archives all project documentation including:
      i) Emails
      ii) Written correspondence
      iii) Project submittals
   f) Project Manager submits PARS Number deactivation request to FAPRO.

Complete Streets Funding Program Tier 3 Grant Recipients

Fiscal Year 2021 Round 1

The Complete Streets Funding Program, now in its fifth year, has awarded 160 Tier 3 construction project grants across the Commonwealth totaling $52 million. In this Fiscal Year 2021 Round 1, or the ninth round, $4.6 million in awards have been made to 12 municipalities.

1. **Athol** received **$384,000** to implement various traffic calming efforts in its downtown as well as to install new ADA compliant sidewalks and crosswalks to improve safety at high crash locations.
2. **Bridgewater** received **$400,000** to add new bicycle lanes and crosswalks to its Main Street. Rectangular Rapid Flashing Beacons will also be utilized, as well as additional treatments to improve crossing visibility in several locations.
3. **Brookline** received **$386,400** to install curb extensions, high visibility crosswalks, ADA compliant curb ramps, and Rectangular Rapid Flashing Beacons at several locations.
4. **Erving** received **$399,596** to reconstruct and extend sidewalks with ADA compliant pedestrian crossings along numerous streets, filling a network gap in pedestrian access.
5. **Mansfield** received **$367,987** to calm traffic, construct new sidewalks, and implement bicycle lanes to fill a crucial gap in local connectivity.
6. **Mattapoisett** received **$260,000** to redesign the intersection of the Mattapoisett Shared Used Path and Brandt Island Road to improve safety and comfort for all users, implement radar speed feedback signs, and construct a new sidewalk along Pearl Street.
7. **Melrose** received **$400,000** for the construction of new sidewalks and pedestrian crossings near the Hoover School, new “School Zone” and other safety-related signage, and the redesign of the intersection of Glendower Road and Birch Hill Road.
8. **Montague** received **$399,686** to construct and replace sidewalks and crossings at various locations, improving ADA compliancy and providing improved pedestrian accessibility.
9. **Northfield** received **$372,620** to implement various pedestrian infrastructure improvements, including the replacement and extension of sidewalks as well as the addition of ADA compliant crossings, radar speed feedback signs, Rectangular Rapid Flashing Beacons, and wayfinding signage. The project will also involve the reconfiguration of the intersection of Highland Avenue near Moody Street.

10. **Sheffield** received **$400,000** to improve sidewalks and intersection geometry, install new curb ramps and crosswalk markings, install signage to provide advanced notice of pedestrian crossings, and install radar speed feedback signs at several locations.
11. **Swampscott** received **$400,000** to perform a road diet along Walker Road that will include a new shared use path and intersection improvements in order to improve safety and mobility for all modes.
12. **Wellesley** received **$382,000** to fill a network gap by redesigning the Great Plain traffic circle to include new crosswalks, extended sidewalks, and new bicycle accommodations.

January 7, 2021 Old Colony JTC Meeting
Agenda Item 5A
Brockton Area Transit Authority (BAT)

Summary

Brockton Area Transit to provide report.

January 7, 2021 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 7, 2021 Old Colony JTC Meeting
Agenda Item 5C
South Coast Rail (SCR) 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. Construction began in 2020.

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

2020 was a busy year for the SCR project with early action work being completed to prepare for construction and operation of the system. Early Action included demolitions of future station sites; culvert repairs and construction; grade crossing improvements; and railroad bridge reconstruction.

The SCR project management team hosted numerous meetings and engagements with elected officials and stakeholders in 2020. Here are the numbers: 18 meetings with city and town stakeholders; 3 public meetings and 7 municipal meetings and presentations; 60 email updates on Early Action and Phase 1 construction and response follow up to nearly 100 questions and comments through the project inbox.

In 2021, you will see more activity as the pace of construction continues to increase along the Middleborough Secondary and New Bedford Main Line. Ongoing work along the Fall River Line includes the construction of earth retaining walls and delivery of a rail train, which involves threading lengths of new continuously welded steel rail along the right-of-way (ROW). Work is also underway to prepare future station overnight layover sites by clearing trees and brush and bringing the sites to future grades. Deliveries of new railroad ties, track switches and other track materials will continue in 2021 for use as the work progresses. Finally, utility improvements and relocations will also continue along the SCR Phase 1 ROW.

MassDOT will proceed with designing, permitting, and funding the Stoughton Straight Electric Alternative (Full Build Project), which was already reviewed under the Massachusetts Environmental Policy Act (MEPA). The Full Build Project will travel on the Stoughton Main Line and Northeast Corridor (north of Canton Junction). The Full Build presents more challenges related to wetland impacts, complex engineering, electrification, and cost. An anticipated service start date will be developed as the project advances.

Attachments:
None

January 7, 2021 Old Colony JTC Meeting
Agenda Item 6A
FFY 2021-2025 Transportation Improvement Program (TIP)
Implementation

Summary

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 2021 PROJECTS:

- AVON - INTERSECTION IMPROVEMENTS AT HARRISON BOULEVARD AND POND STREET (608086)
  - Plans, Specifications, and Estimates (PS&E) Resubmission received by MassDOT (10/30/2020).
  - Cost Estimate is $4,969,007.

- EASTON - ROUTE 123 (DEPOT STREET) RECONSTRUCTION FROM NEWELL CIRCLE TO ROUTE 138 (607217)
  - Project advertised for construction bids on November 7, 2020. Bid opening scheduled for January 12, 2020.
  - Cost Estimate is $10,502,923.

- STOUGHTON - IMPROVEMENTS AT RICHARD WILKINS ELEMENTARY SCHOOL (SRTS) (608829)
  - 100% Package received by MassDOT (09/02/2020).
  - Design Public Hearing held June 17, 2020.
  - Cost Estimate is $3,171,443.

FFY 2022 PROJECTS:

- AVON - STOUGHTON - PAVEMENT PRESERVATION AND RELATED WORK ON ROUTE 24 (608496)
  - 100% Package received by MassDOT (08/14/2020).
  - Cost Estimate is $6,314,880.

- BROCKTON - INTERSECTION IMPROVEMENTS AND RELATED WORK AT CENTRE STREET (ROUTE 123), CARY STREET, AND LYMAN STREET (609410)
  - Project is in the preliminary design phase.
  - Cost Estimate is $3,232,320.

- PEMBROKE - REHABILITATION OF ROUTE 36 (CENTER STREET) FROM ROUTE 27 TO ROUTE 14 (600380)
  - Plans, Specifications, and Estimate (PS&E) Package received by MassDOT (01/15/2020).

- Cost Estimate is $10,088,920.

FFY 2023 PROJECTS:

- BROCKTON - ROUTE 123 (CENTRE STREET) AT PLYMOUTH STREET SIGNALIZATION AND GEOMETRIC IMPROVEMENTS (609052)
  - Project is in the preliminary design phase.
  - Cost Estimate is $2,523,420.

- STOUGHTON - CORRIDOR IMPROVEMENTS ON ROUTE 138 (607403) AC PHASE 1 OF 2
  - 25% Package received by MassDOT Engineer (10/13/2020).
  - Cost Estimate is $5,244,574.

- STOUGHTON - INTERSECTION IMPROVEMENTS AND RELATED WORK AT CENTRAL STREET, CANTON STREET AND TOSCA DRIVE (608279)
  - MassDOT comments on the 75% Package returned to the Design Engineer (06/10/2020).
  - Cost Estimate is $3,799,916.

FFY 2024 PROJECTS:

- PLYMPTON - BRIDGE REPLACEMENT, WINNETUXET ROAD OVER WINNETUXET RIVER (609435)
  - Project is in the preliminary design phase.

- Cost Estimate is $2,220,987.

- STOUGHTON - CORRIDOR IMPROVEMENTS ON ROUTE 138 (607403) AC PHASE 2 OF 2
  - 25% Package received by MassDOT Engineer (10/13/2020).
  - Cost Estimate is $8,106,840.

FFY 2025 PROJECTS:

- ABINGTON - INTERSECTION IMPROVEMENTS AT HANCOCK STREET AND CHESTNUT STREET (609440)
  - Project is in the preliminary design phase.
  - Cost Estimate is$2,900,232

- BROCKTON - IMPROVEMENTS AND RELATED WORK ON CRESCENT STREET (ROUTE 27), INCLUDING REPLACEMENT OF GROVE STREET BRIDGE, B-25-005, OVER SALISBURY PLAIN RIVER (607818)
  - 25% Package received by MassDOT (12/30/2019).
  - Cost Estimate is $4,872,000

- DUXBURY - SIGNAL INSTALLATION @ ROUTE 3 (NB & SB) RAMPS & ROUTE 3A (TREMONT STREET) (606002)
  - Project is in the preliminary design phase.
  - Cost Estimate is $2,784,000

CURRENTLY UNPROGRAMMED PROJECTS

- ABINGTON & BROCKTON - PEDESTRIAN AND BICYCLE IMPROVEMENTS ON ROUTE 123 (609520)
  - Currently not programmed.
  - Project is in the preliminary design phase.
  - Cost Estimate is $3,129,363

- BROCKTON - INTERSECTION IMPROVEMENTS @ CRESCENT STREET (ROUTE 27)/ QUINCY STREET/ MASSASOIT BOULEVARD (606143)
  - Currently not programmed.
  - 25% Package received by MassDOT (as of 05/04/2015).
  - Cost Estimate is $5,520,744.

- EASTON - CORRIDOR IMPROVEMENTS ON ROUTE 138 INCLUDING INTERSECTION IMPROVEMENTS AT ROUTE 138 (WASHINGTON STREET) AND ELM STREET (608195)
  - Currently not programmed.
  - MassDOT comments on the 25% Package returned to the Design Engineer (as of 01/23/2019).
  - Cost Estimate is $5,137,918.

- 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 - ROUTE 138 & TURNPIKE STREET INTERSECTION SIGNALIZATION AND GEOMETRIC IMPROVEMENTS (604098)
  - Currently not programmed.
  - Project is in the preliminary design phase.
  - Cost Estimate is $1,440,000.

- HANOVER - RESURFACING & RELATED WORK ROUTE 53 (607715)
  - Currently not programmed.
  - Project is in the preliminary design phase.
  - Cost Estimate is $1,610,000.

- HANSON - CORRIDOR IMPROVEMENTS ON ROUTE 14 (MAQUAN STREET), FROM THE PEMBROKE T.L. TO INDIAN HEAD STREET AND RELATED WORK (608506)
  - Currently not programmed.
  - 25% Package received by MassDOT (as of 05/07/2020).
  - Project is in the preliminary design phase.

- Cost Estimate is $6,200,512.

- 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.

- STOUGHTON - CANTON STREET (ROUTE 27) & SCHOOL STREET SIGNALIZATION AND GEOMETRIC IMPROVEMENTS (TBD)
  - Currently not programmed
  - Project is in the preliminary design phase.
  - Cost Estimate is $3,347,449.

- STOUGHTON - RECONSTRUCTION OF TURNPIKE STREET (607214)
  - Currently not programmed.
  - Project is in the preliminary design phase.
- Cost Estimate is $12,000,250.

January 7, 2021 Old Colony JTC Meeting
Agenda Item 7A

Development of FFY 2022-2026 Transportation Improvement Program (TIP)

- Updates from Project Proponents

Summary

The development of the FFY 2022-2026 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).

ABINGTON

- ABINGTON - INTERSECTION IMPROVEMENTS AT HANCOCK STREET AND CHESTNUT STREET (609440)
  - Programmed in FFY 2025.
  - Project is in the preliminary design phase. 25% Design due in January 2021.
  - Cost Estimate is$2,900,232.

- ABINGTON & BROCKTON - PEDESTRIAN AND BICYCLE IMPROVEMENTS ON ROUTE 123 (609520)
  - Currently not programmed. Non- Federal Aid (NFA)
  - Project is in the preliminary design phase. Reviewing Alternatives. 25% due in May 2021.
  - Cost Estimate is $3,129,363.

AVON

- AVON - INTERSECTION IMPROVEMENTS AT HARRISON BOULEVARD AND POND STREET (608086)
  - Programmed in FFY 2021.
  - Plans, Specifications, and Estimates (PS&E) Resubmission received by MassDOT (10/30/2020).
  - Cost Estimate is $4,969,007.

- AVON - STOUGHTON - PAVEMENT PRESERVATION AND RELATED WORK ON ROUTE 24 (608496)
  - Programmed in FFY 2022.
  - Plans, Specifications, and Estimates (PS&E) Resubmission received by MassDOT (11/03/2020).

- Cost Estimate is $6,314,880.

BROCKTON

- BROCKTON - INTERSECTION IMPROVEMENTS AND RELATED WORK AT CENTRE STREET (ROUTE 123), CARY STREET, AND LYMAN STREET (609410)
  - Programmed in FFY 2022.
  - Project is in the preliminary design phase.
  - Cost Estimate is $3,232,320.

- BROCKTON - ROUTE 123 (CENTRE STREET) AT PLYMOUTH STREET SIGNALIZATION AND GEOMETRIC IMPROVEMENTS (609052)
  - Programmed in FFY 2023.
  - Project is in the preliminary design phase. 25% Design due in June 2021.
  - Cost Estimate is $2,523,420.

- BROCKTON - IMPROVEMENTS AND RELATED WORK ON CRESCENT STREET (ROUTE 27), INCLUDING REPLACEMENT OF GROVE STREET BRIDGE, B-25-005, OVER SALISBURY PLAIN RIVER (607818)
  - Programmed in FFY 2025.
  - 25% Package received by MassDOT (12/30/2019). Revised 25% due 09/2021.
  - Cost Estimate is $4,872,000.

- BROCKTON - INTERSECTION IMPROVEMENTS @ CRESCENT STREET (ROUTE 27)/ QUINCY STREET/ MASSASOIT BOULEVARD (606143)
  - Currently not programmed.
  - 25% Package received by MassDOT (as of 05/04/2015).
  - Cost Estimate is $5,520,744.

- BROCKTON & ABINGTON - PEDESTRIAN AND BICYCLE IMPROVEMENTS ON ROUTE 123 (609520)
  - Currently not programmed. Non- Federal Aid (NFA)
  - Project is in the preliminary design phase. Reviewing Alternatives. 25% due in May 2021.
  - Cost Estimate is $3,129,363.

DUXBURY

- DUXBURY - SIGNAL INSTALLATION @ ROUTE 3 (NB & SB) RAMPS & ROUTE 3A (TREMONT STREET) (606002)
  - Programmed in FFY 2025.
  - Project is in the preliminary design phase.
  - Cost Estimate is $2,784,000.

EASTON

- EASTON - ROUTE 123 (DEPOT STREET) RECONSTRUCTION FROM NEWELL CIRCLE TO ROUTE 138 (607217)
  - Programmed in FFY 2021.
  - Project advertised for construction bids on November 7, 2020. Bid opening scheduled for January 12, 2021.
  - Cost Estimate is $10,502,923.

- EASTON - CORRIDOR IMPROVEMENTS ON ROUTE 138 INCLUDING INTERSECTION IMPROVEMENTS AT ROUTE 138 (WASHINGTON STREET) AND ELM STREET (608195)
  - Currently not programmed.
  - MassDOT comments on the 25% Package returned to the Design Engineer (as of 01/23/2019).
  - Cost Estimate is $5,137,918.

- 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. Portions have been resurfaced.
  - Cost Estimate is $4,025,000.

HANOVER

- HANOVER - RESURFACING & RELATED WORK ROUTE 53 (607715)
  - Currently not programmed.
  - Project is in the preliminary design phase.
  - Cost Estimate is $1,610,000.

HANSON

- HANSON - CORRIDOR IMPROVEMENTS ON ROUTE 14 (MAQUAN STREET), FROM THE PEMBROKE T.L. TO INDIAN HEAD STREET AND RELATED WORK (608506)
  - Currently not programmed.
  - 25% Package received by MassDOT (as of 05/07/2020).
  - Project is in the preliminary design phase.
  - Cost Estimate is $6,200,512.

KINGSTON

- 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

- PEMBROKE - REHABILITATION OF ROUTE 36 (CENTER STREET) FROM ROUTE 27 TO ROUTE 14 (600380)
  - Programmed in FFY 2022.
  - Plans, Specifications, and Estimate (PS&E) Package received by MassDOT (01/15/2020).
  - Cost Estimate is $10,088,920.

PLYMPTON

- PLYMPTON - BRIDGE REPLACEMENT, WINNETUXET ROAD OVER WINNETUXET RIVER (609435)
  - Programmed in FFY 2024.
  - Project is in the preliminary design phase.
  - Cost Estimate is $2,220,987.

STOUGHTON

- STOUGHTON - AVON - PAVEMENT PRESERVATION AND RELATED WORK ON ROUTE 24 (608496)
  - Programmed in FFY 2022.
  - Plans, Specifications, and Estimates (PS&E) Resubmission received by MassDOT (11/03/2020).
  - Cost Estimate is $6,314,880.

- STOUGHTON - IMPROVEMENTS AT RICHARD WILKINS ELEMENTARY SCHOOL (SRTS) (608829)
  - Programmed in FFY 2021.
  - 100% Package received by MassDOT (09/02/2020). Advertising spring 2021.
  - Design Public Hearing held June 17, 2020.
  - Cost Estimate is $3,171,443.

- STOUGHTON - CORRIDOR IMPROVEMENTS ON ROUTE 138 (607403) AC PHASES 1 AND 2
  - Programmed in FFY 2023 and FFY 2024.
  - 25% Package received by MassDOT Engineer (10/13/2020).
  - Cost Estimate is $13,351,414.

- STOUGHTON - INTERSECTION IMPROVEMENTS AND RELATED WORK AT CENTRAL STREET, CANTON STREET AND TOSCA DRIVE (608279)
  - Programmed in FFY 2023.
  - MassDOT comments on the 75% Package returned to the Design Engineer (06/10/2020). 100% received 12/23/2020 (under review)
  - Cost Estimate is $3,799,916.

- STOUGHTON - RECONSTRUCTION OF TURNPIKE STREET (607214)
  - Currently not programmed.
  - Project is in the preliminary design phase.
  - Cost Estimate is $12,000,250.

- STOUGHTON - CANTON STREET (ROUTE 27) & SCHOOL STREET SIGNALIZATION AND GEOMETRIC IMPROVEMENTS (TBD)
  - Currently not programmed.
  - Project is in the preliminary design phase. On January 2021 PRC agenda.
  - Cost Estimate is $3,347,449.

January 7, 2021 Old Colony JTC Meeting
Agenda Item 7B
Road Safety Audits (RSAs) at Multiple Locations Study – Project Update

Summary

Through Task 3300 of the FFY 2021 Old Colony MPO Unified Planning Work Program (UPWP), Old Colony Planning Council will be conducting Road Safety Audits at Multiple Locations throughout the region. Road safety audits have been proposed for 27 locations in the Old Colony Region, grouped into 15 road safety audit meetings. These locations have been selected based on consultation with the municipalities and the Old Colony MPO's Safety management System which ranks intersections based on the Equivalent to Property Damage Only (EPDO) value. EPDO is a weighted value which accounts for crash severity in addition to overall crash count for 2017 through 2019. Old Colony Planning Council has also coordinated with the Massachusetts Department of Transportation (MassDOT) in site selection.

A Road Safety Audit (RSA) is the formal safety performance examination of an existing or future road or intersection by an independent, multidisciplinary team. It qualitatively estimates and reports on potential road safety issues and identifies opportunities for improvements in safety for all road users.

Road Safety Audits will be conducted in conjunction with the manipulates and MassDOT throughout the program year, beginning in February 2021 and continuing through August 2021. Audits will be conducted virtually, with video and photography from study sites made available to RSA participants. Old Colony Planning Council will have staff in the field at each audit to answer any questions and provide live survey. Data and analysis will be provided to participants in advance of each audit.

For information about this Road Safety Audits at Multiple Locations Study, please direct inquiries to Project managers Bill McNulty (wmcnulty@ocpcrpa.org) at 508.583.1833 x207 or Ray Guarino (rguarino@ocpcrpa.org) x212.

Attachment(s)
Proposed Locations and Groupings – January 2021

Old Colony MPO RSAs at Multiple Locations Study
Proposed Locations and RSA Groupings
January 2021

Abington

- Brockton Avenue (Route 123) at Rockland Street
- Randolph Avenue (Route 139) at Chestnut Street and Old Washington Street

Avon

- West Main Street at South Street and School Street

Bridgewater

- Plymouth Street (Route 104) at High Street and Pond Street

Brockton Warren Avenue South

- Warren Avenue at Market Street
- Warren Avenue at Nilsson Street
- Warren Avenue at West Chestnut Street

Brockotn Warren Avenue North

- Warren Avenue at West Elm Street
- Warren Avenue at Barletta Street
- Warren Avenue at Winthrop Street
- Warren Avenue at Forest Avenue

Brockton Oak Street

- Oak Street at Madrid Square
- Oak Street at Campanelli Drive
- Oak Street at Battles Street

East Bridgewater

- Central Street at Union Street and North Union Street

Easton

- Turnpike Street at Depot Street

Hanover

- Columbia Road (Route 53) at Broadway

Hanson

- Main Street (Rute 27) at Monponsett Street (Route 58)
- Whitman Street at King Street

Kingston

- Pembroke Street (Route 27) at Lake Street

Pembroke

- Church Street (Route 139) at Union Street

Plymouth

- Cherry Street at Standish Avenue
- Commerce Way at Industrial Park Road
- Commerce Way at Colony Place

Stoughton

- School Street at Pearl Street

West Bridgewater

- Manley Street at West Street
- West Center Street (Route 106) at Prospect Street

January 7, 2021 Old Colony JTC Meeting
Agenda Item 7C
Old Colony Traffic Counting Program
- Summary of 2020 Data Collection Program

Summary

Over the course of a year the Old Colony Planning Council conducts many traffic counts. Data is collected in a variety of ways. OCPC utilizes Automatic Traffic Recorders (ATRs) to obtain traffic volume, speed, and classification over the course of a week. Turning Movement Counts (TMCs) are used to determine traffic movements through intersections.

Due to the Covid-19 pandemic not as many traffic counts took place in 2020. 67 ATRs were completed in 2020, compared to 118 in 2019. 25 TMCs were completed in 2020, compared to 91 in 2019. Every year Massdot sends OCPC a list of routine MassDOT Locations to complete. Of the 67 ATRs in 2020, 24 of those were MassDOT locations.

The traffic counts were conducted for a variety of Studies and Projects, they are as follows:

- **Abington** – Summit Road Study & MassDOT Locations
- **Avon** – Route 28 & East/West Spring Street Intersection Study, West Main Street & School/South Street Intersection Study, MassDOT Locations
- **Bridgewater** – Elm Street Study & MassDOT Locations
- **Brockton** – Main Street Corridor Study, Pearl Street & Pleasant Street Intersection Study, Warren Avenue & Market Street Study, MassDOT Locations
- **East Bridgewater** - MassDOT Locations
- **Easton** – Route 138 & Belmont Street (123) Study, MassDOT Locations
- **Halifax** – Hillside Avenue Study
- **Kingston & Pembroke** – Chapel Street Study, MassDOT Locations
- **Plymouth** – Clark Road Study, Cherry Street & Standish Avenue Study, Court Street & Cherry Street Study
- **West Bridgewater** – Scotland Street Study
- **Whitman** – MassDOT Locations

At the end of the counting season all of the traffic data is uploaded to the MassDOT Transportation Data Management System (MS2). All of the data for the studies listed above, as well as archive data, can be found at the link below:

MassDOT Transportation Data Management System (MS2): https://mhd.ms2soft.com/

Attachment(s)
2020 Data Collection Summary PowerPoint Presentation

Old Colony Planning Council

2020 Data Collection Summary

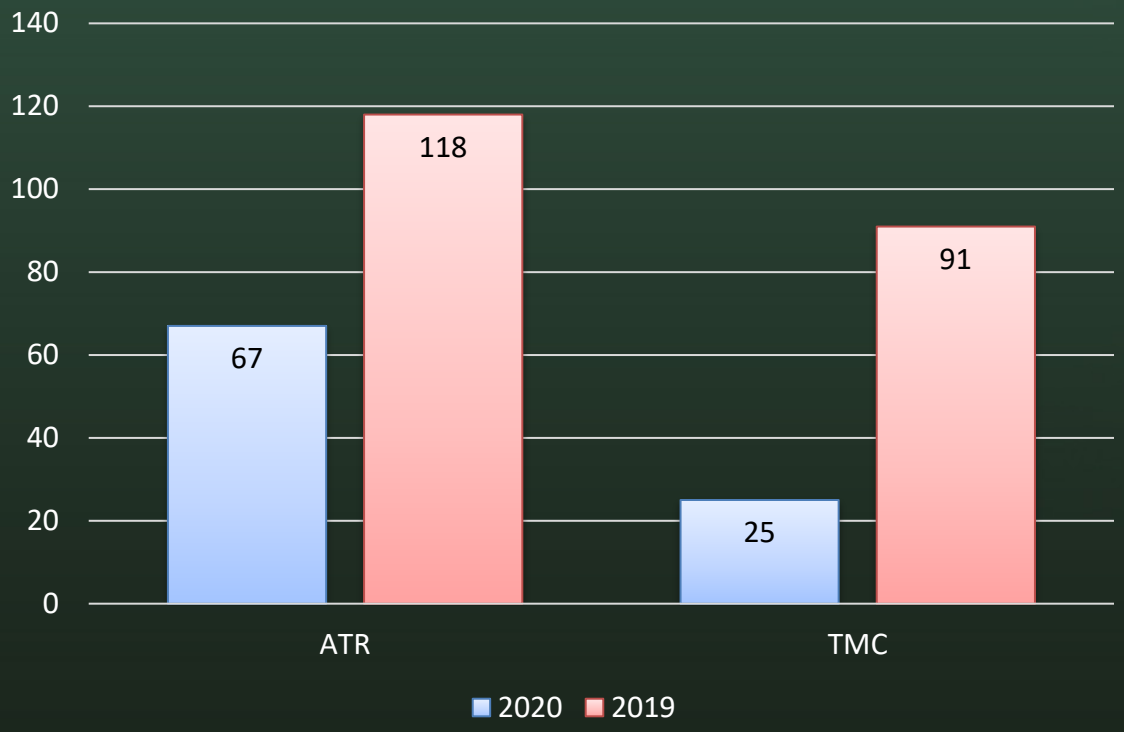
Presented By: Kyle Mowatt, Senior Transportation Planner

Quick Summary

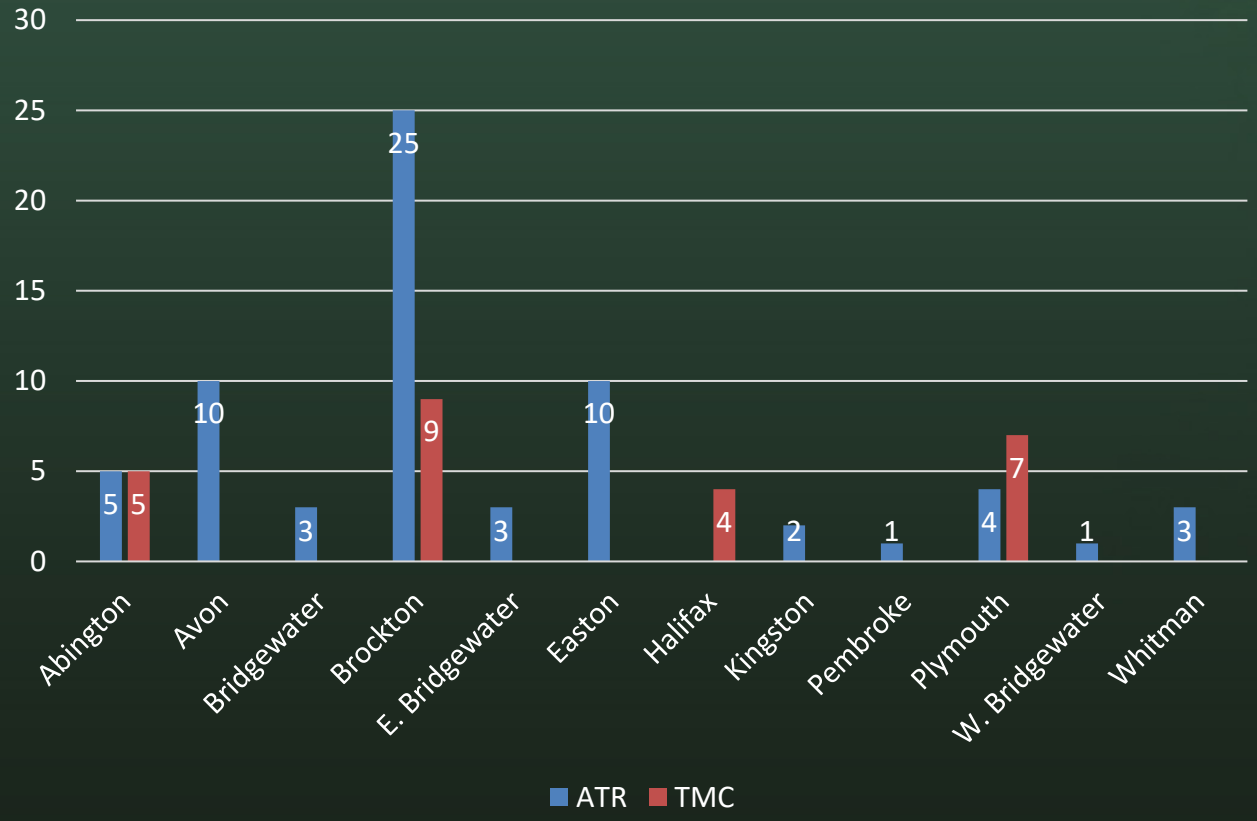
ATR – Automatic Traffic Recorder

TMC – Turning Movement Count

Completed Data Collection

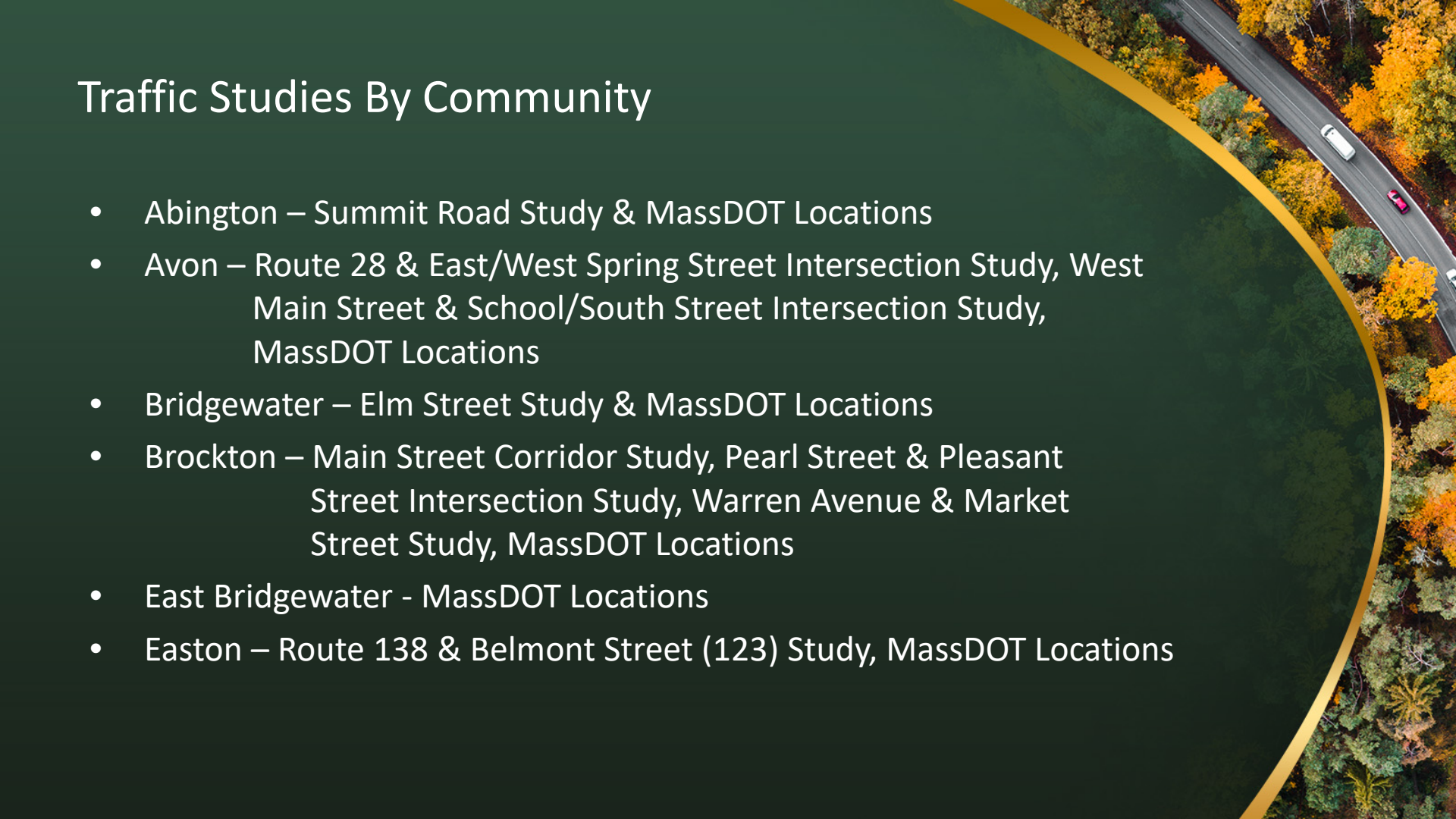


Data Collection By Community



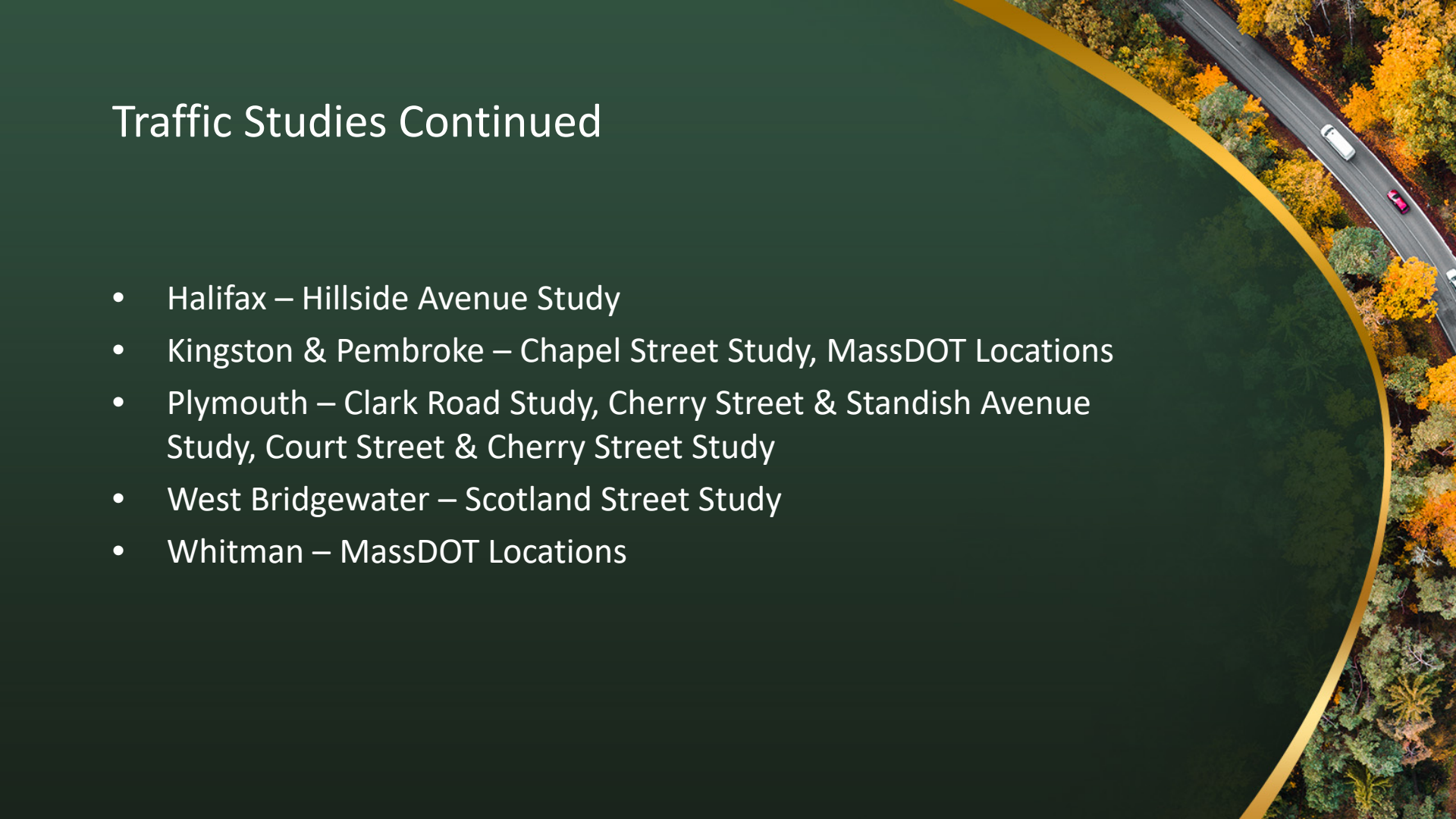
Traffic Studies By Community

- Abington – Summit Road Study & MassDOT Locations
- Avon – Route 28 & East/West Spring Street Intersection Study, West Main Street & School/South Street Intersection Study, MassDOT Locations
- Bridgewater – Elm Street Study & MassDOT Locations
- Brockton – Main Street Corridor Study, Pearl Street & Pleasant Street Intersection Study, Warren Avenue & Market Street Study, MassDOT Locations
- East Bridgewater - MassDOT Locations
- Easton – Route 138 & Belmont Street (123) Study, MassDOT Locations

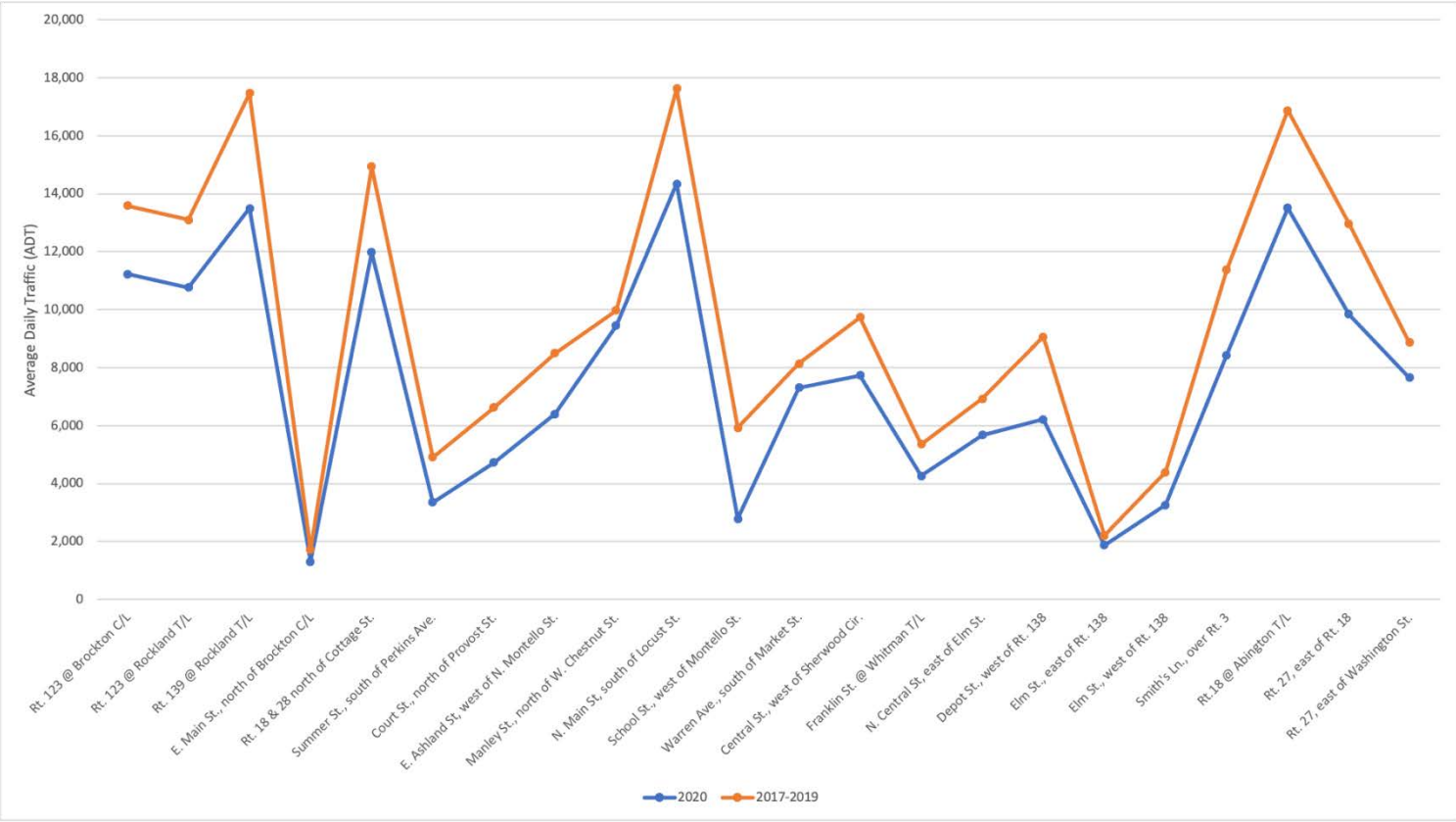


Traffic Studies Continued

- Halifax – Hillside Avenue Study
- Kingston & Pembroke – Chapel Street Study, MassDOT Locations
- Plymouth – Clark Road Study, Cherry Street & Standish Avenue Study, Court Street & Cherry Street Study
- West Bridgewater – Scotland Street Study
- Whitman – MassDOT Locations

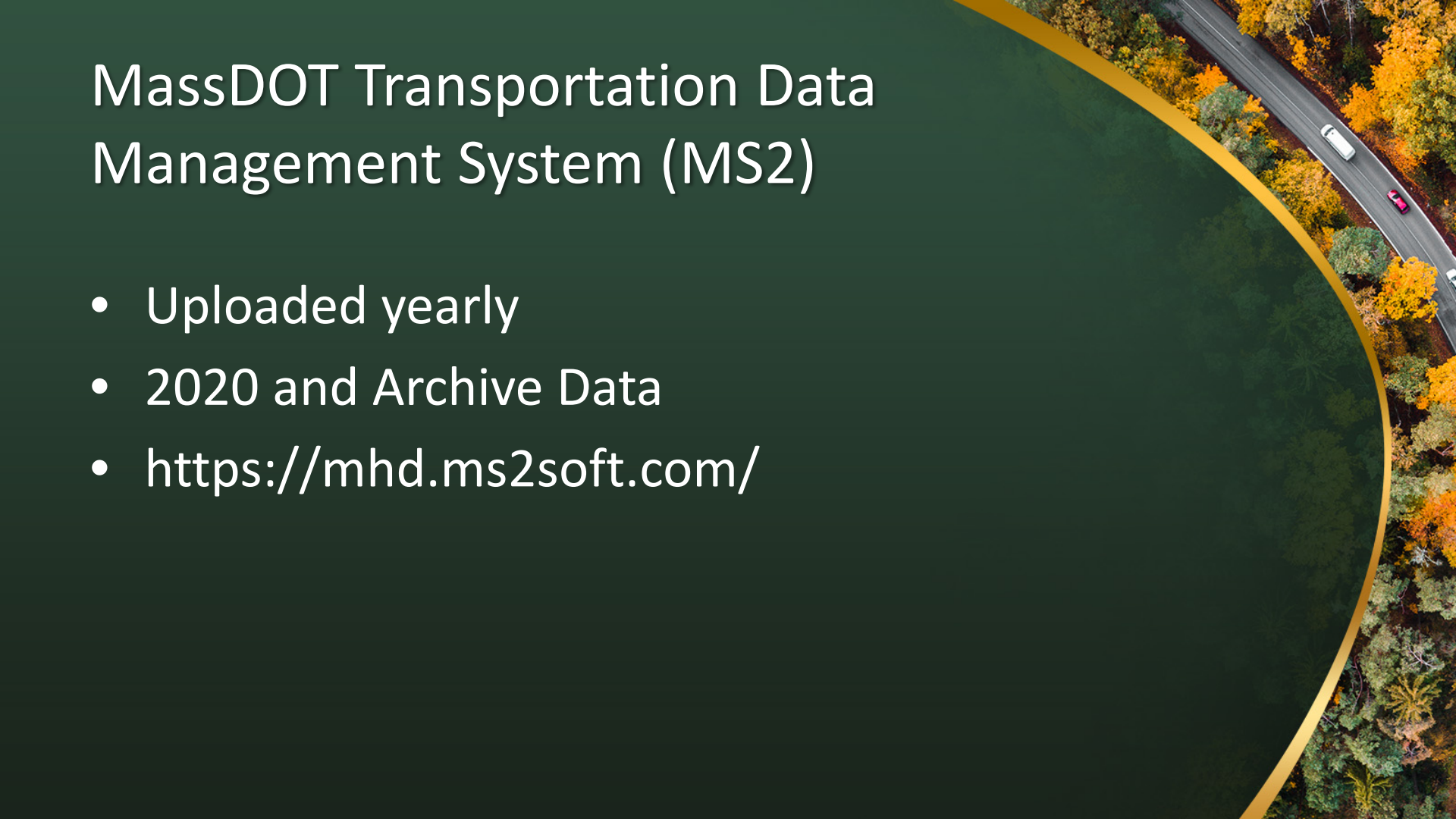


MassDOT Locations
Average Daily Traffic (ADT) Comparison



MassDOT Transportation Data Management System (MS2)

- Uploaded yearly
- 2020 and Archive Data
- https://mhd.ms2soft.com/



Any Questions?

Kyle Mowatt, Senior Transportation Planner
kmowatt@ocpcrpa.org

January 7, 2021 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 2021 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 received a request from the Town of Duxbury to conduct a follow-up traffic study for various roadways in the town where the opted into Massachusetts General Laws Chapter 90 Section 17c to establish 25 mile per hour speed limits. The study will compare collected data and assess the change in travel speeds in relation to previous records and the new speed limit. This data collection is planned for late Spring 2021.

Project Status Updates

Avon

- Traffic Study for East Main Street (Route 28) at East and West Spring Street
  Data collection in progress.

Duxbury

- Follow-Up Traffic Study: Travel Speeds on Various Roadways
  Data collection planned for Spring 2021

Plymouth

- Clark Road / Beaver Dam Road Peak Summer Traffic Analysis
  Data collection planned for Summer 2021.

For information about local technical assistance studies prepared by OCPC, please direct inquiries to Bill McNulty (wmcnulty@ocpcrpa.org) at 508.583.1833 extension 207.

Attachment(s)
None

January 7, 2021 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

Certificates

EEA #16286 – Lawler Lane (Stoughton)

Action – Does not require an Environmental Impact Report

EEA #16291 – 20 Inch Force Main Replacement (Whitman)

Action – Does not require an Environmental Impact Report

Attachment(s)
EEA #16286 – Lawler Lane (Stoughton) - Certificate
EEA #16291 – 20-Inch Force Main Replacement (Whitman) – Certificate

The Commonwealth of Massachusetts
Executive Office of Energy and Environmental Affairs
100 Cambridge Street, Suite 900
Boston, MA 02114

Charles D. Baker
GOVERNOR

Karyn E. Polito
LIEUTENANT GOVERNOR

Kathleen A.Theoharides
SECRETARY

Tel: (617) 626-1000
Fax: (617) 626-1081
http://www.mass.gov/eea

November 23, 2020

CERTIFICATE OF THE SECRETARY OF ENERGY AND ENVIRONMENTAL AFFAIRS
ON THE
ENVIRONMENTAL NOTIFICATION FORM

PROJECT NAME	: Lawler Lane
PROJECT MUNICIPALITY	: Stoughton
PROJECT WATERSHED	: Taunton
EEA NUMBER	: 16286
PROJECT PROPONENT	: Amp Development, LLC
DATE NOTICED IN MONITOR	: October 22, 2020

Pursuant to the Massachusetts Environmental Policy Act (MEPA; M.G. L. c. 30, ss. 61-62I) and Section 11.06 of the MEPA regulations (301 CMR 11.00), I hereby determine that this **project does not require** an Environmental Impact Report (EIR).

Project Description

As described in the Environmental Notification Form (ENF), the project consists of the construction of a nine-lot residential subdivision, cul-de-sac roadway, and associated infrastructure and utilities off Walnut Street in the Town of Stoughton (Town). Work associated with the project includes the construction of a stormwater basin at the end of the cul-de-sac with a two-foot high fieldstone retaining wall along the rear grade of the proposed basin. Each lot will contain a single-family home with an associated driveway, lawn, and sewer and water mains that will connect to existing infrastructure within Walnut Street and Walnut Court (respectively).

Project Site

The 11.45-acre project site is comprised of ten parcels, with an existing three-family residential dwelling on the northeast-most parcel that will remain following project construction. The project site is

bounded by Holbrook Avenue to the north, Walnut Street to the northwest, Walnut Court to the west, Leach Street and forested land to the south, and Hollytree Road to the east. The surrounding land use is primarily residential. The site is located within the Avon Reservoir Outstanding Resource Water (ORW) area, and includes several wetland resource areas, including: Isolated Vegetated Wetland (IVW), Bordering Vegetated Wetland (BVW), Bank, and Bordering Land Subject to Flooding (BLSF), as well as an intermittent stream. The southeast portion of the site includes area mapped as Federal Emergency Management Agency (FEMA) Flood Zone A (an area inundated during a 100-year storm without a Base Flood Elevation); no residential buildings are proposed in this area. The project site is not located in Priority and/or Estimated Habitat as mapped by the Division of Fisheries and Wildlife's (DFW) Natural Heritage and Endangered Species Program (NHESP) or an Area of Critical Environmental Concern (ACEC). The site does not contain any structures listed in the State Register of Historic Places or the Massachusetts Historical Commission's (MHC) Inventory of Historic and Archaeological Assets of the Commonwealth.

Environmental Impacts and Mitigation

Potential environmental impacts associated the project include the alteration of 3.08 acres of land, including the creation of 0.96 acres of impervious surface, for a total of 1.08 acres of impervious surface within the project site. The project will alter 3,365 square feet (sf) (±0.08 acres) of BVW. The project will increase water demand by 3,410 gallons per day (gpd) (4,400 gpd total) and will generate an additional 3,920 gpd of wastewater (5,060 gpd total), and will result in the construction of 0.21 miles of water mains and 0.15 miles of sewer mains.

Measures to avoid, minimize, and mitigate environmental impacts identified in the ENF included the restoration of temporarily disturbed BVW, clay dams within the utility lines to prevent alteration of the site hydrology, and implementation of erosion controls during construction.

Jurisdiction and Permitting

This project is subject to MEPA review and preparation of an ENF pursuant to 301 CMR 11.03(3)(b)(1)(c) because it requires a State Agency Action and will alter 1,000 or more sf of Outstanding Resource Waters. The project requires a 401 Water Quality Certification (WQC) from the Massachusetts Department of Environmental Protection (MassDEP).

The project requires an Order of Conditions from the Stoughton Conservation Commission, which was issued May 21, 2020 and not appealed, as well as Definitive Subdivision Plan Approval from the Town of Stoughton Planning Board, received on May 28, 2020. The project is also required to complete the U.S. Army Corps of Engineers (USACE) 404 Permit Self Verification. Comments from MassDEP state the project will also require National Pollutant Discharge Elimination System (NPDES) Stormwater Permit for Construction Activities from the EPA.

The project is not receiving Financial Assistance from the Commonwealth. Therefore, MEPA jurisdiction is limited to those aspects of the project that are within the subject matter of any required or potentially required Agency Actions and that may cause Damage to the Environment, as defined in the MEPA regulations.

Review of the ENF

The ENF provided a description of existing and proposed conditions, preliminary project plans, correspondence with MHC and the USACE, a summary of the hydrologic analysis and stormwater management system design calculations, and identified measures to avoid, minimize and mitigate environmental impacts. To aid in MEPA review, the Proponent also provided additional information on alternatives evaluated for the project and the method of utility line installation.[1]

Alternatives Analysis

Several alternatives were evaluated based on their ability to meet the project goal while minimizing environmental impacts. The project goal was identified as providing the maximum number of single-family housing units on the site as the applicable state and local regulations will allow in order to meet the housing needs of the Town. The project evaluated a No-Build Alternative, Reduced-Build Alternative, and the Preferred Alternative. The No-Build Alternative would not result in any impacts to environmental resources but would not accomplish project goals and was dismissed. The Reduced-Build Alternative would result in less land alteration but would not reduce impacts to wetland resources and would not accomplish the project goals and was in turn dismissed.

The Preferred Alternative, described herein, proposes a nine-lot subdivision comprised of the existing 3-family housing unit on-site and eight proposed single-family homes. According to the ENF, a previous version of the Preferred Alternative eliminated impacts to BVW by siting the water and sewer mains within the cul-de-sac roadway and installation of a wastewater pump station to pump wastewater through a force main to the existing sewer line within Walnut Street. Drinking water was proposed via a 'dead end' water main. The ENF states that this alignment was denied by the Stoughton Engineering Department and Stoughton Department of Public Works (DPW). According to the ENF, the proposed connection to existing utility lines located southwest of the site was preferred by the Stoughton Engineering Department as it eliminates the need for a wastewater pump system , and by the Stoughton DPW as it creates a 'looped' drinking water system which decreases stagnation within the water lines. Due to the location of the existing lines, this alignment requires the crossing of the intermittent stream within the project site and in turn temporary disturbance of associated BVW.

Wetlands

The construction of the utility mains will result in temporary impacts to 3,365 sf of BVW. The Stoughton Conservation Commission reviewed the project to determine its consistency with the Wetlands Protection Act (WPA), the Wetlands Regulations (310 CMR 10.00), and associated performance standards, and issued an Order of Conditions for the project on May 21, 2020, which was not appealed. As stated in the ENF and in comments from MassDEP, the wetland resource areas within and surrounding the project site have been classified as Outstanding Resource Waters (ORW) in accordance with the Massachusetts Water Quality Standards (314 CMR 4.00) as the wetlands are tributary to a Class A Public Water Supply associated with Brockton Reservoir. The proposed utility lines will cross the intermittent stream and associated BVW located on the southwestern portion of the project site. The ENF states that the proposed sewer connection has been designed to cross the BVW

[1] Supplemental information provided in emails from Eric Dias (Strong Point Engineering Solutions, Inc.) to Eva Murray (MEPA Office) sent on November 12 and 13, 2020.

associated with the stream at the narrowest portion of the wetland. Comments from MassDEP indicate that the intermittent stream does not appear to be a geographical jurisdictional area under Chapter 91.

As stated in the ENF and comments from MassDEP, the project requires a 401 WQC in accordance with 314 CMR 9.04(2) for discharge of fill to an ORW. Comments from MassDEP state that in accordance with 314 CMR 9.06(3)(f), MassDEP may permit the discharge of fill to an ORW for the construction of utilities. The ENF states the proposed utility work will occur during low or no-flow conditions in coordination with the Town Engineer and Conservation Agent to minimize impacts to wetland resource areas. A 10-ft wide section of BVW will be temporarily trenched for installation of each utility main. According to the ENF, the utility lines will be jacked beneath the intermittent stream to avoid disturbing the stream and associated Bank. The ENF states the jacking pits will be backfilled following the installation of utility connections, and areas of disturbed BVW will be restored to pre-construction conditions once seasonal conditions allow (including seeding and stabilization as required until the vegetation becomes established). According to the ENF, the utility lines will be laid on a crushed stone base for stability with clay dams installed along the length of the proposed lines to avoid altering the natural hydrology of the area.

Stormwater

The project will create 0.96 acres (±41,818 sf) of impervious surface associated with the creation of the cul-de-sac and housing infrastructure. According to the ENF, to mitigate stormwater runoff generated from the new impervious surface, all runoff will be collected in a closed drainage system (constructed within the roadway) that will discharge into an infiltration basin located at the rear of the cul-de-sac. Discharge from the basin will be directed toward the southeastern boundary of the BVW on-site, along the site's natural flow path. Each new house is proposed to have an infiltration system capable of capturing and infiltrating stormwater runoff for the 100-year storm event. Comments from MassDEP state that, as the project proposes to disturb 3.08 acres of land, a NPDES Stormwater Permit for Construction Activities from the EPA is required. MassDEP further states that the Proponent should determine if the project requires a NPDES Dewatering General Permit and/or Remediation General Permit as well. I refer the Proponent to comments from MassDEP for additional guidance on this.

Water and Wastewater

As described above, the project will utilize municipal water and sewer, and will increase water demand by 3,410 gpd and will generate an additional 3,920 gpd of wastewater. To connect to existing sewer and water mains, the project proposes the construction of 0.21 miles of water mains and 0.15 miles of sewer mains. The ENF states a new 30 ft easement will be granted to the Town for the proposed sewer connection to allow for access and maintenance, in addition to an existing easement in the southwestern portion of the site were the existing sewer main is located. Portions of the proposed sewer main will cross a Zone A Surface Water Supply Protection Area. Comments from MassDEP note that 310 CMR 22.20B (the Drinking Water Regulations) prohibit the installation of sewer mains within a Zone A unless it is proposed for the construction of a public sewer system or will eliminate an existing or potential threat to the water supply. Supplemental information provided by the Proponent clarified

that the project qualifies as a part of a public sewer system and therefore meets the exemptions given in 310 CMR 22.20B.[2]

Climate Change Adaptation and Resiliency

Governor Baker's Executive Order 569: Establishing an Integrated Climate Change Strategy for the Commonwealth (EO 569; the Order) was issued on September 16, 2016. The Order recognizes the serious threat presented by climate change and direct Executive Branch agencies to develop and implement an integrated strategy that leverages state resources to combat climate change and prepare for its impacts. The Order seeks to ensure that Massachusetts will meet GHG emissions reduction limits established under the Global Warming Solution Act of 2008 (GWSA) and will work to prepare state government and cities and towns for the impacts of climate change. I note that the MEPA statute directs all State Agencies to consider reasonably foreseeable climate change impacts, including additional greenhouse gas emissions, and effects, such as predicted sea level rise, when issuing permits, licenses and other administrative approvals and decisions. M.G.L. c. 30, § 61.

The Northeast Climate Science Center at the University of Massachusetts at Amherst has developed projections of changes in temperature, precipitation, and sea level rise for Massachusetts. This data is available through the Climate Change Clearinghouse for the Commonwealth at www.resilientma.org. By the end of the century, the average annual temperature in the Taunton Drainage Basin is projected to rise by 4.89 to 8.95 degrees Fahrenheit (°F), including an increase in the number of days each year with temperatures over 90 °F from a minimum of additional 20.87 days to a maximum of an additional 53.33 days compared to the 1971-2000 baseline period. During the same time span, the average annual precipitation is projected to increase by a minimum of 3.81 to a maximum of 4.18 inches, which may be associated with more frequent and intense storm events. The Massachusetts State Hazard Mitigation & Climate Adaptation Plan (2018) may provide additional data and resources applicable to the project site.

The Town of Stoughton is a participant in the Commonwealth's Municipal Vulnerability Preparedness (MVP) program. The MVP program is a community-driven process to define natural and climate-related hazards, identify existing and future vulnerabilities and strengths of infrastructure, environmental resources, and vulnerable populations, and develop, prioritize and implement specific actions the Town can take to reduce risk and build resilience. Through the MVP program, the Town received funding to conduct a planning process for climate change resiliency and implementing priority projects. The results of the initial community-driven process were presented in the "MVP Community Resiliency Program – Summary of Findings" (the Report), dated February 2020.[3] The Report identified flooding, extreme temperatures and weather, drought, severe storms, high winds, and invasive species as top climate hazards in Stoughton. I encourage the Proponent to consider future climate change conditions as the design of the project is finalized and proceeds to permitting.

[2] The exemption of the project as a public sewer system was noted in an email from Eric Dias (Strong Point Engineering Solutions, Inc.) to Eva Murray (MEPA Office) on November 20, 2020.
[3] Report can be accessed at the following site: https://www.mass.gov/doc/stoughton-report/download

Greenhouse Gas (GHG) Emissions and Sustainable Design

While this project does not exceed the thresholds for application of MEPA's GHG Policy and Protocol, it does represent a new residential development that will add to GHG emissions from the building sector. I encourage the Proponent to voluntarily undertake measures to minimize GHG emissions from the project by incorporating energy conservation measures into the housing design. Measures that may be suitable include:

- Electrification of space and water heating;
- Passivehouse building standards;
- Continuous insulation in walls and roofs;
- Quality air barrier, low are infiltration, and thermal breaks;
- Efficient window strategies including above code performing windows, strategic placement throughout the home and avoidance of excessive windows;
- Foundation, slab, and crawl space insulation;
- External shading;
- Energy recovery;
- Rooftop solar photovoltaics (PV)

Significant incentives may be available including MassSave® incentives, Alternative Energy Credits (AECs), and Solar Massachusetts Renewable Target (SMART) incentives. Additionally, I note that the Town of Stoughton has adopted the Stretch Energy Code (SC), and as such the nine (9) new buildings are required to comply with International Energy Conservation Code (IECC) 2018 section R406 of the Massachusetts Residential Code (780 CMR 51.00).

Construction

All construction activities should be managed in accordance with applicable MassDEP's regulations regarding Air Pollution Control (310 CMR 7.01, 7.09-7.10), and Solid Waste Facilities (310 CMR 16.00 and 310 CMR 19.00, including the waste ban provision at 310 CMR 19.017). The project should include measures to reduce construction period impacts (e.g., noise, dust, odor, solid waste management) and emissions of air pollutants from equipment, including anti-idling measures in accordance with the Air Quality regulations (310 CMR 7.11). I encourage the Proponent to require that its contractors use construction equipment with engines manufactured to Tier 4 federal emission standards, or select project contractors that have installed retrofit emissions control devices or vehicles that use alternative fuels to reduce emissions of volatile organic compounds (VOCs), carbon monoxide (CO) and particulate matter (PM) from diesel-powered equipment. Off-road vehicles are required to use ultra-low sulfur diesel fuel (ULSD). If oil and/or hazardous materials are found during construction, the Proponent should notify MassDEP in accordance with the Massachusetts Contingency Plan (310 CMR 40.00). All construction activities should be undertaken in compliance with the conditions of all State and local permits.

Conclusion

The ENF has adequately described and analyzed the project and its alternatives, and assessed its potential environmental impacts and mitigation measures. Based on review of the ENF and comments received on it, and in consultation with MassDEP, I have determined that an EIR is not required.

November 23, 2020
Date

K. Theoharides
Kathleen A. Theoharides

Comments received:

11/13/2020 Massachusetts Department of Environmental Protection (MassDEP), Southeast Regional Office (SERO)

KAT/ELM/elm

Commonwealth of Massachusetts
Executive Office of Energy & Environmental Affairs

Department of Environmental Protection
Southeast Regional Office • 20 Riverside Drive, Lakeville MA 02347 • 508-946-2700

Charles D. Baker
Governor

Karyn E. Polito
Lieutenant Governor

Kathleen A. Theoharides
Secretary

Martin Suuberg
Commissioner

November 12, 2020

Kathleen A. Theoharides
Secretary of Environment and Energy
Executive Office of Energy and Environmental Affairs
100 Cambridge Street, Suite 900
ATTN: MEPA Office
Boston, MA 02114

RE: ENF Review. EOEEA 16286
STOUGHTON. Lawler Lane at 379 Walnut Street

Dear Secretary, Theoharides,

The Southeast Regional Office of the Department of Environmental Protection (MassDEP) has reviewed the Environmental Notification Form (ENF) for the Lawler Lane Project at 379 Walnut Street, Stoughton, Massachusetts (EOEEA #16286). The Project Proponent provides the following information for the Project:

The proposed project consists of the construction of a cul-de-sac roadway, infrastructure, and a stormwater basin to service a proposed nine-lot residential subdivision. The proposed roadway will be located fully outside the 100 ft. BVW Buffer. Minor roadway grading is proposed within the outer 100 ft. BVW buffer. All the stormwater structures will be located outside of the BVW buffer by being installed within the roadway. A portion of the stormwater basin will be located within the outer 50-100 ft. BVW buffer. A 2 ft. high field-stone retaining wall will be installed along the rear grade of the proposed basin in order to limit grading to the 50-100 ft. buffer zone only. Without the proposed retaining wall, grading would be required within the outer 0-50 ft. BVW buffer.

A proposed sewer main will be installed to connect to an existing main located in an existing 20 ft. sewer easement to the southwest. This configuration eliminates the need of a force main to pump sewerage up the proposed roadway into an existing sewer line in Walnut Street, which the Town of Stoughton Engineering Department specifically stated they did not recommend. Following review of preliminary subdivision plans, the Town requested that sewerage flow via gravity through a connection to the existing easement line. A portion of the existing sewer main within the southwestern easement already travels underneath the BVW and contains an existing manhole, to which the proposed connection will be routed. Only one additional sewer manhole will be installed within the BVW buffer outside of the BVW boundary. The proposed design generates the least amount of disturbance to the BVW and buffer. A 30 ft. easement will be granted for the proposed sewer connection to allow for access and maintenance. Based on Conservation comments, the proposed sewer connection has been designed to cross the BVW at the shortest possible length from border to border. The table below has been updated to provide revised improvements to the proposed stormwater and utility design.

A water main will also be installed within the proposed easement in parallel to the proposed sewer main, as per the request of the Town of Stoughton Department of Public Works (DPW). The proposed water main will travel farther south within the existing easement and connect to the existing main in Walnut Court to create a looped system. The utility lines will be laid on a crushed stone base for stability. Clay dams will be installed along the length of the proposed utility lines to prevent the crushed stone from becoming a conduit in which groundwater would freely flow. This practice will help to combat alterations in the natural hydrology of the area.

Portions of BVW and buffer will be temporarily trenched approx. 10 ft. wide for each utility main. Proposed utility work will occur during low or no-flow conditions, upon coordination with the Town Engineer and Conservation Agent, and will be performed as quickly as practicable to reduce the extent of disturbance to wetland resource areas. Since the proposed utility construction will occur within a period of low or no-flow, it is not anticipated that the stream will require diversion. The utility lines are proposed to be jacked underneath the intermittent stream, and only the proposed water line will continue farther south under a section of well-defined bank, which measures approx. 6 ft. in width. As the connections are installed, the jacking pits will be backfilled as soon as possible. When seasonal conditions allow, the areas of temporary disturbance will be seeded with an appropriate seed mix or will be otherwise stabilized by appropriate means (i.e. jute mesh, coconut matting) as needed until the vegetation becomes established. The jacking process for utility installation will ensure that

Bureau of Water Resources Comments

Wetlands and Waterways. The Wetlands and Waterways Program has reviewed the ENF for the proposed nine lot residential subdivision, located at 379 Walnut Street in the Town of Stoughton, and offers the following comments.

Wetlands:

- DEP-SERO Wetlands Program notes that the Stoughton Conservation Commission has issued an Order of Conditions approving the Project under Wetlands File No. SE 298 - 817 on June 11, 2020. The Order of Conditions was not appealed.

- The proposed Project consists of the construction of a cul-de-sac roadway, infrastructure, and a stormwater basin to service a proposed nine-lot residential subdivision. A proposed sewer main will be installed to connect to an existing main located in an existing 20 ft. sewer easement. The proposed sewer connection and a water main have been designed to cross a Bordering Vegetated Wetland (BVW) at the shortest possible distance from border to border. Approximately 3,365 square feet of BVW will be temporarily trenched approximately 10 ft. wide for each utility main.

- Wetland resource areas within and surrounding the Project site have been classified as Outstanding Resource Waters in accordance with the Massachusetts Water Quality Standards at 314 CMR 4.00 because the wetlands are tributary to a Class A Public Water Supply associated with Brockton Reservoir. In accordance with 314 CMR 4.06(1)(d)1 these waters may be used as a source of public drinking water in accordance with the Massachusetts Drinking Water Regulations, 310 CMR 22.00. These waters are designated for protection as Outstanding Resource Waters under 314 CMR 4.04(3). They are designated as excellent habitat for fish, other aquatic life and wildlife, including for their reproduction, migration, growth and other critical functions, and for primary and secondary contact recreation, even if not allowed. These waters shall have excellent aesthetic value. Anti-degradation provisions of the Standards at 314 CMR 4.04 require that existing uses and the level of water quality necessary to protect the existing uses shall be maintained and protected.

- In accordance with 314 CMR 9.04(2) a Water Quality Certification issued by the Department will be required as the Project proposes the discharge of fill to an Outstanding Resource Water.

- In accordance with 314 CMR 9.06(3)(f), the Department may permit the discharge of fill to an ORW for the construction of utilities. The Department will require wetland areas that are temporarily disturbed for access to be restored to pre-existing conditions.

Waterways:

- Waterways does not have comments, except to note that based on the physical characteristics of the intermittent stream, it does not appear to be a geographical jurisdictional area under Chapter 91.

Stormwater Management. The Project construction activities are scheduled to disturb 3.08 acres of land and therefore, will require a NPDES Stormwater Permit for Construction Activities. This permit is issued by the U.S. Environmental Protection Agency where the Proponent can access information regarding the NPDES Stormwater requirements and an application for the Construction General Permit at the EPA website: https://www.epa.gov/sites/production/files/2017-07/documents/cgp_flow_chart_do_i_need_a_permit2.pdf

The Proponent should also determine if any of the following U.S. EPA NPDES permits are necessary prior to commencing Project construction:
Dewatering General Permit - https://www.epa.gov/npdes-permits/dewatering-general-permit-dgp-massachusetts-new-hampshire.

Remediation General Permit - https://www.epa.gov/npdes-permits/remediation-general-permit-rgp-massachusetts-new-hampshire.

Additional information regarding these permits may be found at:
http://www.epa.gov/region1/npdes/stormwater/assets/pdfs/CGP-DGP-RGP-Flow-Chart.pdf

Drinking Water. It is unclear if the approved Lawler Lane subdivision plan is in compliance with 310 CMR 20B - the Drinking Water regulation that stipulates certain land use prohibitions and controls within certain distances from a public water supply source water have been met.

This question of compliance is raised because of a potential Zone A violation if the construction of the proposed sewer lines and appurtenances are within a Zone A.

If no, then the proposal is not subject to 310 CMR 22.20B
If yes,
a. Is this crossing proposed for the construction of a public sewer system? OR
b. Will the crossing eliminate existing or potential threats to the water supply?

If either or both of these exceptions are met, the proposal meets 310 CMR 22.20B and water tight construction of sewer lines and manholes shall be used.

Although DEP may take enforcement actions against any persons violating 310 CMR 20B, public water suppliers have always been the primary enforcers of these land use controls.

Bureau of Waste Site Cleanup Comments

ENF #16286 – Based upon the information provided, the Bureau of Waste Site Cleanup (BWSC) searched its databases for disposal sites and release notifications that have occurred at or might impact the proposed Project area. A disposal site is a location where there has been a release to the

environment of oil and/or hazardous material that is regulated under M.G.L. c. 21E, and the Massachusetts Contingency Plan [MCP – 310 CMR 40.0000].

There are no listed MCP disposal sites located at or in the vicinity of the property that would appear to impact the proposed Project area. Interested parties may view a map showing the location of BWSC disposal sites using the MassGIS data viewer (Oliver) at: http://maps.massgis.state.ma.us/map_ol/oliver.php Under "Available Data Layers" select "Regulated Areas", and then "DEP Tier Classified 21E Sites". MCP reports and the compliance status of specific disposal sites may be viewed using the BWSC Waste Sites/Reportable Release Lookup at: https://eeaonline.eea.state.ma.us/portal#!/search/wastesite

The Project Proponent is advised that if oil and/or hazardous material are identified during the implementation of this Project, notification to MassDEP may be required pursuant to the Massachusetts Contingency Plan (310 CMR 40.0000). If oil and/or hazardous material is encountered a Licensed Site Professional (LSP) should be retained to determine if notification is required and, if need be, to render appropriate opinions and/or conduct response actions. The BWSC may be contacted for guidance if questions arise regarding cleanup.

Bureau of Air and Waste (BAW) Comments

Air Quality. Construction and operation activities shall not cause or contribute to a condition of air pollution due to dust, odor or noise. To determine the appropriate requirements please refer to:

310 CMR 7.09 Dust, Odor, Construction, and Demolition
310 CMR 7.10 Noise

Construction-Related Measures

MassDEP requests that all non-road diesel equipment rated 50 horsepower or greater meet EPA's Tier 4 emission limits, which are the most stringent emission standards currently available for off-road engines. If a piece of equipment is not available in the Tier 4 configuration, then the Proponent should use construction equipment that has been retrofitted with appropriate emissions reduction equipment. Emission reduction equipment includes EPA-verified, CARB-verified, or MassDEP-approved diesel oxidation catalysts (DOCs) or Diesel Particulate Filters (DPFs). The Proponent should maintain a list of the engines, their emission tiers, and, if applicable, the best available control technology installed on each piece of equipment on file for Departmental review.

Massachusetts Idling Regulation

The ENF reports is silent on its proposed actions to minimize idling. MassDEP reminds the Proponent that unnecessary idling (i.e., in excess of five minutes), with limited exception, is not permitted during the construction and operations phase of the Project (Section 7.11 of 310 CMR 7.00). With regard to construction period activity, typical methods of reducing idling include driver training, periodic inspections by site supervisors, and posting signage. In addition, to ensure compliance with this regulation once the Project is occupied, MassDEP requests that the Proponent install permanent signs limiting idling to five minutes or less on-site.

Spills Prevention. A spills contingency plan addressing prevention and management of potential releases of oil and/or hazardous materials from pre- and post-construction activities should be presented to workers at the site and enforced. The plan should include but not be limited to, refueling of machinery, storage of fuels, and potential on-site activity releases.

Solid Waste Management. As a result of its review of the Environmental Notification Form ("ENF") for the Lawler Lane ("Project" or "site"), the Massachusetts Department of Environmental

Protection (MassDEP) Solid Waste Management Section (Solid Waste) is providing the following comments regarding the management of solid waste/ recyclable and asbestos materials generated from the Project pursuant to Massachusetts Solid Waste Regulations 310 CMR 16.00: Site Assignment Regulations For Solid Waste Facilities, 310 CMR 19.000: Solid Waste Management and 310 CMR 7.15: Asbestos Regulations.

The ENF indicates that land clearing and construction activities will be performed as part of the Project that will generate solid waste and recyclable material.

Solid Waste/Asbestos Comments:

1. Compliance with Waste Ban Regulations: Waste materials discovered during construction that are determined to be solid waste (e.g., construction and demolition waste) and/or recyclable material (e.g., metal, asphalt, brick, and concrete) shall be disposed, recycled, and/or otherwise handled in accordance with the Solid Waste Regulations including 310 CMR 19.017: Waste Bans. Waste Ban regulations prohibit the disposal, transfer for disposal, or contracting for disposal of certain hazardous, recyclable, or compostable items at solid waste facilities in Massachusetts, including, but not limited to, metal, wood, asphalt pavement, brick, concrete, and clean gypsum wallboard. The goals of the waste bans are to: promote reuse, waste reduction, or recycling; reduce the adverse impacts of solid waste management on the environment; conserve capacity at existing solid waste disposal facilities; minimize the need for construction of new solid waste disposal facilities; and support the recycling industry by ensuring that large volumes of material are available on a consistent basis. Further guidance can be found at: https://www.mass.gov/guides/massdep-waste-disposal-bans

   MassDEP recommends the Proponent consider source separation or separating different recyclable materials at the job site. Source separation may lead to higher recycling rates and lower recycling costs. Further guidance can be found at: https://recyclingworksma.com/construction-demolitionmaterials-guidance/

   For more information on how to prevent banned materials from entering the waste stream the Proponent should contact the RecyclingWorks in Massachusetts program at (888) 254-5525 or via email at info@recyclingworksma.com. RecyclingWorks in Massachusetts also provides a website that includes a searchable database of recycling service providers, available at http://www.recyclingworksma.com.

2. Clean Wood: The Project will require the handling of clean wood associated with tree removal. As defined in 310 CMR 16.02, clean wood means "discarded material consisting of trees, stumps and brush, including but limited to sawdust, chips, shavings, bark, and new or used lumber" …etc. Clean wood does not include wood from commingled construction and demolition waste, engineered wood products, and wood containing or likely to contain asbestos, chemical preservatives, or paints, stains or other coatings, or adhesives. The Proponent should be aware that wood is not allowed to be buried or disposed of at the Site pursuant to 310 CMR 16.00 & 310 CMR 19.000 unless otherwise approved by MassDEP. Clean wood may be handled in accordance with 310 CMR 16.03(2)(c)7 which allows for the on-site processing (i.e., chipping) of wood for use at the Site (i.e., use as landscaping material) and/or the wood to be transported to a permitted facility (i.e., wood waste reclamation facility) or other facility that is permitted to accept and process wood.

If you have any questions regarding the Solid Waste Management Program comments above, please contact Mark Dakers at (508) 946-2847.

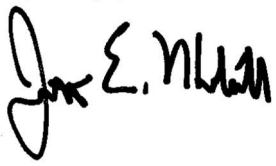
Proposed s.61 Findings

The "Certificate of the Secretary of Energy and Environmental Affairs on the Environmental Notification Form" may indicate that this Project requires further MEPA review and the preparation of an Environmental Impact Report. Pursuant to MEPA Regulations 301 CMR 11.12(5)(d), the Proponent will prepare Proposed Section 61 Findings to be included in the EIR in a separate chapter updating and summarizing proposed mitigation measures. In accordance with 301 CMR 11.07(6)(k), this chapter should also include separate updated draft Section 61 Findings for each State agency that will issue permits for the Project. The draft Section 61 Findings should contain clear commitments to implement mitigation measures, estimate the individual costs of each proposed measure, identify the parties responsible for implementation, and contain a schedule for implementation.

Other Comments/Guidance

The MassDEP Southeast Regional Office appreciates the opportunity to comment on this ENF. If you have any questions regarding these comments, please contact George Zoto at (508) 946-2820.

Very truly yours,



Jonathan E. Hobill,
Regional Engineer,
Bureau of Water Resources

JH/GZ

Cc: DEP/SERO

ATTN: Millie Garcia-Serrano, Regional Director
David Johnston, Deputy Regional Director, BWR
Gerard Martin, Deputy Regional Director, BWSC
Seth Pickering, Deputy Regional Director, BAW
Jennifer Viveiros, Deputy Regional Director, ADMIN
Greg DeCesare, Wetlands and Waterways, BWR
Brendan Mullaney, Wetlands and Waterways, BWR
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Allen Hemberger, Site Management, BWSC

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December 14, 2020

CERTIFICATE OF THE SECRETARY OF ENERGY AND ENVIRONMENTAL AFFAIRS
ON THE
ENVIRONMENTAL NOTIFICATION FORM

PROJECT NAME	: 20-Inch Force Main Replacement
PROJECT MUNICIPALITY	: Whitman & Brockton
PROJECT WATERSHED	: Taunton River
EEA NUMBER	: 16291
PROJECT PROPONENT	: Town of Whitman
DATE NOTICED IN MONITOR	: November 12, 2020

Pursuant to the Massachusetts Environmental Policy Act (MEPA; M.G. L. c. 30, ss. 61-62I) and Section 11.06 of the MEPA regulations (301 CMR 11.00), I hereby determine that this project **does not require** an Environmental Impact Report (EIR).

Project Description

As described in the Environmental Notification Form (ENF), the project consists of the construction of approximately 16,000 linear feet (lf) of 20-inch, cement-lined, ductile iron sewer force main from the Auburn Street Pump Station (ASPS) in the Town of Whitman (Town) to a gravity sewer terminus manhole located on Southfield Drive in the City of Brockton (City). The project is proposed by the Town to replace an existing 20-inch sewer force main built in 1984, which is structurally deficient and experienced breaks in 2016 and 2017 that required emergency response and repair. The new force main will be constructed along the same alignment as the existing force main, which will involve work within Alger Street and Thatcher Street in Brockton and Auburn Street in Whitman, as well as a cross-country sewer easement in undeveloped portions of both Brockton and Whitman. The main will be installed using open-cut trench excavation except at stream-crossings, where trenchless methods of installation (such as horizontal directional drilling) will be used. Pending available funds, the existing sewer main will be inspected and repaired as necessary to provide redundancy and serve as a standby

force main for the ASPS. As part of the project an existing 6-inch diameter asbestos cement water main within Auburn street will be replaced with a 6-inch diameter ductile iron water main (within the limits of proposed force main work). The existing water main will be capped and abandoned in place.

Project Site

The 12.15-acre project site consists of roadways and municipality-owned easements in both the City of Brockton (to the west) and Town of Whitman (to the east), within which the existing 20-inch sewer main lies. The project site includes commercial, residential, and undeveloped areas. Southfield Drive (where the proposed sewer main terminates) borders the Town of East Bridgewater, which lies south of both Brockton and Whitman. The project site passes through the parcel that contains the Thatcher Street Landfill, (capped in 2006) and a junkyard, as well as crossing three streams including Beaver Brook. According to the ENF, the deterioration of the existing force main is likely due to corrosion from the heightened level of acidity and redox potential of the soil. The ENF describes soil characteristics (including heightened levels of acidity, chloride content, and sulfates) in the Thatcher Street Landfill area likely associated with escaped leachate from the landfill liner. As stated in the ENF, the replacement force main will be constructed within predominantly wet, silty sand with gravel, below the observed groundwater table. The project includes several wetland resource areas, including: Bordering Vegetated Wetlands (BVW), Land Under Water (LUW), Bordering Land Subject to Flooding (BLSF), and Riverfront Area (RFA).

The project site includes several Federal Emergency Management Agency (FEMA) Flood Zones, including Zone X (an area outside of the 100-year floodplain with a low to moderate risk of flooding), associated with wetland areas; Zone A (an area inundated by a 100-year storm, without a base flood elevation (BFE)); and Zone AE (an area inundated by a 100-year storm with a BFE) that, within the project site, is also classified as a regulatory floodway associated with Beaver Brook. As stated in the ENF, the force main is highly susceptible to flooding in these areas and extensive dewatering along the length of the easement during construction is anticipated. Meadow Brook, which is located within a half-mile of the project site in Brockton, is classified is an impaired water body due to the presence of E. coli and fecal coliforms. The project site is not located in Priority and/or Estimated Habitat as mapped by the Division of Fisheries and Wildlife's (DFW) Natural Heritage and Endangered Species Program (NHESP) or an Area of Critical Environmental Concern (ACEC). The site does not contain any structures listed in the State Register of Historic Places or the Massachusetts Historical Commission's (MHC) Inventory of Historic and Archaeological Assets of the Commonwealth.

Environmental Impacts and Mitigation

As described in the ENF, potential environmental impacts associated with the project include the alteration of 24,680 square feet (sf) of BVW (0.57 acres), 70 sf of LUW, 6,107 sf of BLSF (0.14 acres), and 1,333 sf of RFA (0.03 acres)[1]. The project also proposes 6.5 cubic yards (cy) of dredging.

Measures to avoid, minimize, and mitigate environmental impacts identified in the ENF include locating the new force main within existing easements and areas that have been previously disturbed, using trenchless methods of installation to install the water main beneath streams within the project site,

[1] Impacts to wetland resource areas were refined during the MEPA review process. The quantified impacts to these resources identified in the initial submittal of the ENF were updated accordingly.

the restoration of temporarily disturbed wetland resource areas to pre-construction conditions, and the implementation of erosion and sedimentation controls.

Jurisdiction and Permitting

This project is subject to MEPA review and preparation of an ENF pursuant to 301 CMR 11.03(3)(b)(1)(d), 11.03(3)(b)(1)(f), and 11.03(5)(b)(3)(c) because it requires a State Agency Action and proposes the alteration of 5,000 or more square feet of BVW; the alteration of one half or more acres of any other wetlands (LUW, BLSF, and RFA); and the construction of one or more new sewer mains one half or more miles in length, provided the sewer mains are not located in the right of way of existing roadways (respectively).[2] Comments from the Massachusetts Department of Environmental Protection (MassDEP) state the project will require a 401 Water Quality Certification (WQC) and may require a Minor Post Closure Use Permit Application (BWP SW-37).

The project requires an Order of Conditions from both the Brockton and Whitman Conservation Commissions (or in the case of an appeal, a Superseding Order of Conditions from MassDEP). The Whitman Conservation Commission issued an Order of Conditions on November 30, 2020, which to-date has not been appealed.[3] The project will also require Street Opening and Trench Permits from the City of Brockton and Town of Whitman. The project requires the submittal of a Massachusetts Programmatic General Permit, Pre-Construction Notification Form from the U.S. Army Corps of Engineers (USACE) and a National Pollutant Discharge Elimination System (NPDES) Construction General Permit from the EPA.

Because the project may utilize Financial Assistance through the Clean Water State Revolving Fund (SRF), MEPA jurisdiction is broad in scope and extends to all aspects of the project that may cause Damage to the Environment, as defined in the MEPA regulations.

Review of the ENF

The ENF provided a description of existing and proposed conditions, preliminary project plans, Basis of Design report, Force Main Assessment, a soil sample analysis, and identified measures to avoid, minimize and mitigate environmental impacts. A supplemental narrative that included updated wetland resource area impacts and mitigation measures as well as additional information on the Thatcher Street Landfill parcel, potential impacts on residential neighborhoods, and permitting requirements was supplied by the Proponent's consultant and distributed on November 25, 2020. For purposes of clarity, this information referred to as the ENF throughout this certificate.

Alternatives Analysis

The ENF evaluated several project alternatives based on their ability to meet project goals while minimizing environmental impacts. Project goals were identified as replacing the deteriorated 20-inch force main and mitigating the risk of another main break to avoid the discharge of raw, untreated

[2] The exceedance of the MEPA threshold 301 CMR 11.03(3)(b)(1)(f) was not identified in the ENF.
[3] The issuance of an Order of Conditions from the Whitman Conservation Commission was noticed an email from Andrew Grota (Environmental Partners) to Eva Murray (MEPA Office) sent on December 12, 2020.

wastewater into the environment. The project evaluated the following Alternatives: Alternative 2A, 2B, 3, and the Preferred Alternative.

Alternative 2A would involve an open cut installation of a new sewer force main and the rehabilitation of the existing force main for future use as a standby pipe. This would require that the existing force main be CCTV inspected, cleaned, cured in place and lined, and all appurtenances along its alignment be replaced. As described in the ENF, Alternative 2B is substantively identical to Alternative 2A but would involve the additional construction of a cross connection between the new and existing force mains near Alger Street to aid in maintenance work. According to the ENF, both Alternative 2A and 2B were dismissed due to higher costs, longer construction periods, and more land disturbances as compared to the Preferred Alternative. Alternative 3 would involve the replacement and abandonment of discrete sections of the existing force main based on the condition of the main and presence of corrosive soils. This alternative would require the installation of approximately 5,390 feet of new sewer force main and it would eliminate the need to cross Beaver Brook and other intermittent streams along the alignment. According to the ENF, Alternative 3 was dismissed due to lack of reliability, as it was determined that a full-length replacement was necessary to mitigate the risk of breaks. The Preferred Alternative (described herein) proposes the construction of a new full-length sewer main with the inspection and rehabilitation of the existing main as a bid alternate. According to the ENF, the Preferred Alternative was selected as it mitigates the risk of another force main break and discharge of raw, untreated wastewater into the environment, while allowing the Town to decommission the existing force main for further investigation and potential redundancy.

Wetlands

The project will alter 0.57 acres of BVW (6,170 sf permanent, 18,510 sf temporary), 70 sf of LUW (permanent), 0.14 acres of BLSF (1,527 sf permanent, 4,580 sf temporary), and 0.03 acres of RFA (333 sf permanent, 1,000 sf temporary) and require 6.5 cy of dredging to install the new sewer main. The project requires review from the Brockton and Whitman Conservation Commissions to determine its consistency with the Wetlands Protection Act (WPA), the Wetlands Regulations (310 CMR 10.00), and associated performance standards. The Whitman Conservation Commission has completed its review of the project and issued an Order of Conditions approving the project on November 30, 2020. The sewer main will be installed through open-cut trench excavation, except when crossing LUW, where horizontal directional drilling (HDD) or similar trenchless technology will be used to install the main beneath these water bodies. As described in the ENF, the project will require clearing in environmental resource areas, including BVW, in order to install the new force main. A portion of these cleared areas will be maintained such that the sewer or water transmission lines can be readily accessed as essential infrastructure, resulting in permanent impacts. The remaining permanent impacts to wetland resource areas are associated with the 5-foot trench along the alignment within which the new main will be installed. Comments from MassDEP state that the project requires a 401 WQC in accordance with 314 CMR 9.04(1) as the proposed activities will result in the loss of more than 5,000 sf cumulatively of BVW and LUW. Comments from MassDEP also state the project is exempt from Chapter 91 Licensing pursuant to the Waterways Regulations (310 CMR 9.05(3)(g)(3)) as the sewer line will be embedded beneath non-tidal streams and culverts.

According to the ENF, all work within wetland resource areas will occur within areas that were previously disturbed by the installation of the existing sewer main in 1984. All temporarily impacted

areas will be restored to pre-construction conditions once project construction is completed. As stated previously, a significant portion of the force main is located beneath the groundwater table and extensive dewatering will be required for construction and installation. According to the ENF, dewatering techniques may include open sump pumping, deep well systems, vacuum wellpoint systems, or a combination of these techniques. The ENF states that no change in grade or elevation and in turn, no change to flood storage capacity, is proposed.

Water and Wastewater

The Town's wastewater collection system is comprised of 2 main pump stations, 7 pump substations, and associated gravity and sewer force mains. According to the ENF, all wastewater flows from Whitman are directed to the Brockton Advanced Water Reclamation Facility (BAWRF) for treatment, as the Town does not have its own wastewater treatment plant. According to the ENF, the average daily flow through the existing sewer main is approximately 800,000 gallons per day (gpd), with no increase in capacity proposed as part of the project. In addition to the force main itself, the project will also construct four proposed tie-in locations: at the ASPS; at the new force main sewer terminus manhole on Southfield Drive; at the Auburn Street West Pump Station (ASWPS); and at the Auburn Street East Pump Station (ASEPS). As described in the ENF, the existing iron main likely deteriorated due to corrosion from the acidic soils. Instead of iron, the new force main will be constructed with a combination of high-density polyethylene (HDPE) and polyvinyl chloride (PVC) pipe which will not corrode. Construction will include new valves, air release manholes, blowoff/cleanout manholes, and utility improvements along the alignment and will require hydrostatic testing prior to the new main coming online. Comments from MassDEP state that the wastewater generated during hydrostatic testing of the force main is considered an industrial wastewater as it has the potential to contain pollutants. I refer the Proponent to comments from MassDEP for more information on the permitting requirements and guidelines for the appropriate disposal of industrial wastewater.

Climate Change Adaptation and Resiliency

Governor Baker's Executive Order 569: Establishing an Integrated Climate Change Strategy for the Commonwealth (EO 569; the Order) was issued on September 16, 2016. The Order recognizes the serious threat presented by climate change and direct Executive Branch agencies to develop and implement an integrated strategy that leverages state resources to combat climate change and prepare for its impacts. The Order seeks to ensure that Massachusetts will meet GHG emissions reduction limits established under the Global Warming Solution Act of 2008 (GWSA) and will work to prepare state government and cities and towns for the impacts of climate change. I note that the MEPA statute directs all State Agencies to consider reasonably foreseeable climate change impacts, including additional greenhouse gas emissions, and effects, such as predicted sea level rise, when issuing permits, licenses and other administrative approvals and decisions. M.G.L. c. 30, § 61.

The Northeast Climate Science Center at the University of Massachusetts at Amherst has developed projections of changes in temperature, precipitation, and sea level rise for Massachusetts. This data is available through the Climate Change Clearinghouse for the Commonwealth at www.resilientma.org. By the end of the century, the average annual temperature in the Taunton Drainage Basin is projected to rise by 4.89 to 8.95 degrees Fahrenheit (°F), including an increase in the number of days each year with temperatures over 90 °F from a minimum of additional 20.87 days to

a maximum of an additional 53.33 days compared to the 1971-2000 baseline period. During the same time span, the average annual precipitation is projected to increase by a minimum of 3.81 to a maximum of 4.18 inches, which may be associated with more frequent and intense storm events. The Massachusetts State Hazard Mitigation & Climate Adaptation Plan (2018) may provide additional data and resources applicable to the project site.

The City and Town are both participants in the Commonwealth's Municipal Vulnerability Preparedness (MVP) program. The MVP program is a community-driven process to define natural and climate-related hazards, identify existing and future vulnerabilities and strengths of infrastructure, environmental resources, and vulnerable populations, and develop, prioritize and implement specific actions municipalities can take to reduce risk and build resilience. Through the MVP program, the City and Town received funding to conduct a planning process for climate change resiliency and implementing priority projects. The results of the initial community-driven process for the City of Brockton were presented in the "City of Brockton Community Resilience Building Workshop Summary of Findings" (Brockton Report) dated January 2019.[4] As of November 2020, the Town of Whitman is in the process of completing an MVP planning report. The Brockton Report identified flooding, severe storms, extreme temperatures, and drought as top climate hazards. The Brockton Report also identified encroachment into wetlands as a top area of concern given historic and recent encroachment into wetlands in Brockton and the crucial role wetlands play in resiliency to climate impacts, particularly flooding. The Brockton Report also identified the vulnerability of wastewater infrastructure to the impacts of flooding as a top concern, in particular inundation of pipes and pump stations causing sewage overflows during storm events. As the project proposes siting the new sewer force main within several areas mapped as FEMA Flood Zones and the alteration and maintenance of cleared areas within wetlands, I encourage the Proponent to consider future climate change conditions and their potential impacts on the sewer main as the design is finalized and proceeds to permitting.

Construction

As described in the ENF, the project will be constructed in four (4) phases, with Phase 1 consisting of the installation and testing of a replacement sewer force main from the ASPS in Whitman to the sewer terminus manhole on Southfield Drive in Brockton (approximately 16,000 linear feet). Phase 2 will consist of the installation of a bypass system to temporarily pump raw wastewater from the ASPS into the new replacement force main, which will discharge into the new force main sewer terminus manhole on Southfield Drive. Phase 3 will consist of the completion of all permanent tie-in connections followed by the commissioning of the new force main, including the removal of the temporary bypass system and all final paving and landscape restoration. Phase 4 is contingent on the availability of funding and would include the heavy cleaning and inspection of the existing sewer main to determine if any additional rehabilitation or lining work is needed. If Phase 4 is completed, the existing force main will be left decommissioned to provide redundancy and act as a standby force main for the ASPS. According to the ENF, the project is anticipated to be completed within 12 months, with a Winter/Spring 2021 bid date and a projected final completion date of June 2022.

The project proposes work within the Thatcher Street Landfill Parcel. As stated in comments from MassDEP, any construction that is proposed within the Site Assigned Property associated with the

[4] The Brockton Report can be accessed here: https://www.mass.gov/doc/brockton-report/download

landfill requires the submittal of a Minor Post Closure Use Permit Application (BW PSW 37) to MassDEP for review and approval. MassDEP has requested that the Proponent attend a pre-application meeting to discuss the proposed project and any work in this area. As described previously, the project proposes to replace an asbestos-containing pipe within Auburn Street. Comments from MassDEP state that the removal or disturbance of the asbestos cement pipe shall comply with the Asbestos regulations at 310 CMR 7.15 (12A) *Requirements for Underground Asbestos Cement Pipe*. I refer the Proponent to MassDEP's comments for further information regarding the disposal of contaminated soils and dredged soils, in addition to permitting requirements.

All construction activities should be managed in accordance with applicable MassDEP's regulations regarding Air Pollution Control (310 CMR 7.01, 7.09-7.10), and Solid Waste Facilities (310 CMR 16.00 and 310 CMR 19.00, including the waste ban provision at 310 CMR 19.017). The project should include measures to reduce construction period impacts (e.g., noise, dust, odor, solid waste management) and emissions of air pollutants from equipment, including anti-idling measures in accordance with the Air Quality regulations (310 CMR 7.11). I encourage the Proponent to require that its contractors use construction equipment with engines manufactured to Tier 4 federal emission standards, or select project contractors that have installed retrofit emissions control devices or vehicles that use alternative fuels to reduce emissions of volatile organic compounds (VOCs), carbon monoxide (CO) and particulate matter (PM) from diesel-powered equipment. Off-road vehicles are required to use ultra-low sulfur diesel fuel (ULSD). If oil and/or hazardous materials are found during construction, the Proponent should notify MassDEP in accordance with the Massachusetts Contingency Plan (310 CMR 40.00). All construction activities should be undertaken in compliance with the conditions of all State and local permits.

Conclusion

The ENF has adequately described and analyzed the project and its alternatives, and assessed its potential environmental impacts and mitigation measures. Based on review of the ENF and comments received on it, and in consultation with MassDEP, I have determined that an EIR is not required.

K. Theoharides

December 14, 2020
Date

Kathleen A. Theoharides

Comments received:

12/01/2020 Massachusetts Department of Environmental Protection (MassDEP), Southeast Regional Office (SERO)

KAT/ELM/elm

Commonwealth of Massachusetts
Executive Office of Energy & Environmental Affairs

Department of Environmental Protection
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Charles D. Baker
Governor

Karyn E. Polito
Lieutenant Governor

Kathleen A. Theoharides
Secretary

Martin Suuberg
Commissioner

December 1, 2020

Kathleen A. Theoharides
Secretary of Environment and Energy
Executive Office of Energy and
Environmental Affairs
100 Cambridge Street, Suite 900
ATTN: MEPA Office
Boston, Ma 02108

RE: ENF Review. EOEEA 16291
WHITMAN.20-Inch Force Main
Replacement at Auburn Street (Whitman),
Alger Way (Brockton), Thatcher Street
(Brockton) and Southfield Drive (Brockton)

Dear Secretary Theoharides,

The Southeast Regional Office of the Department of Environmental Protection (MassDEP) has reviewed the Environmental Notification Form (ENF) for the 20-Inch Force Main Replacement at Auburn Street (Whitman), Alger Way (Brockton), Thatcher Street (Brockton), and Southfield Drive (Brockton), Whitman, Massachusetts (EOEEA #16291). The Project Proponent provides the following information for the Project:

The project is anticipated to be completed in a multi-phased approach, as described below:

Phase 1 consists of the installation and testing of a replacement sewer force main from the ASPS in Whitman to the sewer terminus manhole on Southfield Drive in Brockton. Approximately 16,000 linear feet of new force main will be installed, which is comprised of a combination of 20-inch PVC DR18 pipe and 20-inch HDPE DR11 pipe. There are three stream crossings along the alignment (one in Whitman and two in Brockton) that will be completed using trenchless methods of installation (horizontal directional drilling, auger boring, pipe ramming) to mitigate the risks of disturbance to the environment. Construction will include new valves, air release manholes, blowoff/cleanout manholes, and utility improvements along the alignment. The replacement force main will be constructed up to the four proposed tie-in locations: at the ASPS; at the new force main sewer terminus manhole on Southfield Drive; at the Auburn Street West Pump Station (ASWPS); and at the Auburn Street East Pump Station (ASEPS). The replacement force main will be hydrostatically pressure tested prior to use. The existing 20" DI force main will remain active under this phase.

Phase 2 consists of the installation of a bypass system in which bypass rental pumps will temporarily pump raw wastewater from the ASPS into the new replacement force main and discharge into the new force main sewer terminus manhole on Southfield Drive. The bypass system would involve using temporary rental pumps installed outside the ASPS to pump raw wastewater from the ASPS wet well to the new replacement force main. As part of Phase 2, the bypass system would be connected into a new replacement force main bypass connection in order to decommission the existing force main. During the scheduled bypass, all force main tie-in connections will be completed.

Phase 3 consists of the commissioning of the replacement force main upon completion of all permanent tie-in connections. The ASPS would be brought back online and all wastewater flow would be pumped into the replacement force main, which will act as the primary conduit for the conveyance of all wastewater flow from the ASPS. Upon completion of all flow cutover and yard piping work, the bypass system will be disassembled and removed from the site. In addition to this commissioning work, all final paving and landscape restoration along the force main alignment will be completed under this third phase.

Phase 4 is contingent upon the availability of Town funding and will be listed as a bid alternate for the Project. This phase would include the heavy cleaning and a CCTV inspection of the existing force main to determine if any additional rehabilitation or lining work is needed. Upon completion of Phase 4, the existing 20" DI force main will be left decommissioned and will act as a standby force main for the ASPS. The Project is anticipated to be completed within 12 months, with a Winter/Spring 2021 bid date and a Projected final completion date of June 2022.

Bureau of Water Resources Comments

Wetlands and Waterways. The SERO Wetlands and Waterways Program has reviewed the ENF for the Project.

Wetlands:

A Notice of Intent was filed with the Brockton Conservation Commission on October 27, 2020. The Department issued a file number (DEP File Number 118-0770) on November 10, 2020. A Notice of Intent was filed with the Whitman Conservation Commission on November 2, 2020. The Department issued comments and a file number (DEP File Number 340-0462) on November 17, 2020. Work within bordering Vegetated Wetlands, Land Under Water Bodies and Waterways, Bordering Land Subject to Flooding, and the 200-foot Riverfront Area may meet the limited project 310 CMR 10.53(3)(d) provided 1. the issuing authority may require a reasonable alternative route with fewer adverse effects for a local distribution or connecting line not reviewed by the Energy Facilities Sitting Council; 2. best available measures shall be used to minimize adverse effects during construction; 3. the surface vegetation and contours of the area shall be substantially restored; and 4. all sewer lines shall be constructed to minimize inflow and leakage. The Department will review the Orders of Conditions once issued to ensure it is consistent with the Wetlands Protection Act and Regulations.

The applicant is required to obtain a 401 Water Quality Certification as the proposed activity will result in the loss of more than 5000 square feet cumulatively of bordering and isolated vegetated wetlands and land under water (314 CMR 9.04(1)). If you have any questions regarding this Certification, please contact Andrew Poyant at andrew.poyant@mass.gov or Greg DeCesare at gregory.decesare@mass.gov.

Waterways:

The work is exempt from Chapter 91 Licensing pursuant to the Waterways Regulations at 310 CMR 9.05(3)(g) 3, because the sewer line will be embedded beneath non tidal stream(s), and culverts. Note that the stream(s) may still be jurisdictional unless the Department determines that they are not navigable pursuant to 310 CMR 9.04.

Stormwater Management. The Proponent has acknowledged the need for a NPDES Stormwater Permit for Construction Activities (CGP). This permit is issued by the U.S. Environmental Protection Agency (EPA). The Proponent has also acknowledged that dewatering activities may also be covered under the CGP without the need for a separate Dewatering General Permit. (DGP)

Wastewater Management. The wastewater generated during hydrostatic testing of the force main is

considered an industrial wastewater because it has the potential to contain pollutants and may be discharged into the Waters of the Commonwealth. MassDEP has created a fact sheet for the disposal of this wastewater: https://www.mass.gov/doc/permit-requirements-for-hydrostatic-water-testing-of-new-pipelines/download It is unlikely that the disposal of this wastewater came be permitted to the Municipal Separate Storm Sewer System (MS4) without a Remediation General Permit (RGP) and not under the CGP or by the municipalities because it is not characterized as a stormwater. The EPA should be consulted. The wastewater could also be disposed into the Brockton Wastewater Treatment Facility with appropriate local permitting.

Bureau of Waste Site Cleanup Comments

Based upon the information provided, the Bureau of Waste Site Cleanup (BWSC) searched its databases for disposal sites and release notifications that have occurred at or might impact the proposed Project area. A disposal site is a location where there has been a release to the environment of oil and/or hazardous material that is regulated under M.G.L. c. 21E, and the Massachusetts Contingency Plan [MCP – 310 CMR 40.0000].

There are no listed MCP disposal sites located at or in the vicinity of the property that would appear to impact the proposed Project area. Interested parties may view a map showing the location of BWSC disposal sites using the MassGIS data viewer (Oliver) at: http://maps.massgis.state.ma.us/map_ol/oliver.php Under "Available Data Layers" select "Regulated Areas", and then "DEP Tier Classified 21E Sites". MCP reports and the compliance status of specific disposal sites may be viewed using the BWSC Waste Sites/Reportable Release Lookup at: https://eeaonline.eea.state.ma.us/portal#!/search/wastesite

The Project Proponent is advised that if oil and/or hazardous material are identified during the implementation of this Project, notification to MassDEP may be required pursuant to the Massachusetts Contingency Plan (310 CMR 40.0000). If oil and/or hazardous material is encountered a Licensed Site Professional (LSP) should be retained to determine if notification is required and, if need be, to render appropriate opinions and/or conduct response actions. The BWSC may be contacted for guidance if questions arise regarding cleanup.

Bureau of Air and Waste (BAW) Comments

Air Quality. Construction and operation activities shall not cause or contribute to a condition of air pollution due to dust, odor or noise. To determine the appropriate requirements please refer to:

310 CMR 7.09 Dust, Odor, Construction, and Demolition
310 CMR 7.10 Noise

Construction-Related Measures

MassDEP requests that all non-road diesel equipment rated 50 horsepower or greater meet EPA's Tier 4 emission limits, which are the most stringent emission standards currently available for off-road engines. If a piece of equipment is not available in the Tier 4 configuration, then the Proponent should use construction equipment that has been retrofitted with appropriate emissions reduction equipment. Emission reduction equipment includes EPA-verified, CARB-verified, or MassDEP-approved diesel oxidation catalysts (DOCs) or Diesel Particulate Filters (DPFs). The Proponent should maintain a list of the engines, their emission tiers, and, if applicable, the best available control technology installed on each piece of equipment on file for Departmental review.

Massachusetts Idling Regulation

The Project Proponent's plan of work is silent on its proposed actions to minimize idling. MassDEP reminds the Proponent that unnecessary idling (i.e., in excess of five minutes), with limited

exception, is not permitted during the construction and operations phase of the Project (Section 7.11 of 310 CMR 7.00). With regard to construction period activity, typical methods of reducing idling include driver training, periodic inspections by site supervisors, and posting signage.

Spills Prevention. A spills contingency plan addressing prevention and management of potential releases of oil and/or hazardous materials from pre- and post-construction activities should be presented to workers at the site and enforced. The plan should include but not be limited to, refueling of machinery, storage of fuels, and potential on-site activity releases.

Solid Waste Management. As a result of its review of the ENF the Solid Waste Management Section ("Solid Waste") is providing the following comments regarding the proposed Project pursuant to Massachusetts Solid Waste Regulations: 310 CMR 19.000: *Solid Waste Management* and 310 CMR 7.15: *Asbestos Regulation.*

Solid Waste Comments:

1. Any construction that is proposed at the Brockton Thatcher Street Landfill Site Assigned Property requires submittal of MassDEP's Minor Post Closure Use Permit Application (BWP SW-37) for MassDEP review and approval. Post-Closure Use permits are intended to protect the public health, safety and the environment by regulating all proposed activities at closed solid waste management facility sites to ensure that such uses are consistent with that facility's closure plan and site specifics. MassDEP requires that the Proponent attend a pre-application meeting to discuss the proposed Project. Information pertaining to this requirement is available at https://www.mass.gov/doc/instructions-sw-36-37-0/download.

2. *The Proponent has proposed to remove dredged sediments from several areas of the Project and dispose at a permitted facility.*

   Reuse or disposal of dredge at a Massachusetts landfill shall require compliance with MassDEP's policy (*COMM-94-007 Interim Policy for Sampling, Analysis, Handling and Tracking Requirements for Dredged Sediment Reused or Disposed at Massachusetts Permitted Landfills)* with weblink provided as follows: https://www.mass.gov/guides/interim-policy-comm-94-007-dredged-sediment-reuse-or-disposal.

3. *The NPC indicates that soil remediation activities will occur in wetland areas. The NPC further states that excavated soils will be transported off-site to permitted receiving facilities.*

   Please refer to MassDEP's website entitled, "*Soil Transport, Re-Use and Disposal" at* : https://www.mass.gov/soil-transport-re-use-and-disposal for guidance in deciding the appropriate management options and potential receiving facilities for soils that will be excavated as part of the Project. Please note, soil shall not be disposed at a Landfill if feasible alternatives exist that involve the reuse of such soils in accordance with the Department's Solid Waste Management hierarchy established in the Solid Waste Management Plan.

   Specifically, the following policies govern the solid waste program's interests in soils management:

   1) *Policy # COMM-97-001 Reuse and Disposal of Contaminated Soil at Massachusetts Landfills Department of Environmental Protection*. Information regarding this policy can be found at: https://www.mass.gov/files/documents/2016/08/tr/bwp97001.pdf

2) *Similar Soils Provision Guidance WSC#-13-500.* This guidance governs the reuse of soil from a 21E Disposal Site at another location. Information regarding this policy can be found at: https://www.mass.gov/files/documents/2016/08/xb/13-500.pdf
3) *Interim Policy on the Re-Use of Soil for Large Reclamation Projects Policy # COMM-15-01.*-This policy governs the reuse of soil for the reclamation of sand pits, gravel pits and quarries. Information regarding this policy can be found at: https://www.mass.gov/files/documents/2017/09/05/massdep-policy-comm-15-01-2015-08-28.pdf

4. Asphalt, brick, and concrete (ABC) rubble, such as the rubble generated by the demolition of buildings or other structures must be handled in accordance with the Solid Waste regulations. These regulations allow, and MassDEP encourages, the recycling/reuse of ABC rubble. The Proponent should refer to MassDEP's Information Sheet, entitled " Using or Processing Asphalt Pavement, Brick and Concrete Rubble, Updated February 27, 2017 ", that answers commonly asked questions about ABC rubble and identifies the provisions of the solid waste regulations that pertain to recycling/reusing ABC rubble. This policy can be found on-line at the MassDEP website: https://www.mass.gov/files/documents/2018/03/19/abc-rubble.pdf.

If you have any questions regarding the Solid Waste Management Program comments above, please contact Mark Dakers at (508) 946-2847.

Asbestos Comments. The Massachusetts Department of Environmental Protection Asbestos Section (MassDEP) is providing the following comments regarding the management of asbestos cement pipe under Massachusetts Asbestos Regulations, 310 CMR 7.15: *Asbestos Regulations*:

The Proponent proposes that an existing 6" asbestos cement water main in Auburn Street in close proximity to the replacement force main on Auburn Street (between Station 1+00 and Station 25+00) may require support, relocation and/or replacement as part of the work.

Removal or disturbance of asbestos cement pipe shall require compliance with MassDEP Asbestos regulations at 310 CMR 7.15 (12A) *Requirements for Underground Asbestos Cement Pipe.* The weblink to the asbestos regulations is: https://www.mass.gov/doc/310-cmr-715-massdep-asbestos-regulation-july-2019/download.

Additional guidance may be found in MassDEP's Asbestos Cement Pipe Guidance Document at: https://www.mass.gov/doc/asbestos-cement-pipe-guidance-document-2019/download.

Please direct any questions regarding asbestos to Cynthia Baran at MassDEP's Southeast Regional Office at (508) 946-2887.

Proposed s.61 Findings

The "Certificate of the Secretary of Energy and Environmental Affairs on the Environmental Notification Form" may indicate that this Project requires further MEPA review and the preparation of an Environmental Impact Report. Pursuant to MEPA Regulations 301 CMR 11.12(5)(d), the Proponent will prepare Proposed Section 61 Findings to be included in the EIR in a separate chapter updating and summarizing proposed mitigation measures. In accordance with 301 CMR 11.07(6)(k), this chapter should also include separate updated draft Section 61 Findings for each State agency that will issue permits for the Project. The draft Section 61 Findings should contain clear commitments to implement mitigation measures, estimate the individual costs of each

proposed measure, identify the parties responsible for implementation, and contain a schedule for implementation.

Other Comments/Guidance

The MassDEP Southeast Regional Office appreciates the opportunity to comment on this ENF. If you have any questions regarding these comments, please contact George Zoto at (508) 946-2820.

Very truly yours,

Jonathan E. Hobill,
Regional Engineer,
Bureau of Water Resources

JH/GZ

Cc: DEP/SERO

ATTN: Millie Garcia-Serrano, Regional Director
David Johnston, Deputy Regional Director, BWR
Gerard Martin, Deputy Regional Director, BWSC
Seth Pickering, Deputy Regional Director, BAW
Jennifer Viveiros, Deputy Regional Director, ADMIN
Daniel Gilmore, Chief, Wetlands and Waterways, BWR
Gregory DeCesare, Wetland and Waterways, BWR
Andrew Poyant, Wetlands and Waterways, BWR
Carlos Fragata, Wetlands and Waterways, BWR
Mark Dakers, Solid Waste, BAW
Alison Cochrane, Solid Waste, BAW
Elza Bystrom, Solid Waste, BAW
Allen Hemberger, Site Management, BWSC

January 7, 2020 Old Colony JTC Meeting
Agenda Item 8C
Regional Concerns and Local Community Transportation Issues

Summary

Regional Concerns and Local Community Transportation Issues.