

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](https://twitter.com/OldColonyPC)



Thursday, February 4, 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

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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 January 7, 2021 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. Active Transportation Study
 - Project Status and Update
 - B. Climate Change Vulnerability Transportation Assessment
 - Project Status and Update
 - C. Shared Winter Streets and Open Spaces Grant Program
 - Program Overview and Application Process
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).

February 4, 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.

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.”

February 4, 2021 Old Colony JTC Meeting
Agenda Item 2
Public Comments

Summary

Public comments.

February 4, 2021 Old Colony JTC Meeting
Agenda Item 3
Minutes of January 7, 2021 Meeting

Summary

Old Colony JTC to consider approval of January 7, 2021 Old Colony JTC Meeting Minutes.

February 4, 2021 Old Colony JTC Meeting
Agenda Item 4
Communications

Summary

Taunton South Coast Rail Virtual Meeting - Thursday, February 4, 2021, 6:00 p.m. - 7:30 p.m.

The Massachusetts Bay Transportation Authority (MBTA) is having a virtual **TAUNTON COMMUNITY MEETING** on the South Coast Rail Project. The project team will present an update on Phase 1, the East Taunton Station, and the start of construction in Taunton. Following the presentation, the team will be available to take feedback and answer questions. Participants may join via computer or call in via telephone. Information on how to join is available at www.mbta.com/southcoastrail under Upcoming Events. A recording will be posted after the event for those who cannot attend. For more information about South Coast Rail, visit the website: www.mbta.com/southcoastrail Please contact the project team with any questions at SouthCoastRail@dot.state.ma.us. This is one of a series of community meetings that will be hosted by the MBTA. Future meetings in other communities will be announced via email and on the project website, www.mbta.com/southcoastrail

Culvert Replacement Municipal Assistance Grant Program

The Division of Ecological Restoration (DER), Massachusetts Department of Fish and Game, is seeking proposals from Massachusetts municipalities interested in replacing an undersized, perched, and/or degraded culvert located in an area of high ecological value. The purpose of this funding is to encourage municipalities to replace culverts with better designed crossings that meet improved structural and environmental design standards and climate resiliency criteria. **Total funding available for all projects selected in FY22 is anticipated to be \$750,000-\$1,500,000.**

Only projects that intend to meet the goals of the Massachusetts Stream Crossing Standards will be considered for funding. Use of these Standards to design culverts improves river function and access for fish and wildlife, and reduces hazards to public safety, such as flooding, culvert failure, and road washout.

Massachusetts municipalities are eligible to apply for funding to support advancing one culvert replacement project toward completion. Interested communities should view the full announcement, including funding, eligibility, and evaluation criteria: <https://www.mass.gov/how-to/culvert-replacement-municipal-assistance-grant-program>.

Department of Housing and Community Development (DHCD) issues preliminary guidance for MBTA communities under Partnerships for Growth Act

The recently enacted \$626 million economic development bond bill includes a housing policy provision requiring MBTA communities to have at least one zoning district of reasonable size in which multi-family housing is permitted as of right. These districts must also meet the following criteria:

- Minimum gross density of 15 units per acre
- Not more than one-half mile from a commuter rail station, subway station, ferry terminal or bus station, if applicable
- No age restrictions
- Suitable for families with children

Specifically, Section 18 of chapter 358 of the Acts of 2020 adds a new section 3A to the Zoning Act (Chapter 40A of the General Laws) applicable to MBTA communities. The purpose of section 3A is to encourage MBTA communities to adopt zoning districts where multifamily zoning is permitted as of right, and that meet other requirements set forth in the statute.

The Department of Housing and Community Development (the “Department”), in consultation with the Massachusetts Bay Transportation Authority and the Massachusetts Department of Transportation, is required to promulgate guidelines to determine if an MBTA community is in compliance with section 3A. The purpose of the Preliminary guidance issued on January 29,

2021 is to (1) inform MBTA communities about the process the Department will undertake to establish compliance criteria for section 3A, and (2) notify MBTA communities that they will remain eligible for grant programs administered by the Executive Office of Housing and Economic Development or its agencies until more detailed compliance criteria and guidelines have been issued.

MBTA communities that do not create a zoning district with as-of-right multifamily development would be ineligible for funds from the MassWorks Program, the Housing Choice Initiative, or the state's Local Capital Projects Fund.

The statute requires the Department of Housing and Community Development to issue guidelines that define compliance with this new section of the Zoning Act. According to preliminary guidance issued by the DHCD on January 29, 2021, compliance criteria will be developed promptly and in consultation with affected MBTA communities and other stakeholders.

In addition, for purposes of grant programs administered by DHCD and the Executive Office of Housing and Economic Development, MBTA communities will be deemed to be in compliance with this new section until more detailed compliance criteria have been established.

The guidance states that all communities are eligible to apply for MassWorks or the Housing Choice Capital Grants Program in the upcoming 2021 grant cycle.

February 4, 2021 Old Colony JTC Meeting
Agenda Item 5A
Brockton Area Transit Authority (BAT)

Summary

Brockton Area Transit to provide report.

February 4, 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.

February 4, 2021 Old Colony JTC Meeting
Agenda Item 5C
South Coast Rail Project

Summary

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

Public outreach has begun once again with the first public meeting of the year having taken place virtually on January 27th. Work is also underway to clear trees and brush and bringing the sites to future grades. Construction contractors has started to install storm water and erosion control infrastructure. Station micro piles are being driven into the ground for the Fall River Station and grading is being done in anticipation of station construction at other future sites. 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.

February 4, 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)
 - Project advertised for construction bids on January 30, 2021. Bid opening scheduled for March 2, 2021.
 - Cost Estimate is \$4,969,007.

- EASTON - ROUTE 123 (DEPOT STREET) RECONSTRUCTION FROM NEWELL CIRCLE TO ROUTE 138 (607217)
 - Bids opened on January 12, 2021. Low bid was \$10,134,494 submitted by RJV Construction Corporation of Canton, MA.
 - Cost Estimate is \$10,502,923.

- STOUGHTON - IMPROVEMENTS AT RICHARD WILKINS ELEMENTARY SCHOOL (SRTS) (608829)
 - MassDOT comments on 100% Package provided to design engineer (11/04/2020).
 - 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)
 - Plans, Specifications, and Estimate (PS&E) Package received by MassDOT (11/03/2020).
 - 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 (10/13/2020).
 - Cost Estimate is \$5,244,574.
- STOUGHTON - INTERSECTION IMPROVEMENTS AND RELATED WORK AT CENTRAL STREET, CANTON STREET AND TOSCA DRIVE (608279)
 - 100% Package received by MassDOT (12/23/2020).
 - 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 (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 (12/24/2019).
 - 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.

- 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 \$9,586,036.

- 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 - INTERSECTION IMPROVEMENTS AT CANTON STREET (ROUTE 27), SCHOOL STREET AND SUMMER STREET (611981)
 - Currently not programmed.
 - Project is in the preliminary design phase.
 - Cost Estimate is TBD.
- STOUGHTON - RECONSTRUCTION OF TURNPIKE STREET (607214)
 - Currently not programmed.
 - Project is in the preliminary design phase.
 - Cost Estimate is \$12,000,250.

February 4, 2021 Old Colony JTC Meeting
Agenda Item 7A
Active Transportation Study
▪ Project Status and Update

Summary

The Active Transportation Study seeks to provide an analysis of the bicycle, pedestrian, and transit network within a connectivity, public health, and safety context. The Active Transportation Network Study seeks to understand how the Old Colony region can improve the bicycle and pedestrian network to increase its utility for recreational and transportation purposes. Additionally, the study will work to develop a menu of potential projects by community that can be advanced in the MassDOT Highway Division project development process for funding with statewide funding resources.

The Active Transportation Study will include the collecting of data to formulate bicycle level of service (BLOS) and pedestrian level of service (PLOS). Also, MassDOT crash cluster data, intersection analysis, and heat map data provided by third party data providers will all be used to inform the study and guide potential recommendation that will be included in the report. To aide in the development of potential bicycle and pedestrian infrastructure, past and current community studies will be reviewed to have those study recommendations be a part of the

Active Transportation Study and committees will be formed to guide the recommendation process. Final product will be a report Old Colony Planning Council community can use as a reference to help guide their activities in planning bicycle and pedestrian infrastructure and amenities.

Current Project Status

Staff is currently reviewing community master plans, open spaces documents, and other materials relating to bicycle and pedestrian infrastructure in the Old Colony region. Project staff have also started reaching out to communities and speaking with relevant town or city officials to see if bicycle and pedestrian accommodations have changed since the last region wide bicycle and pedestrian plan. These changes will be reflected in the new Active Transportation Study to understand where new infrastructure is being built and planned for in the future.

February 4, 2021 Old Colony JTC Meeting
Agenda Item 7B
Climate Change Vulnerability Transportation Assessment
▪ Project Status and Update

Summary

This study builds upon previous studies by OCPC including storm water mapping and roadway drainage runoff, Hazard Mitigation and Municipal Vulnerability Preparedness plans, an Old Colony Regional Hazard Mitigation Plan, and an Old Colony 2010 Climate Change Transportation Impact Study. The purpose of the Climate Change Vulnerability Transportation Assessment is to update the 2010 Climate Change Transportation Impact Study, and to identify the impacts of Climate Change on the transportation system, examine them, and assess the vulnerability of the system resulting in strategies for management and mitigation.

Public outreach has included reaching out to stakeholders in the communities, with feedback from eight of the communities regarding the impact of Climate Change on the community and the priorities in dealing with the impacts of Climate Change.

Recent events include Massachusetts entering an MOU with Rhode Island and Washington D.C. for the Transportation Climate Initiative (TCI). Also, Governor Baker has vetoed the Climate Change bill, although in agreement with most of the bill. The Governor would like to see changes in the bill as it is expected to be re-introduced.

The next steps for the study include, continue local input regarding the priorities of OCPC communities in their response to Climate Change (information has been compiled via the MVP process), schedule a public meeting to garner public input, develop recommendations through local input and public input.



Climate Change Vulnerability Transportation Assessment

Old Colony Planning Council

What does this presentation cover?

OCPC Climate Change Vulnerability Transportation Assessment Funded by the Old Colony Unified Planning Work Program

1. Study Purpose
2. What is Climate Change
3. Federal Response
4. State Response
5. OCPC and Local Response to Climate Change

OCPC Climate
Change
Vulnerability
Transportation
Assessment
(Completion
Date September
2021)

1. Study Purpose –

- ❖ Identify the Impacts of Climate Change on the transportation system
- ❖ Assess the vulnerability of the system
- ❖ Develop strategies for management and mitigation
- ❖ Coordinate with federal and state directives and initiatives

OCPC Climate
Change
Vulnerability
Transportation
Assessment
(Completion
Date September
2021)

1. Study Purpose

❖ Builds on previous OCPC and Local Study

- OCPC Climate Change Roadway Drainage and Runoff Study 2011
- OCPC Climate Change Transportation Impact Study 2010
- Hazard Mitigation and Municipal Vulnerability Preparedness Plans (Local studies)

OCPC Climate
Change
Vulnerability
Transportation
Assessment
(Completion
Date September
2021)

1. Study Purpose

- ❖ Public outreach, stakeholder input and feedback (state , federal, local, watershed associations Jones River, Taunton River)
- ❖ Examining/identify the root causes of climate change
- ❖ Map potential negative impacts in the region compared to the existing transportation system
- ❖ Identify potential strategies to reduce climate change impacts

Weather and Climate

Weather – Short-term, day-to-day state of atmospheric changes variation in minutes to weeks

- ❖ Temperature, humidity, precipitation, cloudiness, visibility, and wind

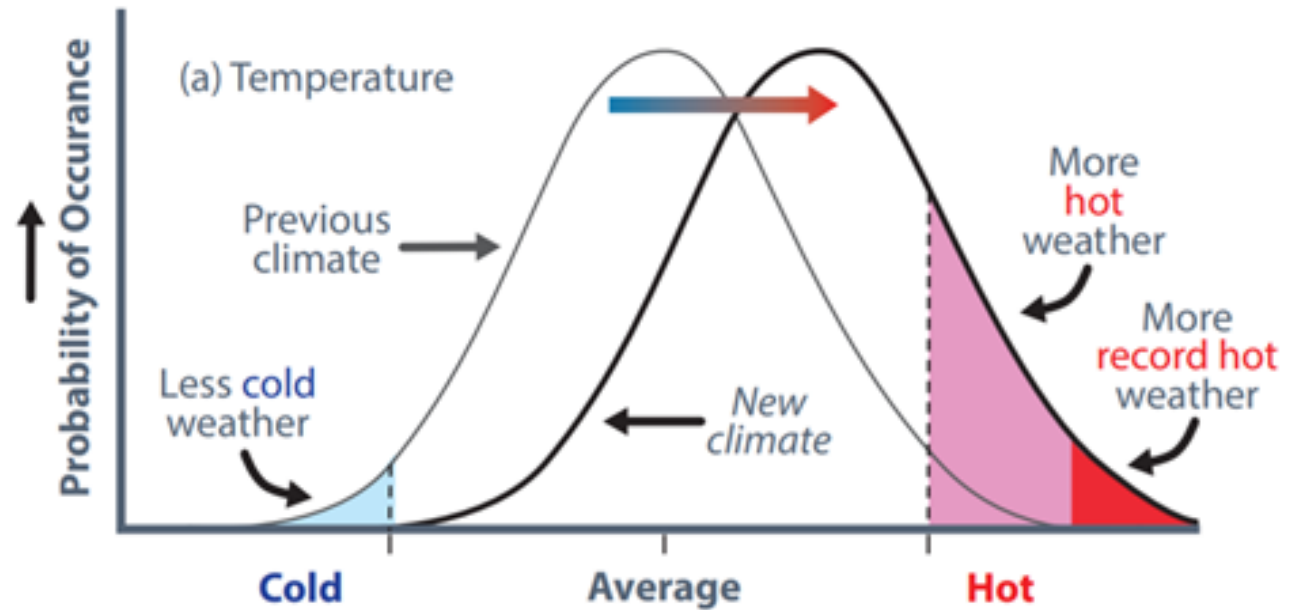
Climate – Climate is the weather of a place averaged over a period of time, often 30 years

2. What is Climate Change?



2. What is Climate Change?

An increase in global temperatures and extreme weather events as a result of increased levels of greenhouse gases and atmospheric pollution (in particular, carbon pollution)



3. Federal Directives and Initiatives

EO 13653 (2013)
"Preparing the US for the Impacts of Climate Change"

"The federal government must build on progress and pursue new strategies to improve the Nation's preparedness and resilience."

Agencies should promote:

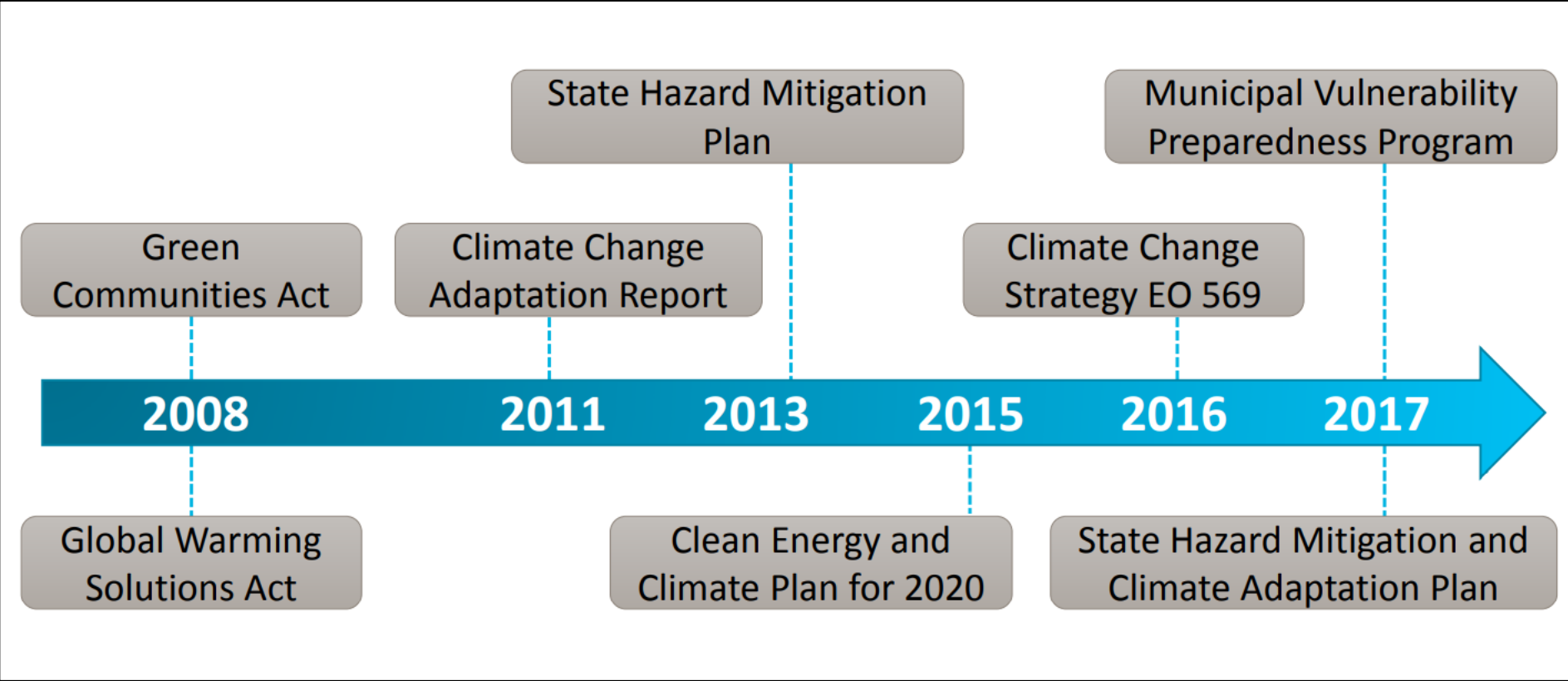
- ❖ Engaged and strong partnerships and information sharing at all levels of government
- ❖ Risk-informed decision making and the tools to facilitate it
- ❖ Adaptive learning, in which experiences serve as opportunities to inform and adjust future actions
- ❖ Support state and local governments in preparedness planning and resiliency

3. Federal Directives and Initiatives

FHWA - “Transportation Systems Management and Operations and Maintenance Programs (TSMO) need to adapt to Climate Change”

- ❖ Assess Vulnerability
- ❖ Document Existing Capabilities
- ❖ Collect and Integrate Data on Past Performance
 - Loss of alternative routes
 - Loss of situational awareness (due to power/communication)
 - Inability to evacuate/shelter-in-place.
 - Loss of service life (due to faster deterioration, etc.)
 - Increased safety risk
 - Loss of economic productivity
 - Reduced mobility

4. State Response to Climate Change



4. State Response to Climate Change

MASSACHUSETTS GLOBAL WARMING SOLUTIONS ACT (GWSA) – Enacted 2008

Requires the (EOEEA), in consultation with other state agencies and the public, to set economy-wide greenhouse gas (GHG) emission reduction goals

- ❖ Reduce between 10 percent and 25 percent below statewide 1990 GHG emission levels by 2020
- ❖ Reduce to at least 80 percent below statewide 1990 GHG emission levels by 2050.
- ❖ September 2016 Governor Baker signed EO 569 establishing statewide GHG emissions limits for 2030 and 2040 to promulgate regulations to ensure compliance with the 2020 emissions limit
- ❖ Dec 2020 the Secretary of the EOEEA set GHG limit 45 % below the 1990 level for the year 2030

4. State Response to Climate Change

Achieving GWSA
Reduction Goals

- ❖ Establish regulations requiring reporting of GHG emissions by the Commonwealth's largest sources by January 1, 2009 providing data about the types and levels of GHG
- ❖ Establish 1990 as a baseline assessment of statewide GHG emissions used to measure goal progress (1990 is the base year of the Kyoto Protocol)
- ❖ Develop a projection of the statewide GHG emissions for 2020 (a "business as usual" scenario as if no government action is implemented for reductions)
- ❖ Establish target emission reductions for 2020, and a plan for achieving them. The GWSA requires that these must be established by January 1, 2011
- ❖ Analyze strategies via advisory committee and make recommendations for adapting to climate change, the committee reports to the Legislature by December 31, 2009
- ❖ EOEEA established two advisory committees to provide input on the implementation of the GWSA
 - The Climate Protection and Green Economy Advisory Committee to advise the Executive Office of Energy and Environmental Affairs on measures to reduce greenhouse gas emissions in accordance with the GWSA
 - The Climate Change Adaptation Advisory Committee to study and make recommendations on strategies for adapting to climate change

4. State Response to Climate Change

Achieving GWSA
Reduction Goals

- ❖ Section 7(a) The secretary, in consultation with the executive office of administration and finance, may consider the use of market-based compliance mechanisms to address climate change concerns
- ❖ Section 7(c) The executive office and the department may work with the participating regional greenhouse gas initiative states and other interested states and Canadian Provinces to develop a plan to expand market-based compliance mechanisms such as the regional greenhouse gas initiative to other sources and sectors necessary or desirable to facilitate the achievement of the greenhouse gas emissions limits

4. State Response to Climate Change

The Transportation and
Climate Initiative (TCI)

- ❖ Cap-and-trade” system, a cap is set on the total amount of carbon dioxide that can be released from vehicles using transportation fuels (lowered as time goes on).
- ❖ Transportation fuel suppliers must then buy allowances for every ton of carbon dioxide their fuel will produce, the total number of allowances is limited, based on the cap.
- ❖ An auction is held in which fuel suppliers can bid to buy allowances, the price of those allowances depends on the market allowances can be traded.
- ❖ States get money from the sale of the allowances and would be required to invest that money into projects that reduce carbon emissions from transportation.

4. State Response to Climate Change

The Transportation and
Climate Initiative (TCI)

- ❖ Expected to incentivize development of fuel-efficient technologies and incentivize people to use less pollution emitting fuel and It will raise money for state investments in new technologies, such as electric buses
- ❖ Twelve northeast and mid-Atlantic states plus Washington, D.C., are involved in the discussions: Connecticut, Delaware, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York, Pennsylvania, Rhode Island, Vermont and Virginia
- ❖ MOU has been signed by Massachusetts, Washington DC, and Rhode Island each of the others will decide whether to sign the MOU and participate in the regional program

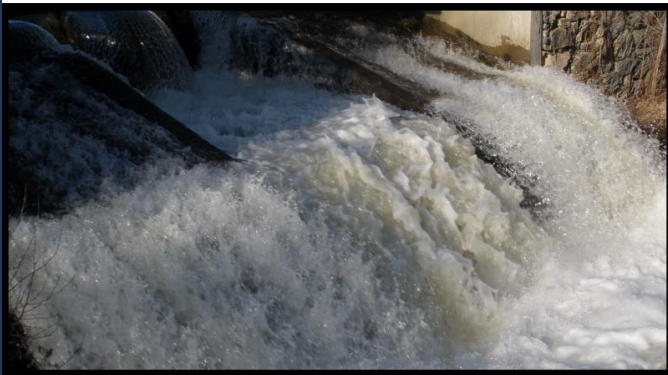
4. State Response to Climate Change

MASSACHUSETTS GLOBAL WARMING SOLUTIONS ACT (GWSA)

- ❖ Updated legislation combined House and Senate bill (The Legislature will refile Senate Bill No. 2995, and the Governor work to improve the bill to reach agreement)
 - Senate Bill 2500 Interim 5 year targets with plans to achieve, regulations, public hearings, and certificates of compliance within 18 months of end of year
 - 2030: not less than 50% below 1990 level
 - 2040: not than 75% below 1990 level
 - House Bill 4933 -Plan updated every five years requirement for legislative recommendations
 - 2030: not less than 50% below 1990 level
 - 2040: not than 75% below 1990 level

5. OCPC and Local Response

Climate Change Roadway Drainage and Runoff Study



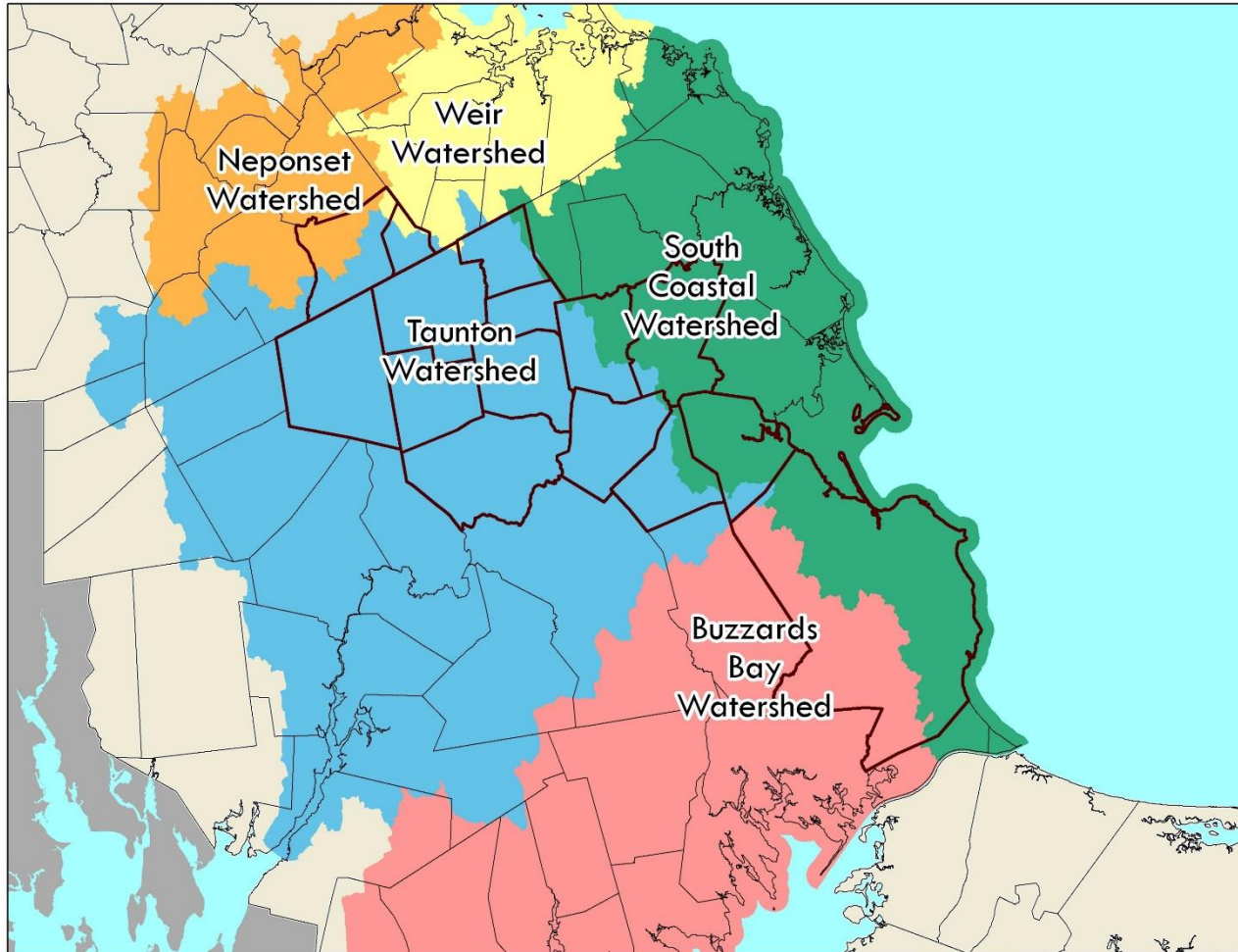
*Prepared by Old Colony Planning Council
70 School Street, Brockton, MA 02301
under MassDOT Contract #0052455*

OCPC Climate Change Roadway Drainage and Runoff Study 2011

- ❖ Watersheds in the OCPC Region
- ❖ Impervious area in the region
- ❖ Storm water mapping for each community
- ❖ The affects of March 2010 storm event
- ❖ Regional drainage analysis and areas of concern
- ❖ Storm water regulation reviewed
- ❖ Strategies to mitigate storm water impacts
 - Low Impact Development (LID) practices

5. OCPC and Local Response

OCPC Climate Change Roadway Drainage and Runoff Study 2011



Watersheds in the OCPC region



The affects of storm event March 2010, Bridge Street top
and Bridge Street today 2020 below, Bridgewater



5. OCPC and Local Response OCPC Climate Change Roadway Drainage and Runoff Study 2011



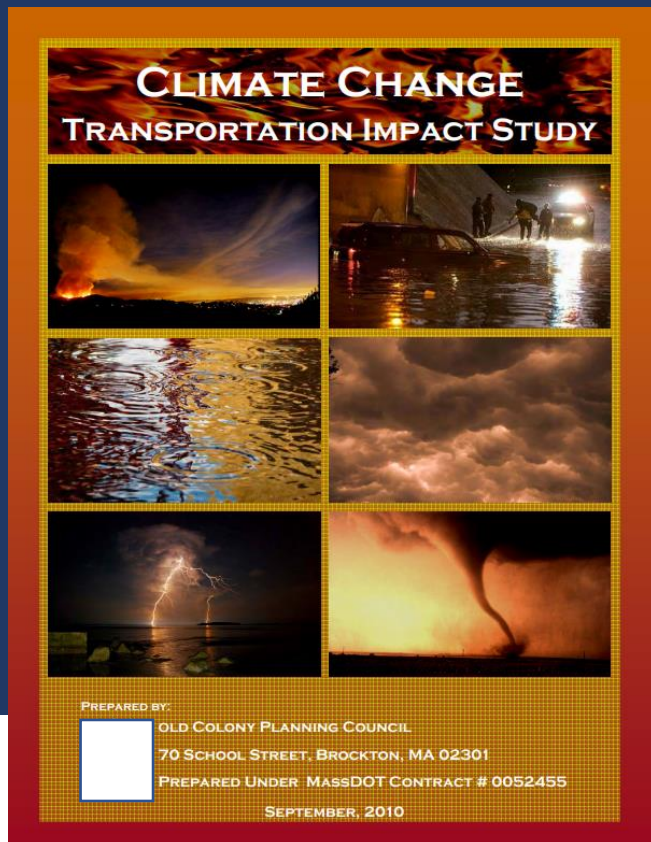
Salisbury Brook near Pleasant Street Brockton March 2010



Low Impact Development (LID)

“Traditional drainage uses large stormwater management systems to process stormwater, LID uses a diverse set of water controls designed to simulate the natural hydrologic cycle and reduce the total amount of runoff, distribute and discharge it to more locations, provide better natural pollution controls, and conceal the functionality with aesthetically pleasing design.”

5. OCPC and Local Response OCPC Climate Change Transportation Impact Study 2010



Impacts

❖ Flooding

- Taunton River, Bridgewater Titicut Street March 2010
- Hollingsworth Pond, MBTA Passenger Rail Braintree, 2010
- Norwood Airport flooded March 2010
- March 2010, multiple roads in OCPC communities 15 inches in two weeks
- Storm water and drainage
- Dams

❖ Sea Level Rise

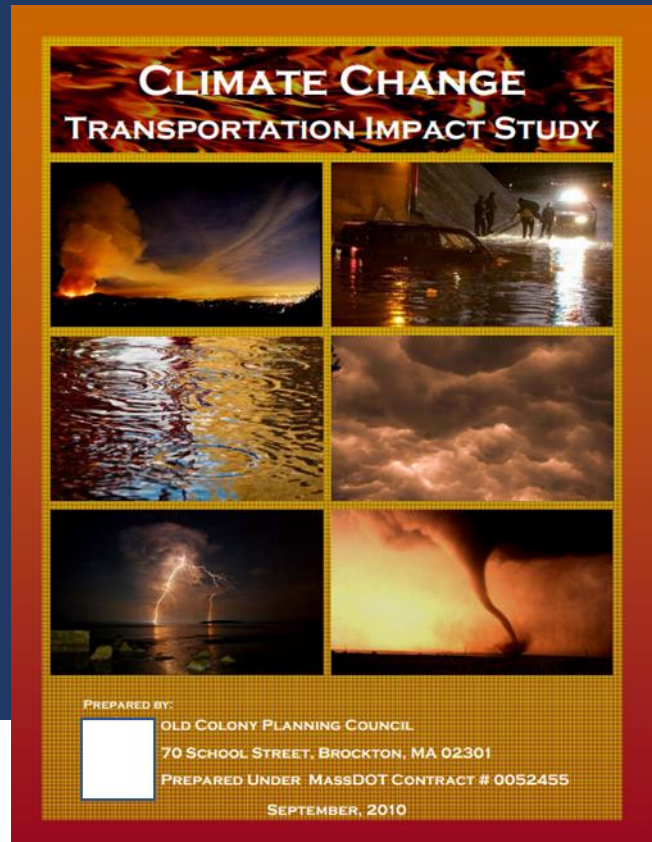
- White Horse Beach, Plymouth
- Coastal landowners and the tourism industry impacts

❖ Extreme Weather Impacts

❖ Air Quality and Health Impacts

- Increase ground-level ozone causing air quality alerts
- Health issues among the elderly and young children

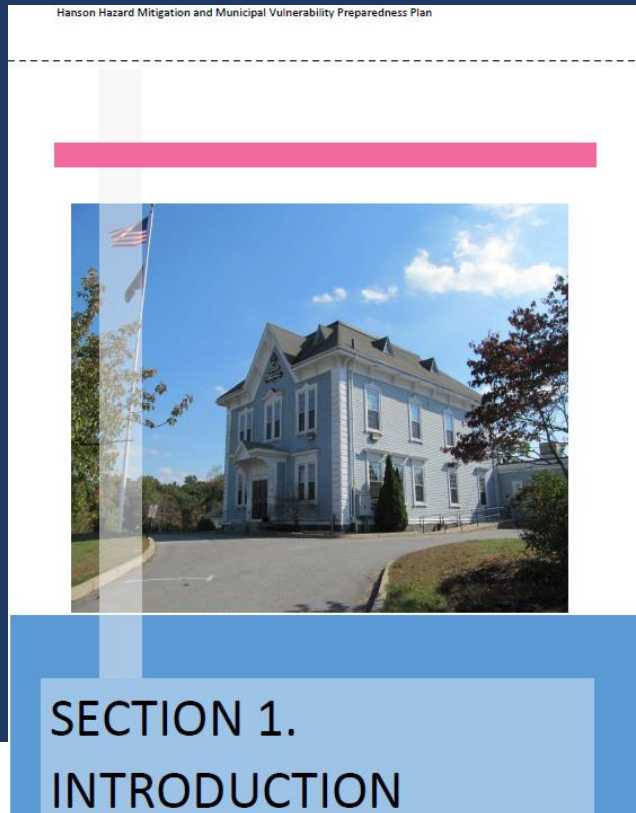
5. OCPC and Local Response OCPC Climate Change Transportation Impact Study 2010



Recommended Improvements

- Improve local storm drainage by create drainage channels to detention ponds, clean trash/debris in swales on roads blocking water flow, increase safe flood storage by using potential multi-use retention basins
- Repair dams suitable for safe flood storage
- Reduce fallen tree risk with selective trimming and infill planting
- Continue creating / expanding fire breaks upwind of critical facilities
- Repairing/modifying seawalls for minimum erosion
- Local regulation - enforce current flood hazard zoning and adoption of storm water treatment and retention provisions
- Develop and/or update local stormwater and floodplain management plans.
- Integrate transit, bicycle, and pedestrian infrastructure into developments and promote Transit Oriented Development and Smart Growth principals (revise zoning promoting mixed-use/ integrated development)
- Use porous asphalt and LID to manage stormwater
- Consider track elevation for rail

5. OCPC and Local Response Municipal Vulnerability Preparedness



(Hanson Joint Plan:
Hazard Mitigation and
Municipal Vulnerability
Preparedness Plan)

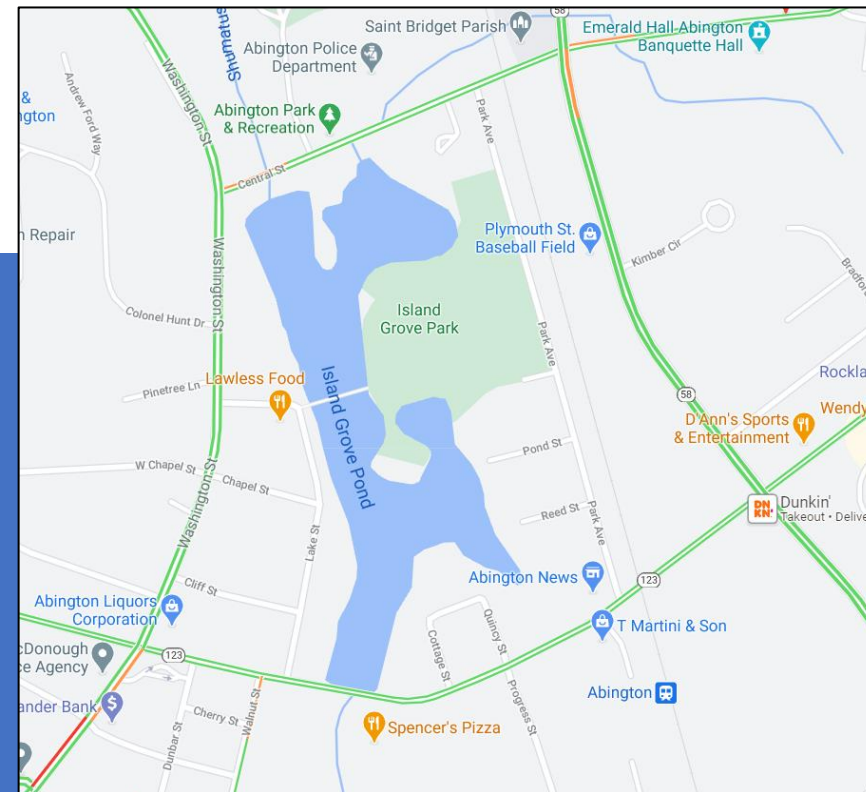
Massachusetts Municipal Vulnerability Preparedness grant program (MVP) provides funding for municipalities for the planning process for climate change resiliency, communities who complete the MVP program are certified and eligible for the MVP Action Grant funding

- ❖ Identify climate related hazards
- ❖ Understand how communities may be impacted by climate change
- ❖ Identify existing and future climate vulnerabilities and strengths
- ❖ Identify opportunities to take action to reduce risk and build resilience
- ❖ Implement priority actions identified through the planning process
- ❖ 15 of OCPC communities have completed or are in the process of completing an MVP plan, three have received an Action Grant

5. OCPC and Local Response Municipal Vulnerability Preparedness

	MVP Planning Grant	Local Hazard Mitigation Plan	MVP Action Grants
Abington+	✓ 2020 Comprehensive Environmental	No, and not with MVP; wants to do regional BRIC application (Liz Shea)	
Avon	In progress 2020 Weston & Sampson	In progress through MVP	
Bridgewater	✓ FY17/18	In progress OCPC	
Brockton	✓ FY17/18 OCPC involved	In progress; not with MVP. Funded by General Fund and awarded to STC.	2019: Integrated Water Infrastructure Vulnerability Assessment and Economic Development Plan for Climate Resiliency \$312,615
Duxbury*	✓ FY17/18	✓ Completed 2018 MAPC	2019: Climate Change Flood Vulnerability Assessment/Adaptation Planning \$131,712
East Bridgewater	In progress 2020 Vendor unknown	No, and not with MVP; wants to do regional BRIC application (John Haines)	
Easton+	✓ 2019	No, and not with MVP; wants to do regional BRIC application (Stephanie Danielson)	2020: Wetland Restoration- Removal of Abandoned Structures \$177,620
Halifax	In progress 2020 \$15,000 OCPC	In progress through MVP	
Hanover*+	Has not applied, but has expressed interest to State	No, and not part of OCPC Regional Plan; their HMP expires 2021	
Hanson	In progress FY19 \$27,000 OCPC	In progress through MVP	
Kingston	✓ 2018 Horsley Witten Group	No, and not with MVP; Joanne checking with Mary Guiney	
Pembroke*	In progress 2020, extended 2021 Woodard & Curran	In progress through MVP	
Plymouth	✓ 2020 MAPC with OCPC support	In progress Horsley Witten Group	
Plympton	In progress 2020 Woods Hole	In progress through MVP	
Stoughton*+	In progress 2020 Vendor unknown	No, not part of MVP; wants to do regional BRIC application (Craig Horsfall)	
West Bridgewater	Has not applied, but has expressed interest to State	No, not part of MVP. Joanne checking with David Gagne.	
Whitman	In progress 2020 \$? OCPC hopefully	In progress through MVP	

5. Local Response to Climate Change - Municipal Vulnerability Preparedness



ABINGTON Community Resilience Building Workshop Summary of Findings 2020

❖ Top Recommendations

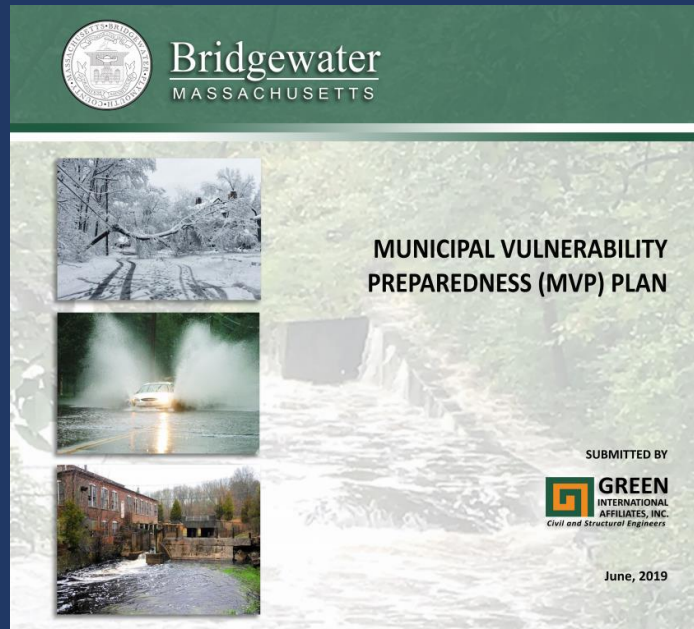
1. Repair Central Street Bridge - located at the inlet of the Shumatuscacant River to Island Grove Pond (significant hazard due to flooding and damage from high peak flows during strong storms)
2. Repair Island Grove Pond Dam - located at the southern end of the pond at Centre Ave. (Rt. 123)

5. Local Response to
Climate Change -
Municipal Vulnerability
Preparedness
AVON DRAFT Hazard
Mitigation Plan and
Municipal Vulnerability
Preparedness Plan

❖ Top Recommendations

1. Create a drainage map for the town to identify areas in need of new or additional drainage infrastructure
2. Extend culvert from West Trout Brook to the Avon Library lot to mitigate periodic flooding - High Priority
3. Enhance drainage in the Brentwood Avenue subdivision to alleviate flooding concerns – High Priority
4. Continue to clear brooks and streams throughout town to allow for the free flow of water and to mitigate the threat of flooding
5. Develop and implement a local flood mitigation dam management program
6. Clean and maintain the stormwater detention pond at the intersection of Bodwell Street and Murphy Drive
7. Upgrade the surface drainage infrastructure on Bodwell Street and Kiddie Drive

5. Local Response to Climate Change - Municipal Vulnerability Preparedness



BRIDGEWATER Municipal Vulnerability Preparedness Plan

❖ Top Recommendations

1. Obtain Effective hydraulic computer models from FEMA and develop Town-wide Hydrologic and Hydraulic (H&H) models based on UMass climate change (CC) projections for the 2050's and
2. 2090's Develop a Culvert and Bridge Improvement Master Plan

5. Local Response to Climate Change - Municipal Vulnerability Preparedness

City of Brockton



Community Resilience Building Workshop Summary of Findings

January, 2019



FUSS & O'NEILL

Project No. 20170390.J10

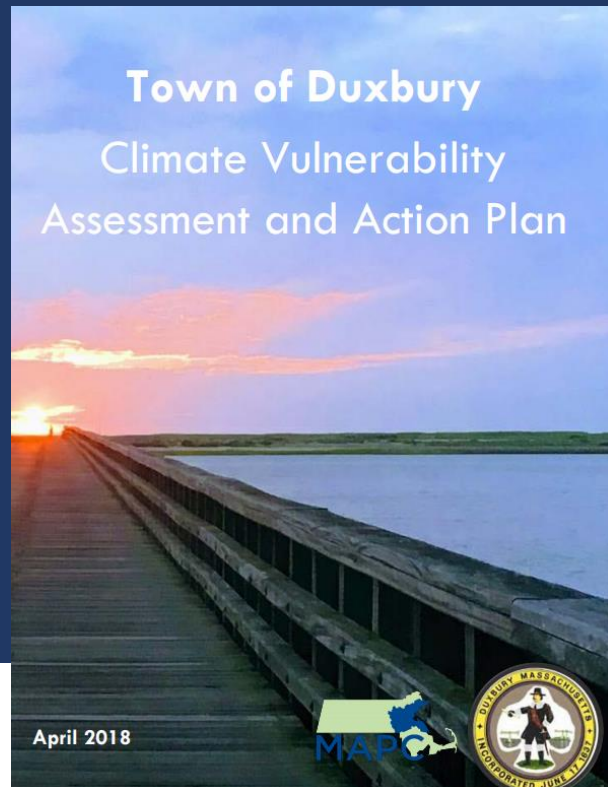
Salisbury Plain River regularly floods out Main St Route 28 at K-Mart Plaza (just north of W. Bridgewater line)



BROCKTON Community Resilience Building Workshop Summary of Findings

1. Develop an integrated all-waters approach to increase flood resiliency City-wide
2. Study of the City's dams how they work together effectively for flood storage or where dam removals may be warranted
3. There is a need for a systematic, detailed inventory that catalogs the size and condition of culverts and bridges City-wide

5. Local Response to Climate Change - Municipal Vulnerability Preparedness



DUXBURY Climate Vulnerability Assessment and Action Plan

The Town has hired a consultant through an MVP implementation grant (to be completed in the spring 2021) for determining the coast line sea level rise impacts to roads, bridges, culverts in 10 year, 50 year horizon. Coordinated with MassDOT.

5. Local Response to Climate Change - Municipal Vulnerability Preparedness

Easton, MA



**Municipal Vulnerability Preparedness (MVP) and
Community Resilience Building Workshop Summary of
Findings**

December 2018

Submitted by:

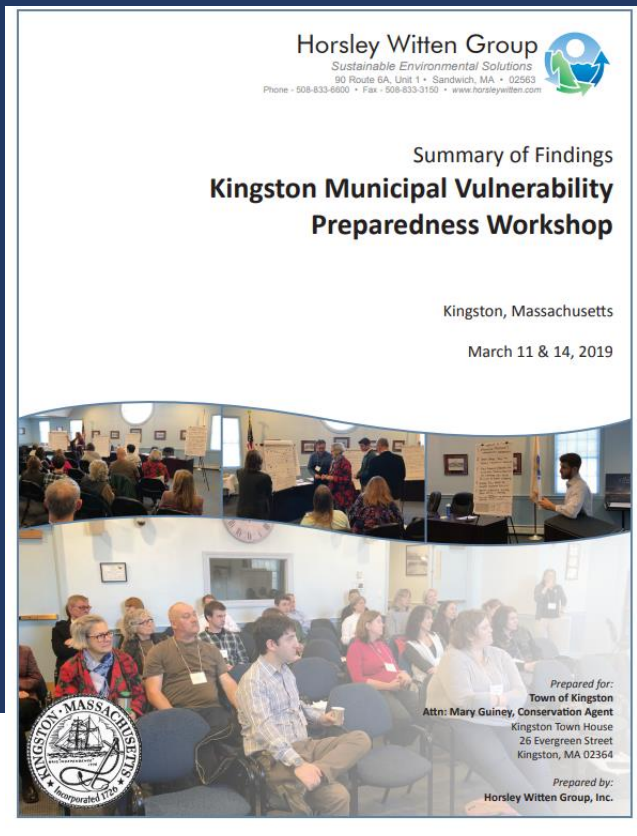


EASTON MVP Community Resilience Building Workshop Summary

Culverts and localized flooding areas of concern included:

- Sawmill Pond Rd at Bay Rd around #486, Prospect Road around #80 and #33
- Culvert under Route 138 near the mobile home park
- Bay Rd near #224 has a confluence of three culverts
- Purchase Street at the “Dog Leg” near Easton Country Club

5. Local Response to Climate Change - Municipal Vulnerability Preparedness



KINGSTON Municipal Vulnerability Preparedness Workshop

- Several culverts in town, including ones at Lake Street and Tussock Brook are in the planning process of being removed or retrofitted to improve flow and reduce flooding
- The town has installed Vortechs[®] stormwater treatment at several outfalls combining swirl concentration and flow controls into a shallow treatment unit that traps and retains trash, debris, sediment and hydrocarbons from stormwater runoff

5. Local Response to Climate Change - Municipal Vulnerability Preparedness

Plympton, Massachusetts
MVP Community Resilience Program
Resilience Building Report
February 2020



SUMMARY OF FINDINGS

PLYMPTON MVP Community Resilience Program

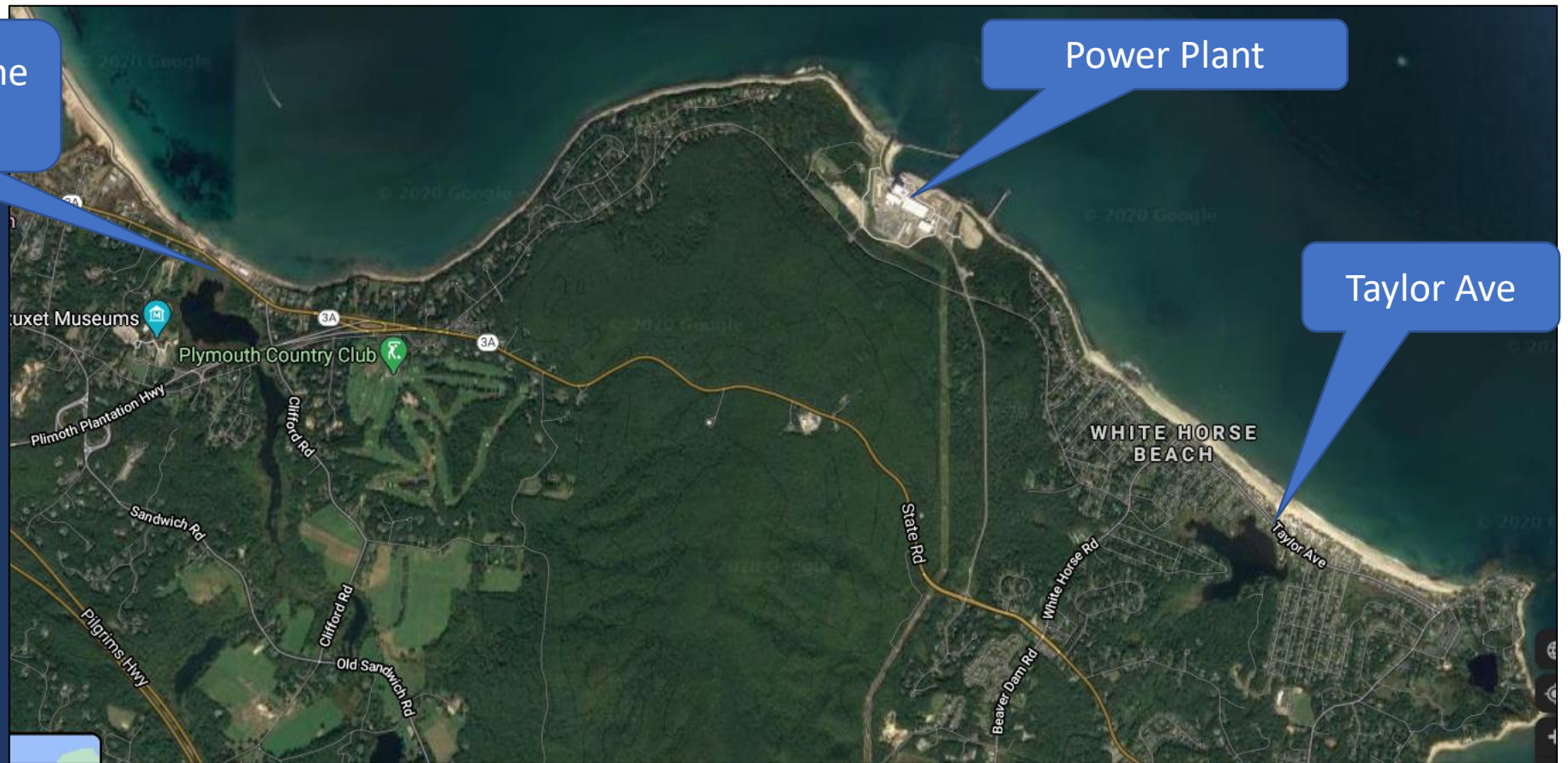
- Inventory of Town-owned culverts; Replace, repair & update culverts; Asses/Identify places for new culverts, Conduct bridge & culvert condition assessment; develop repair and maintenance program
- Conduct dam condition assessment on Town-owned Dams; develop dam repair & maintenance program; Identify potential Easements around Rivers; Develop
- State and Major Roads: Continued maintenance; follow pavement management plan; purchase

5. Local
Response to
Climate
Change -
Municipal
Vulnerability
Preparedness

Route 3A over the
Eel River

Power Plant

Taylor Ave

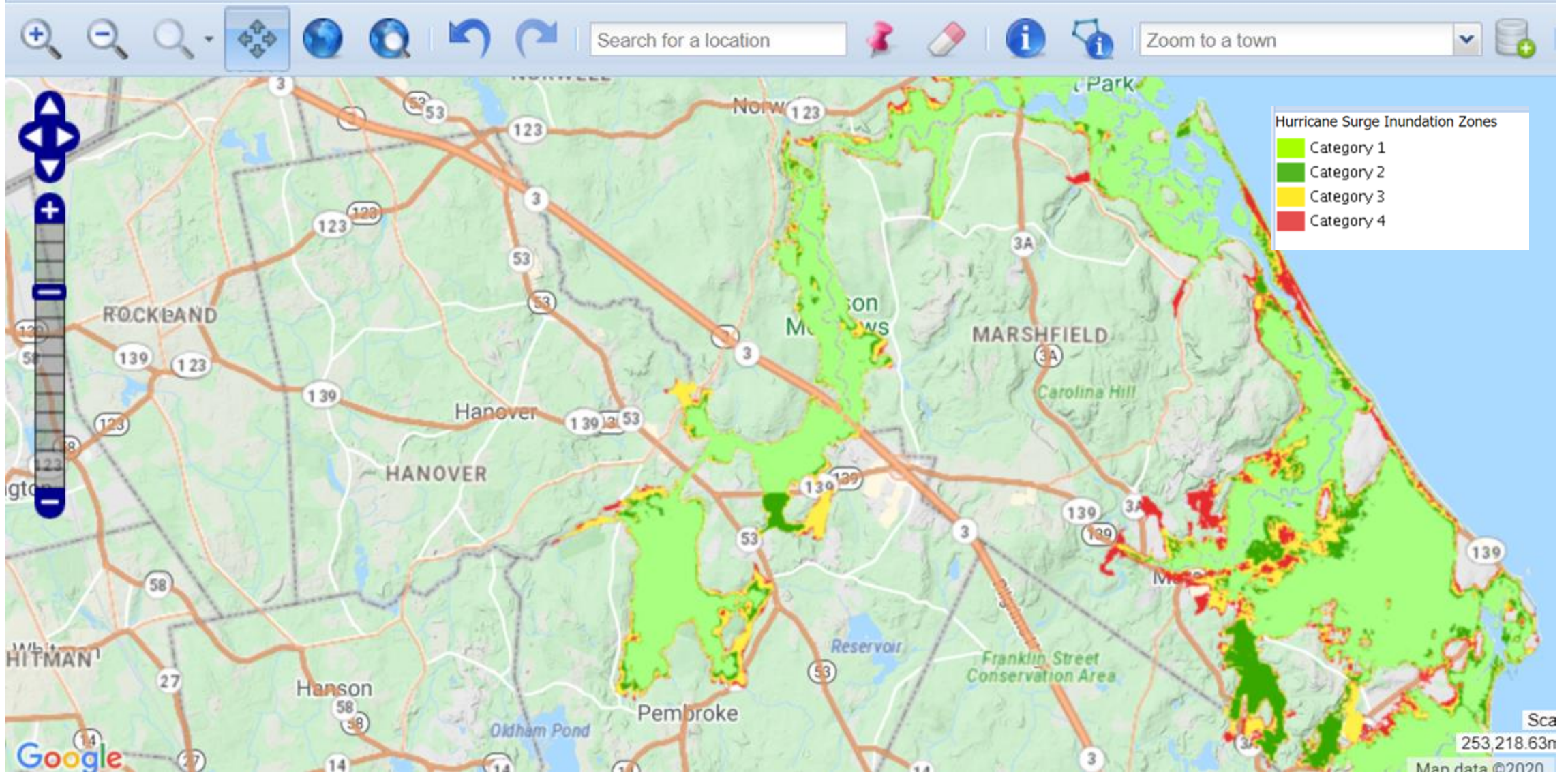


PLYMOUTH Municipal Vulnerability
Preparedness Plan

❖ Coastal Sea Level Rise

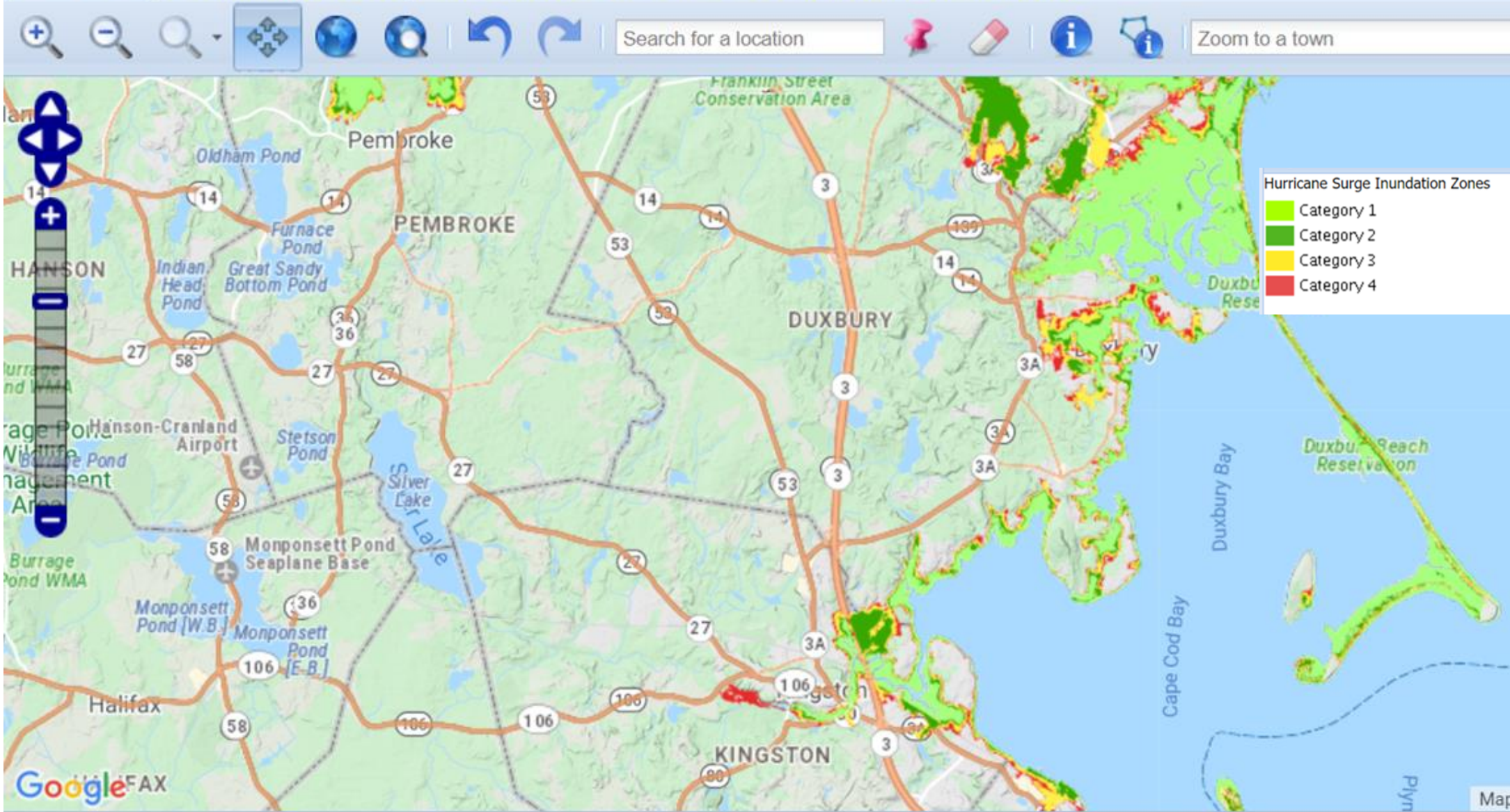
Climate Change Vulnerability Map

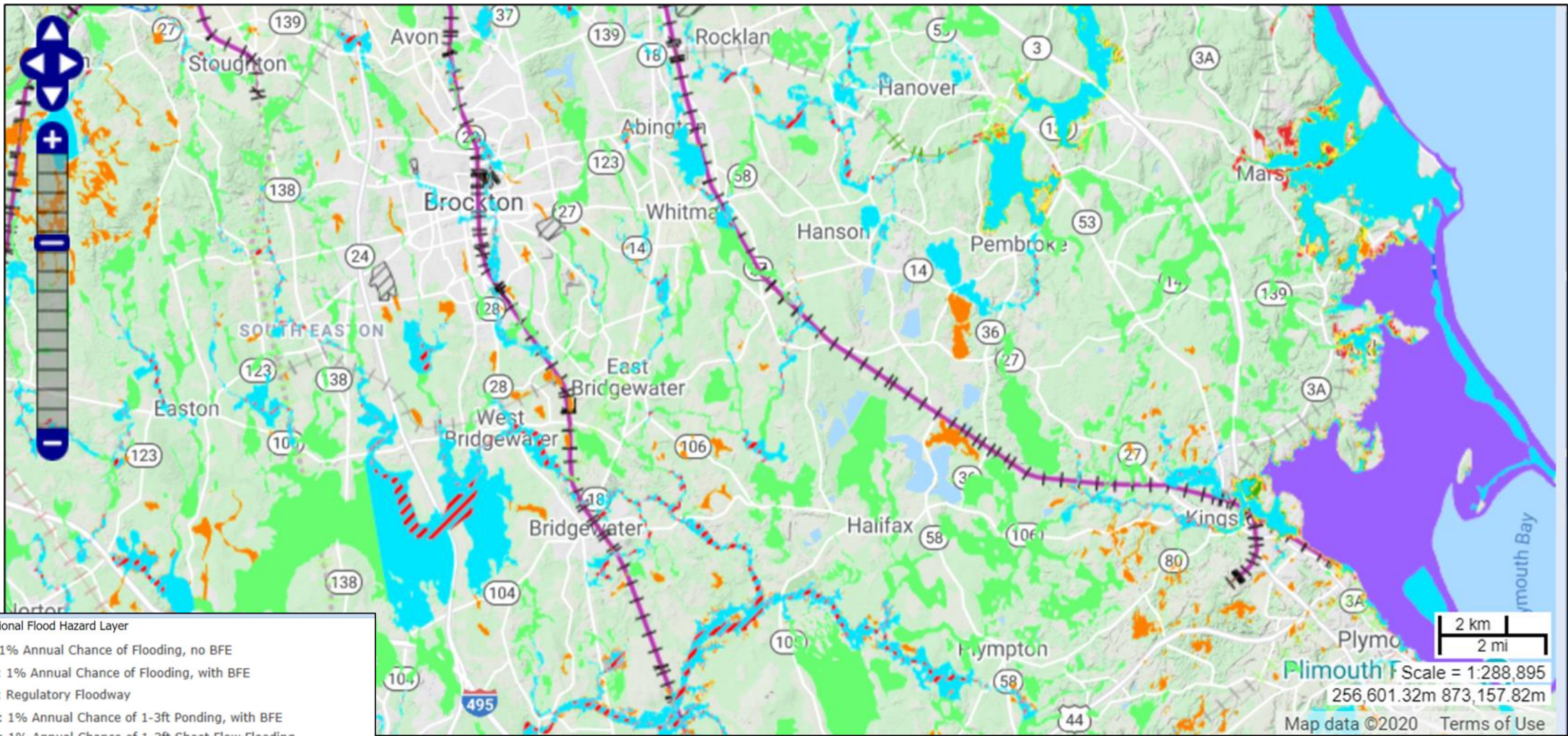
Provided by [Massachusetts Dept. of Public Health - Bureau of Environmental Health](#)



Climate Change Vulnerability Map

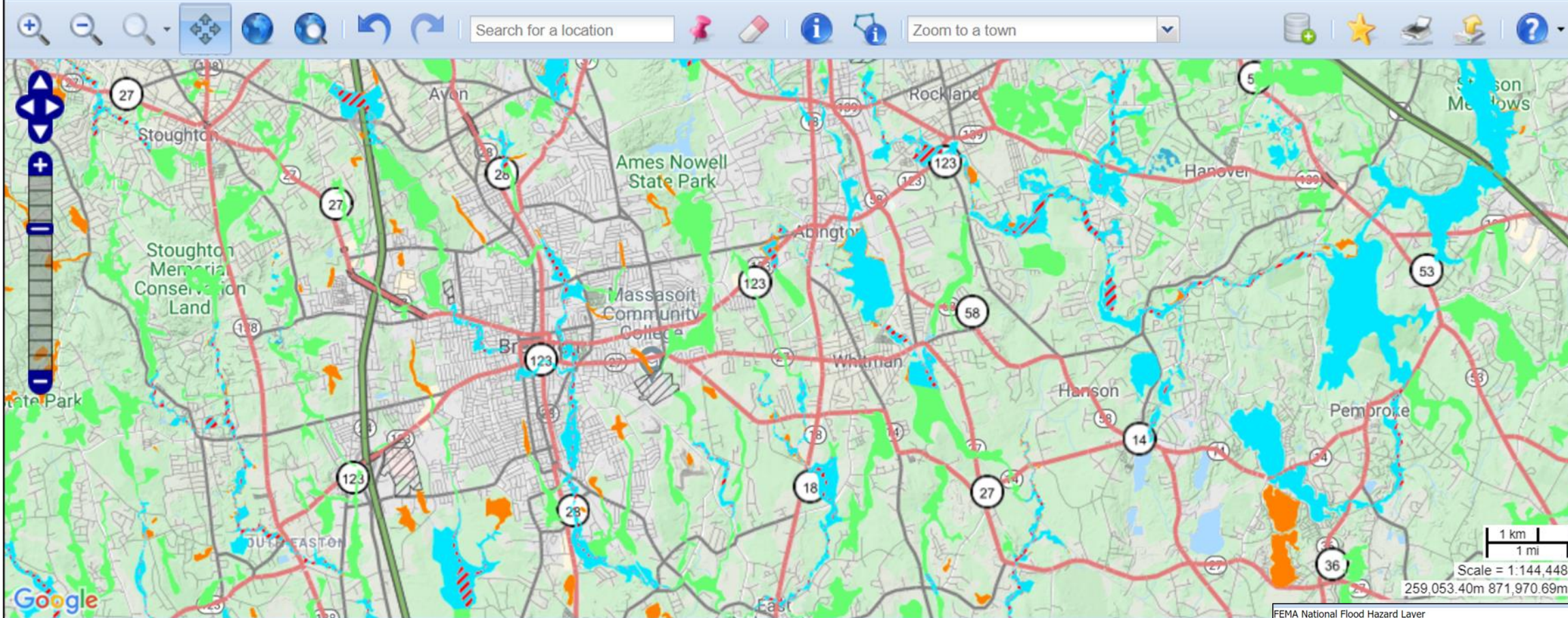
Provided by [Massachusetts Dept. of Public Health - Bureau of Environmental Health](#)





Climate Change Vulnerability Map

Provided by [Massachusetts Dept. of Public Health - Bureau of Environmental Health](#)



FEMA National Flood Hazard Layer

Green	A: 1% Annual Chance of Flooding, no BFE
Cyan	AE: 1% Annual Chance of Flooding, with BFE
Blue with red hatched	AE: Regulatory Floodway
Dark blue	AH: 1% Annual Chance of 1-3ft Ponding, with BFE
Light blue	AO: 1% Annual Chance of 1-3ft Sheet Flow Flooding, with Depth
Purple	VE: High Risk Coastal Area
Yellow	D: Possible But Undetermined Hazard
Orange	X: 0.2% Annual Chance of Flooding
Light orange	X: 1% Drainage Area < 1 Sq. Mi.
Dark orange	X: Reduced Flood Risk due to Levee
White with black hatched	Area Not Included
Blue with white hatched	Area with no DFIRM - Paper FIRMS in Effect

Massachusetts Decarbonization Roadmap

The Executive Office of Energy and Environmental Affairs planning process to identify cost-effective and equitable strategies to ensure Massachusetts reduces greenhouse gas emissions by at least 85% by 2050 and achieve net-zero emissions.

Public Engagement – Release of draft reports in January 2021

❖ RoadMap to 2050 (decarbonization plan)

➤ www.mass.gov/2050Roadmap

❖ Clean Energy and Climate Plan CECP

➤ www.mass.gov/2030 CECP (Public comments accepted on the plan until Feb 22, 2021)

System Transformations to 2050

- Cars, trucks, and buses are emissions-free and mostly electric; zero-carbon fuels like hydrogen help power the rest of the transportation system.
- A healthy public transit system, bike lanes, sidewalks, and transit-oriented development complement vehicle electrification and help to reduce congestion.

TRANSPORTATION



BUILDINGS

- High-performance heat pumps provide clean, energy-saving heat and air conditioning for most homes.
- More energy efficient buildings and electric appliances help reduce monthly energy bills for most families and small businesses.



- Wind and solar power are widely deployed to decarbonize the grid and meet the growing demand for clean electricity.
- A diverse mix of energy resources ensures year-round reliability.
- Improved transmission and distribution systems increase access to a diverse set of low-cost resources and allow offshore wind to help power New England.

ENERGY SUPPLY



NON-ENERGY

- Organic wastes are composted at greater rates, single use plastics are reduced and recycled, and waste generation overall is minimized.
- Agriculture and industry are managed responsibly to reduce emissions.
- Potent industrial greenhouse gases are replaced by climate-friendly alternatives.



LAND USE

- Forests and other natural and working lands are managed strategically to enhance carbon sequestration while maintaining and building ecosystem health and resiliency.



Massachusetts Decarbonization Roadmap

OCPC Climate Change
Vulnerability
Transportation
Assessment
(Completion Date
September 2021)

Next Steps

- ❖ Public Outreach
 - Public Meeting
 - Local Input
 - Develop Recommendations
- ❖ Draft Report to stakeholders for review and comment
- ❖ Finalize Report September 2021

A person wearing a red hooded jacket and dark pants stands on a dark, rocky beach, looking towards a large waterfall. A vibrant rainbow is visible in the mist rising from the base of the waterfall. The scene is atmospheric and somewhat dark, with the rainbow providing a bright focal point.

Questions/Comments?

Contact Information:

Raymond Guarino Principal Transportation Planner

Old Colony Planning Council

Brockton, MA 02301

rguarino@ocpcrpa.org

www.ocpcrpa.org

508-583-1833 Ext 212

February 4, 2021 Old Colony JTC Meeting

Agenda Item 7C

Shared Winter Streets and Open Spaces Grant Program

- Program Overview and Application Process

Summary

The Shared Streets and Spaces Program was established in June 2020 and quickly became a success with cities and towns across the Commonwealth. The Shared Streets and Spaces Program provides grants from \$5,000 to \$300,000 for quick-build improvements to sidewalks, curbs, streets, on-street parking spaces, and off-street parking lots in order to support public health, safe mobility, and renewed commerce as a result of the Corona Virus Pandemic.

To date, \$10.2 million has been allocated to 103 municipalities to implement 123 projects, from pop-up bikes lanes to safe 'parklets' for outdoor dining to improved crosswalks to dedicated bus lanes, as well as a range of traffic calming measures. MassDOT has allocated \$10 million for this program. Applications up to this point have been accepted on a rolling basis, but the program is coming to an end. The last application period will close on February 26th with notification of awards being sent out on March 26th.

Examples of Eligible Projects

- Expanding sidewalks and upgrading their accessibility
- Repurposed and/or expanded portions of streets, to create more safe space for people to walk and bike, retail activity, dining, and community programming
- Repurposed parking areas – on- and off-street – for walking, biking, recreation, outdoor seating, retail and/or dining
- Convert streets for exclusive and/or shared use by people walking and/or biking
- Safety, traffic calming, and speed reduction measures such as raised crossings/intersections, decreased width of travel lanes, mini traffic circles, chicanes, curb extensions/tightening curb radii)

Attachment(s)

Frequently Asked Questions - Shared Winter Streets and Spaces Grant Program

Frequently Asked Questions - Shared Winter Streets and Spaces Grant Program

Application FAQs

1. We are a municipality interested in applying. What is our next step?

Review the project guidelines and eligibility requirements. If your project is eligible, complete an application on our [How to Apply](#) webpage.

(<https://www.mass.gov/how-to/how-to-apply-shared-streets-and-spaces-grant-program>)

2. Who can apply for this grant?

Only municipalities and public transit authorities may apply. Unfortunately, non-profits, private businesses, restaurants, and quasi-public agencies are not eligible to apply.

3. Can engineering and design services for eligible projects be funded, or is funding only for construction?

Although reasonable design costs – in appropriate proportion to the overall costs of the project – can be covered by a Shared Winter Streets and Spaces grant, we urge applicants to take advantage of the free Technical Assistance that is part of the program. Making use of this Assistance will maximize the grant funds available for on-the-ground implementation. Contact information for [Technical Assistance](#) (<https://www.mass.gov/service-details/technical-assistance-shared-streets-and-spaces-grant-program>) providers can be found on the Shared Streets and Spaces program website.

4. Can this grant be retroactively applied to the costs of work already done, or will it only be used for projects moving forward?

Project costs incurred prior to the issuance date of a Notice to Proceed given under this program will not be considered eligible expenses.

5. Can municipalities submit more than one application?

Municipalities may submit up to two distinct applications. A single application can contain multiple sub-projects, however, provided the different pieces make sense as a thematic whole. Municipalities may sign on to the applications of other municipalities as supporters without limit.

6. Can a municipality receive more than one grant?

No. Each municipality may only receive one grant across all four rounds.

7. Can this grant be used for purchasing seats, tables, benches, planters, jersey barriers, and other similar materials?

Yes.

8. We are a municipality working with private property owners to implement a Shared Winter Streets and Spaces project. Our intention is to enter a long-term lease agreement with the owners. Is a lease agreement for public use of the private property sufficient for us to apply for these shared streets and spaces funds?

Yes. However, please note that projects located on private property that are not open to general public use are not eligible under this grant program.

9. Is this program eligible for improvements on state-owned right of way?

MassDOT will consider the inclusion of roadways owned or controlled by MassDOT or by the Department of Conservation and Recreation. Applicants are required to attach an access permit when applying to the Shared Streets & Spaces grant program. Nothing about this program will change the control or ownership of any municipal roadway.

10. Will this grant cover costs for an evaluation of the project?

Yes. MassDOT will administer interim and final close-out forms to funded municipalities. Those forms will primarily ask for qualitative assessments of how the project was implemented and its benefits, as well as spending information. If municipalities want to perform their own evaluation, those costs would need to be included in the budget for the grant and be covered by the grant (or funded separately by the municipality).

11. Can work to implement projects under this program be performed by municipal Public Works personnel or other municipal staff (as opposed to requiring an outside contractor)?

Yes, work can be implemented or performed by municipal personnel.

12. How will the grant award be administered? Is it a reimbursement program like Chapter 90 or a direct funding award?

Grant awards are not paid through reimbursement. MassDOT will administer funds through a direct, lump sum payment which will be electronically transferred at the project outset.

Implementation FAQs

1. My town has received a Shared Winter Streets & Spaces grant. What is our next step?

Once a municipality receives an award letter from MassDOT, project implementation can proceed. Any allowable project costs, per your application, can be accrued after the date on your award letter. Unlike the Chapter 90 program, Shared Streets & Spaces grants are paid in full at the project outset and are not paid through reimbursement. Grant funds will be transferred directly to the same account used for Chapter 90 reimbursements within two weeks after the award letter is sent. If you experience a delay beyond two weeks, please email sharedstreets@dot.state.ma.us.

2. Do I need to use my town's existing suppliers and contractors for the Shared Winter Streets & Spaces project? Or can I source my own materials through alternative suppliers?

A municipality may source approved materials and labor through existing or alternative suppliers or contractors. All standard bidding and procurement rules should be followed.

3. Does MassDOT have a list of approved suppliers and contractors that I can consult?

MassDOT has not prepared a specific list of approved vendors and does not require materials to be purchased from a specific supplier or work to be conducted by a specific contractor. If you would like assistance with purchasing materials for your project, please contact Alison Felix, Senior Transportation Planner at the Metropolitan Area Planning Council, at afelix@mapc.org. Alison can assist municipalities located outside the Metropolitan Area Planning Council region and may be able to negotiate a better price.

4. Part of my approved grant budget was allocated to a specific item, but then was not spent in full. Can my town reallocate this money to another item related to the project?

Yes, provided the purchase is in service of your approved project, and fits within the overall goals of the Shared Winter Streets and Spaces program. For instance, you may find that you have underspent an approved budget item allocated to paint and have overspent an approved budget item allocated to benches. In this case, you may reallocate the unused funds within your existing, approved budget. Grant monies may not be allocated to different projects or different uses outside the approved grant under any circumstances. If you have any questions about whether your funding can be reallocated to a different, approved budget item within your project, please contact sharedstreets@dot.state.ma.us.

5. One of the elements of my approved Shared Winter Streets & Spaces project was not able to be implemented. Can I submit a revised proposal to MassDOT to propose a new use of these funds?

Unfortunately, no. All monies not expended under these contracts, agreements, or transactions shall be credited to the account of the department from which they were advanced (in this case, MassDOT). Please contact sharedstreets@dot.state.ma.us if you are unable to complete your Shared Winter Streets & Spaces project and we will work with you to find a way to credit the unspent grant money.

6. What are the reporting requirements for this grant?

Award recipients will be required to submit information regarding project progress periodically after funding is distributed. After project completion, MassDOT will provide municipalities with a close-out form to report final project details, including spending details, lessons learned, the process of implementation, whether the project met anticipated goals, whether it was widely used, whether there were any safety concerns, public and business feedback received, and whether the project will be made permanent. Photographs of the project will also be requested. This form will be distributed in the Spring of 2021 and should be submitted to MassDOT by June 30, 2021. In addition, MassDOT may work with municipalities directly to evaluate particular successes or lessons from the projects.

7. I underestimated the price of certain items in my application budget, and the new quotes I have received exceed the total grant amount my municipality was awarded by MassDOT. Can MassDOT approve any additional funding for my Shared Winter Streets and Spaces project?

Unfortunately, no. MassDOT is unable to provide top-up funding for projects that have gone over budget. If, however, you receive a quote for a particular item that exceeds the amount initially budgeted in your application, which does not bring your total project budget above what was awarded by MassDOT, that is okay. We expect there to be some reallocation of funds within project budgets. Please refer to question five above for more information.

The Metropolitan Area Planning Council may also be able to help your municipality – regardless of whether you are in the Metropolitan Area Planning Council region – secure a more competitive, discounted price for certain project materials, however. Please contact Alison Felix at afelix@mapc.org for more information.

8. I received Technical Assistance from one of the partners working with MassDOT on the Shared Winter Streets and Spaces program. Can I allocate a portion of my project budget to hire the Technical Assistance provider as a contractor for project implementation?

Unfortunately, no.

9. I have received a Shared Winter Streets & Spaces grant and have additional questions about how to proceed. Is there someone I can talk to?

Yes! Please email sharedstreets@dot.state.ma.us and we will arrange a time to speak with you. If your question is specifically in relation to procurement, please contact Alison Felix at the Metropolitan Area Planning Council at afelix@mapc.org.

February 4, 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 Stoughton to prepare a traffic study for Turnpike Street, with specific regard to traffic speeds and assistance with establishment of speed limit regulations for the roadway. Data collection is planned for late Winter or Spring 2021.

Project Status Updates

Avon

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

Duxbury

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

Plymouth

- Clark Road / Beaver Dam Road Traffic Speed Analysis
Speed limit regulation assistance in progress Additional Data collection planned for Summer 2021.

Stoughton

- Turnpike Street Traffic Speed Study
Data collection planned for Spring 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.

February 4, 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

EIR

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

Comments on the Environmental Impact Report are due by 2/22/2021.

For copies please contact Beth Gurney, bgurney@woodsholegroup.com

February 4, 2021 Old Colony JTC Meeting

Agenda Item 8C

Regional Concerns and Local Community Transportation Issues

Summary

Regional Concerns and Local Community Transportation Issues.