

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, December 2, 2021, 12:00 P.M. to 1:00 P.M.

Held Virtually via Zoom

Join Zoom Virtual Meeting

<https://zoom.us/join>, or

Join By Phone: +1-646-518-9805 or +1-646-558-8656

Meeting ID: 864 0620 0269

Passcode: 734734

AGENDA

1. Call to Order, Accessibility Statement, Title VI Notice of Protection, and Introductions
2. Public Comments
3. Minutes of November 4, 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 2022-2026 Transportation Improvement Program (TIP) Implementation
7. New Business
 - A. Old Colony Congestion Management Process
 - Results of Fall 2021 Analysis
 - B. 2024 - 2050 Old Colony Long Range Transportation Plan (LRTP)
 - Preview of Plan and Development Schedule
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).

December 2, 2021 Old Colony JTC Meeting

Agenda Item 1

Call to Order, Accessibility Statement, Title VI Notice of Protection, and Introductions

Summary

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

Accessibility Statement and Title VI Nondiscrimination Statement

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

- “This meeting is accessible to people with disabilities. Microphones or telephones will be used by all speakers. Large- print materials are available upon advance request. If you would like either of these accommodations, please contact Mary Waldron at 508-583-1833 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.”

December 2, 2021 Old Colony JTC Meeting
Agenda Item 2
Public Comments

Summary

Public comments.

December 2, 2021 Old Colony JTC Meeting
Agenda Item 3
Minutes of October 7, 2021 Meeting

Summary

Old Colony JTC to consider approval of November 4, 2021 Old Colony JTC Meeting Minutes.

December 2, 2021 Old Colony JTC Meeting
Agenda Item 4
Communications

Summary

Advancing Regional Transit: A Southeastern MA Roundtable

Do barriers to public transit affect the health and well-being of folks in your community? Are you interested in learning more about how you can advocate for equitable transit?

On **December 8th at 6 pm**, the Regional Transit Authority (RTA) Advocates Coalition and Southeastern Massachusetts partners invite you to participate in Advancing Regional Transit: A Southeastern MA Roundtable. This virtual event will equip stakeholders and policymakers in Southeastern MA with information and connections needed to join the fight for equitable public transit.

To register, please visit:

<https://us02web.zoom.us/meeting/register/tZ0kcO2urTkpEtV47CdvLCsLEMcoH8FitoBE>

2021 MassDOT Moving Together Virtual Conference - December 7-9, 2021

Learn about the latest pedestrian, bicyclist, and public transportation topics with transportation professionals from across Massachusetts, the United States, and the World including:

- **Jamey Tesler, Secretary and CEO at MassDOT**
- **Todd Litman, founder and executive director of the Victoria Transport Policy Institute**
- **Jeff Speck, renowned author, city planner and urban designer**

This year's conference session tracks will include:

- Shared Roadway Infrastructure
- Supporting Our Municipalities
- Equity in Mobility
- Safe, Sustainable Mobility
- Site Visits

Furthermore, this year's Moving Together conference will feature the eighth annual high school video contest, Safe Streets Smart Trips (SSST). This year's theme centers on being a "bike-friendly" driver and providing information on how drivers can safely share the road with bicyclists.

For more information, please visit <http://movingtogetherma.org/>

2022 MassTrails Program - Grant Round Now Open

MassTrails provides matching grants to communities, public entities and non-profit organizations to plan, design, create, and maintain the diverse network of trails, trail systems, and trails experiences used and enjoyed by Massachusetts residents and visitors.

Applications are accepted annually for a variety of well-planned trail projects benefiting communities across the state. Applications must be submitted online by 11:59 p.m., Tuesday, February 1, 2022. No hardcopy or emailed applications will be accepted.

MassTrails provides grants to support recreational trail and shared use pathway projects across the Commonwealth. The award maximum depends on the project type and needs and is generally \$50,000 for “local” projects and up to \$300,000 for projects demonstrating critical network connections of regional or statewide significance.

Eligible grant activities include project development, design, engineering, permitting, construction, and maintenance of recreational trails, shared use pathways, and the amenities that support trails.

For more information please visit: <https://www.mass.gov/guides/masstrails-grants> or contact Amanda Lewis, MassTrails Program Manager, at 617-645-8314 or at amanda.lewis@mass.gov

Scenic Byway Program

FHWA announced a competitive NSBP grant funding program that will make \$16 million available in the coming years. Past efforts resulted in Massachusetts seeing 3 state byway designations including --The Battle Road Scenic Byway (Arlington, Concord, Lexington and Lincoln near Minute Man Park), The Mohawk Trail Scenic Byway (Franklin County area of Western Mass), and Old King's Highway (Route 6A) (Cape Cod).

Through the US DOT and FHWA ([23 USC 162\(b\)](#)), grants and technical assistance are made available to States and Indian Tribes to implement projects on highways designated as the following:

- National Scenic Byways
- All-American Roads
- America's Byways
- State Scenic Byways
- Indian Tribe Scenic Byways

Also, national legislation, ([23 USC 162\(c\)](#)) the following types of projects are eligible for NSBP grants:

- State and Indian Tribe Scenic Byways Programs
- Corridor Management Plans
- Highway Safety Improvements
- Construction of Byway Facilities

- Access to Recreation
- Resource Protection
- Tourist and Interpretive Information
- Marketing Programs

MassDOT is looking for information from communities if there are Scenic Byway(s) in the OCPC region, and if so, MassDOT would like to discuss. Given the grant funding eligibility for multiple Scenic Byway stakeholders, MassDOT would like to coordinate meetings with representatives from the active scenic byway organizations throughout the Commonwealth. If your community is active with Scenic Byway planning/technical assistance and would be interested in learning more about NSBP's grant program, please contact Christopher Klem or the OCPC staff and we would be happy provide more information at a future meeting.

Christopher Klem

Regional Coordinator Scenic Byways

MassDOT | Office of Transportation Planning

10 Park Plaza, Suite #4150, Boston, MA 02116

Email: christopher.j.klem@dot.state.ma.us

Infrastructure Investment and Jobs Act (IIJA)

On November 15, 2021, President Biden signed the Infrastructure Investment and Jobs Act (IIJA) into law. The IIJA is the Bipartisan Infrastructure Law (BIL) that reauthorizes surface transportation programs through September 30, 2026 and invests about \$550 billion in new funding for infrastructure.

According to the AASHTO Summary dated September 15, 2021, the IIJA fully incorporates the Senate Environment and Public Works (EPW) Committee-passed [highway reauthorization](#) which increases Highway Trust Fund program funding from current law by 23.6 percent in FY 2022 (and adjusted for inflation beyond), and the Senate Commerce Committee-passed [rail and safety reauthorization](#) of General Fund programs. The IIJA also added reauthorization of federal transit programs from the Senate Banking Committee input, along with a host of policy and funding measures for all forms of infrastructure beyond transportation.

According to the US DOT Newsroom factsheet available at:

[https://www.transportation.gov/sites/dot.gov/files/2021-11/Bipartisan Infrastructure Law Massachusetts.pdf](https://www.transportation.gov/sites/dot.gov/files/2021-11/Bipartisan_Infrastructure_Law_Massachusetts.pdf)

President Biden and Vice President Harris's Bipartisan Infrastructure Law is the largest long-term investment in our infrastructure and competitiveness in nearly a century. **The need for action in Massachusetts is clear, and recently released state-level data demonstrates that the Bipartisan Infrastructure Law will deliver for Massachusetts.** For decades, infrastructure

in Massachusetts has suffered from a systemic lack of investment. The historic Bipartisan Infrastructure Law will make life better for millions of Massachusetts residents, create a generation of good-paying union jobs and economic growth, and position the United States to win the 21st century.

Specifically, with regard to transportation, the Bipartisan Infrastructure Law will:

Repair and rebuild our roads and bridges with a focus on climate change mitigation, resilience, equity, and safety for all users, including cyclists and pedestrians. In Massachusetts there are 472 bridges and over 1,194 miles of highway in poor condition. Since 2011, commute times have increased by 10.9% in Massachusetts, and on average, each driver pays \$620 per year in costs due to driving on roads in need of repair. The Bipartisan Infrastructure Law is the single largest dedicated bridge investment since the construction of the interstate highway system. **Based on formula funding alone, Massachusetts would expect to receive approximately \$5.3 billion over five years in Federal highway formula funding for highways and bridges.** On an average annual basis, this is about 48.4% more than the State's Federal-aid highway formula funding under current law (1). Massachusetts can also compete for the \$12.5 billion Bridge Investment Program for economically significant bridges and \$15 billion of national funding in the law dedicated to megaprojects that will deliver substantial economic benefits to communities. Massachusetts can also expect to receive approximately \$94 million over five years in formula funding to reduce transportation-related emissions, in addition to about \$107 million over five years to increase the resilience of its transportation

system (2). States may also apply federal aid dollars towards climate resilience and safety projects.

Improve the safety of our transportation system. The Bipartisan Infrastructure Law invests \$13 billion over the Fixing America's Surface Transportation (FAST) Act levels directly into improving roadway safety. Over five years, Massachusetts will receive approximately \$32 million in 402 formula funding for highway safety traffic programs, which help states to improve driver behavior and reduce deaths and injuries from motor vehicle-related crashes. On an average annual basis, this represents about a 29% increase over FAST Act levels (3). Local and tribal governments in Massachusetts will also be eligible to compete for \$6 billion in funding for a new **Safe Streets for All program** which will provide funding directly to these entities to support their efforts to advance “vision zero” plans and other improvements to reduce crashes and fatalities, especially for cyclists and pedestrians. In addition, Massachusetts can expect to receive approximately \$40.5 million over five years in funding to augment their commercial motor vehicle (CMV) safety efforts to reduce CMV crashes through the Federal Motor Carrier Safety Administration's Motor Carrier Safety Assistance Program (MCSAP) formula grant. This represents about an 83% increase in funding compared to FAST Act levels (4). Massachusetts will be able to apply for funds to modernize data collection systems to collect near real time data on all reported crashes, including fatal ones, to enhance safety and to allow the Department to understand and address trends as they are identified. Massachusetts also includes communities that will be eligible to apply for grants to community

owned utilities to support the repair or replacement of leaky and unsafe cast iron and bare steel natural gas distribution pipelines, some of which are over 100 years old.

Improve healthy, sustainable transportation options for millions of Americans. Massachusettsans who take public transportation spend an extra 52.9% of their time commuting and non-White households are 2 times more likely to commute via public transportation. 22.8% of transit vehicles in the state are past useful life. **Based on formula funding alone, Massachusetts would expect to receive about \$2.8 billion over five years under the Bipartisan Infrastructure Law to improve public transportation options across the state (5). In the first year, this represents about a 40% increase over 2021 FAST Act formula transit funding levels.**

Build a network of EV chargers to facilitate long-distance travel and provide convenient charging options. The U.S. market share of plug-in electric vehicle (EV) sales is only one-third the size of the Chinese EV market – in 2020, plug-in electric vehicles made up only 2.3% of new car sales in the U.S., compared to 6.2% in China. The President believes that must change. The law invests \$7.5 billion to build out the first-ever national network of EV chargers in the United States and is a critical element in the Biden-Harris Administration’s plan to accelerate the adoption of EVs to address the climate crisis and support domestic manufacturing jobs. **Under the Bipartisan Infrastructure Law, Massachusetts would expect to receive about \$63 million over five years to support the expansion of an EV charging network in the state (6). Massachusetts will also have the opportunity to apply for grants out of the \$2.5 billion available for EV charging.**

Modernize and expand passenger rail and improve freight rail efficiency and safety. The Bipartisan Infrastructure Law includes \$66 billion above baseline to eliminate the Amtrak maintenance backlog, modernize the Northeast Corridor, and bring world-class rail service to areas outside the northeast and mid-Atlantic. Within these totals, \$22 billion would be provided as grants to Amtrak, \$24 billion as federal-state partnership grants for Northeast Corridor modernization, and \$12 billion for partnership grants for intercity rail service, including high-speed rail. On top of this, Massachusetts will be eligible to compete for \$5 billion for rail improvement and safety grants and \$3 billion for grade crossing safety improvements.

Improve our nation's airports. The United States built modern aviation, but our airports lag far behind our competitors. **Under the Bipartisan Infrastructure Law, airports in Massachusetts would receive approximately \$244 million for infrastructure development for airports over five years (7).** This funding will address airside and landside needs at airports, such as improving runways, taxiways and airport-owned towers, terminal development projects, and noise reduction projects. In addition, \$5 billion in discretionary funding is available over five years for airport terminal development projects that address the aging infrastructure of our nation's airports, including projects that expand accessibility for persons with disabilities, improve access for historically disadvantaged populations, improve energy efficiency, and improve airfield safety.

State and local governments can look forward to these new & expanded competitive grant programs in the Bipartisan Infrastructure Law (BIL) anticipated to launch over the course of the next year:

- **Safe Streets for All (\$6B, new)** – This program will provide funding directly to local and tribal governments to support their efforts to advance “vision zero” plans and other improvements to reduce crashes and fatalities, especially for cyclists and pedestrians.
- **Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grants (\$15B, expanded)** – RAISE grants support surface transportation projects of local and/or regional significance.
- **Infrastructure for Rebuilding America (INFRA) Grants (\$14B, expanded)** – INFRA grants will offer needed aid to freight infrastructure by providing funding to state and local government for projects of regional or national significance. The BIL also raises the cap on multimodal projects to 30% of program funds.
- **Federal Transit Administration (FTA) Low and No Emission Bus Programs (\$5.6B, expanded)** – BIL expands this competitive program which provides funding to state and local governmental authorities for the purchase or lease of zero-emission and low-emission transit buses as well as acquisition, construction, and leasing of required supporting facilities.
- **FTA Buses + Bus Facilities Competitive Program (\$2.0B, expanded)** – This program provides competitive funding to states and direct recipients to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities including technological changes or innovations to modify low or no emission vehicles or facilities.

- **Capital Investment Grants (CIG) Program (\$23B, expanded)** – The BIL guarantees \$8 billion, and authorizes \$15 billion more in future appropriations, to invest in new high-capacity transit projects communities choose to build. The BIL provides funds that may support the 25 projects included in FTA's Annual Report on Funding Recommendations for FY22 as well as additional projects across the country seeking CIG funding over the next five years. Projects must meet CIG program requirements to receive funding. In Massachusetts, such recommended projects include the Green Line Extension light rail project under construction in Boston.
- **Federal Aviation Administration (FAA) Terminal Program (\$5B, new)** – This discretionary grant program will provide funding for airport terminal development and other landside projects.
- **MEGA Projects (\$15B, new)** – This new National Infrastructure Project Assistance grant program will support multi-modal, multi-jurisdictional projects of national or regional significance.
- **Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Program (\$8.7B, new)** – PROTECT will provide \$7.3 billion in formula funding to states and \$1.4 billion in competitive grants to eligible entities to increase the resilience of our transportation system. This includes funding for evacuation routes, coastal resilience, making existing infrastructure more resilient, or efforts to move infrastructure to nearby locations not continuously impacted by extreme weather and natural disasters.

- **Port Infrastructure Development Program (\$2.25B, expanded)** – BIL will increase investment in America’s coastal ports and inland waterways, helping to improve the supply chain and enhancing the resilience of our shipping industry. BIL overall doubles the level of investment in port infrastructure and waterways, helping strengthen our supply chain and reduce pollution.
- **5307 Ferry Program (\$150M, existing)** – BIL retains the \$30 million per year passenger ferry program for ferries that serve urbanized areas.
- **Electric or Low Emitting Ferry Program (\$500M, new)** – This competitive grant program will support the transition of passenger ferries to low or zero emission technologies.
- **Rural Ferry Program (\$2B, new)** – This competitive grant program will ensure that basic essential ferry service continues to be provided to rural areas by providing funds to States to support this service.
- **Federal Highway Administration (FHWA) competitive grants for nationally significant bridges and other bridges (\$12.5B, new)** – This new competitive grant program will assist state, local, federal, and tribal entities in rehabilitating or replacing bridges, including culverts. Large projects and bundling of smaller bridge projects will be eligible for funding.
- **FTA All Station Accessibility Program (\$1.75B, new)** – This competitive grant program will provide funding to legacy transit and commuter rail authorities to upgrade existing stations to meet or exceed accessibility standards under the Americans with Disabilities Act.

- **Charging and fueling infrastructure discretionary grants (Up to \$2.5B, new)** – This discretionary grant program will provide up to \$2.5 billion in funding to provide convenient charging where people live, work, and shop.
- **Reconnecting Communities Pilot Program (\$1B, new)** – This new competitive program will provide dedicated funding to state, local, MPO, and tribal governments for planning, design, demolition, and reconstruction of street grids, parks, or other infrastructure.
- **FHWA Nationally Significant Federal Lands and Tribal Projects (\$1.5B, expanded)** – This discretionary program provides funding for the construction, reconstruction, and rehabilitation of nationally-significant projects within, adjacent to, or accessing Federal and tribal lands. BIL amends this program to allow smaller projects to qualify for funding and allows 100% federal share for tribal projects.
- **Strengthening Mobility and Revolutionizing Transportation (SMART) Grant Program (\$1B, new)** – The SMART Grant program will be a programmed competition that will deliver competitive grants to states, local governments, and tribes for projects that improve transportation safety and efficiency.
- **Rural Surface Transportation Grant Program (\$2B, new)** – This new competitive grant program will improve and expand surface transportation infrastructure in rural areas, increasing connectivity, improving safety and reliability of the movement of people and freight, and generate regional economic growth.

- (1) These values are estimates and may change based on updated factor data each fiscal year.*
- (2) These values are estimates and may change based on updated factor data each fiscal year.*
- (3) These values are estimates based on the 2020 FHWA public road mileage data for FYs 2022-2026. Formula funding amounts in FYs 2023-2026 are subject to change as a result of the annual public road mile data certified by FHWA. The 402 amounts do not include redistribution of unawarded 405 balances per 23 USC § 405(a)(8) as that information is unknown at this time. The Bipartisan Infrastructure Law specifies NHTSA must distribute the supplemental appropriations for Section 402 in “equal amounts for each fiscal year 2022 through 2026”. This analysis is subject to provisions of FY 2022-FY2026 appropriations acts.*
- (4) These values are estimates and may change based on updated factor data each fiscal year.*
- (5) Transit formula funding amounts are subject to changes resulting from the 2020 census or from annual transit service data reported to FTA’s National Transit Database.*
- (6) These values are estimates and may change based on updated factor data each fiscal year.*
- (7) Precise allocations would change each year because the formulas use current passenger boarding and cargo data, and this estimate is based on 2019 data.*

December 2, 2021 Old Colony JTC Meeting
Agenda Item 5A
Brockton Area Transit Authority (BAT)

Summary

Brockton Area Transit to provide report.

December 2, 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.

December 2, 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.

South Coast Rail consists of two phases:

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

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

rail lines. In 2021, the design team will begin conceptual design work and preliminary engineering to seek permits and funding.

In November 2021, work conducted involved continued 24-hour grade crossings and track work at Forge Road and Richmond Road in Assonet as well as Old Colony Avenue in Taunton; 24-hour track work south of East Taunton station site; 24-hour work in Berkley, Fall River, Lakeville, & Taunton; and demolition of the Weaver Street Bridge in Fall River.

Additional work done included construction at station sites, layover sites, and along the right-of-way from Middleborough to New Bedford as well as along the right-of-way from Berkley to Fall River and transportation of soils to Middleborough, East Taunton, & Weaver Cove sites.

If anyone is interested in signing up for weekly updates on the South Coast Rail project, please click on the following link to enter an email address:

https://public.govdelivery.com/accounts/MADOT/subscriber/new?topic_id=MADOT_30

December 2, 2021 Old Colony JTC Meeting
Agenda Item 6A
FFY 2022-2026 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 2022 PROJECTS:

- AVON & STOUGHTON - PAVEMENT PRESERVATION AND RELATED WORK ON ROUTE 24 (608496)
 - Construction bids opened 11/23/2021. Low bid was \$6,595,610 submitted by PJ Keating Company of Lunenburg, MA.
 - Cost Estimate is \$7,339,593.

- PEMBROKE - REHABILITATION OF ROUTE 36 (CENTER STREET) FROM ROUTE 27 TO ROUTE 14 (600380)
 - Plans, Specifications, and Estimate (PS&E) Resubmission 1 received by MassDOT (6/2/2021).
 - Cost Estimate is \$ 10,160,995.

FFY 2023 PROJECTS:

- BROCKTON - INTERSECTION IMPROVEMENTS AND RELATED WORK AT CENTRE STREET (ROUTE 123), CARY STREET, AND LYMAN STREET (609410)
 - 25% Package Resubmission 1 received by MassDOT (7/9/2021).
 - Cost Estimate is \$2,135,071.
- STOUGHTON - CORRIDOR IMPROVEMENTS ON ROUTE 138 (607403) AC PHASE 1 OF 2
 - 25% Package Resubmission 1 received by MassDOT (10/13/2020).
 - Cost Estimate for AC Phase 1 is \$6,971,447 (Total cost is \$11,485,518).
- STOUGHTON - INTERSECTION IMPROVEMENTS AND RELATED WORK AT CENTRAL STREET, CANTON STREET AND TOSCA DRIVE (608279)
 - MassDOT comments on the 100% Package returned to the Design Engineer (3/24/2021).
 - Cost Estimate is \$4,596,463.

FFY 2024 PROJECTS:

- BROCKTON - ROUTE 123 (CENTRE STREET) AT PLYMOUTH STREET SIGNALIZATION AND GEOMETRIC IMPROVEMENTS (609052)
 - 25% Package received by MassDOT (11/15/2021).
 - Cost Estimate is \$2,523,420.

- PLYMPTON - BRIDGE REPLACEMENT, WINNETUXET ROAD OVER WINNETUXET RIVER (609435)
 - Project is in the preliminary design phase.
 - Cost Estimate is \$ \$2,141,666.

- STOUGHTON - CORRIDOR IMPROVEMENTS ON ROUTE 138 (607403) AC PHASE 2 OF 2
 - 25% Resubmission 1 Package received by MassDOT (10/13/2020).
 - Cost Estimate for AC Phase 2 is \$4,514,071 (Total cost is \$11,485,518).

FFY 2025 PROJECTS:

- BROCKTON - INTERSECTION IMPROVEMENTS AT LYMAN STREET/ GROVE STREET/ SUMMER STREET & REPLACEMENT OF GROVE STREET BRIDGE, B-25-005, OVER SALISBURY PLAIN RIVER (607818)
 - 25% Resubmission 1 Package received by MassDOT (12/24/2019).

- Cost Estimate is \$4,704,000.
- EASTON - CORRIDOR IMPROVEMENTS ON ROUTE 138 INCLUDING INTERSECTION IMPROVEMENTS AT ROUTE 138 (WASHINGTON STREET) AND ELM STREET (608195)
 - MassDOT comments on the 25% Package returned to the Design Engineer (as of 1/23/2019).
 - Cost Estimate is \$5,754,468.

FFY 2026 PROJECTS:

- ABINGTON - INTERSECTION IMPROVEMENTS AT HANCOCK STREET AND CHESTNUT STREET (609440)
 - MassDOT comments on the 25% Package returned to the Design Engineer (as of 9/6/2021).
 - Cost Estimate is \$2,900,232.
- 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.

- HANSON - CORRIDOR IMPROVEMENTS ON ROUTE 14 (MAQUAN STREET), FROM THE PEMBROKE T.L. TO INDIAN HEAD STREET AND RELATED WORK (608506) AC Phase 1 of 2
 - 25% Package received by MassDOT (as of 5/7/2020).
 - Project is in the preliminary design phase.
 - AC Phase 1 is \$5,464,471 (Total cost is \$11,960,783).

CURRENTLY UNPROGRAMMED PROJECTS IN FFY 2022-2026 TIP

- ABINGTON - INTERSECTION IMPROVEMENTS, RANDOLPH STREET AND RICHARD A FITTS DRIVE (ROUTE 139) AT CHESTNUT STREET AND OLD RANDOLPH STREET (612525)
 - Currently not programmed.
 - Project approved by the MassDOT Project Review Committee (PRC) on 10/21/2021.
 - Project is in the preliminary design phase.
 - Cost Estimate is \$3,786,625.

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

- AVON - INTERSECTION IMPROVEMENTS AT ROUTE 28, SPRING STREET AND HARRISON BOULEVARD (611979)
 - Currently not programmed.
 - Project is in the preliminary design phase.
 - The Notice to Proceed (NTP) to begin work on the contract has been issued. (7/14/2021).
 - Cost Estimate is \$3,750,000.

- BROCKTON - IMPROVEMENTS ON FOREST AVENUE, FROM WEST STREET TO BREER STREET (612526)
 - Currently not programmed.
 - Project approved by the MassDOT Project Review Committee (PRC) on 10/21/2021.
 - Project is in the preliminary design phase.
 - Cost Estimate is \$8,778,450.

- BROCKTON - INTERSECTION IMPROVEMENTS @ CRESCENT STREET (ROUTE 27)/ QUINCY STREET/ MASSASOIT BOULEVARD (606143)
 - Currently not programmed.
 - 25% Package received by MassDOT (as of 5/4/2015).
 - Cost Estimate is \$5,520,744.

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

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

- EAST BRIDGEWATER - INTERSECTION IMPROVEMENTS AT HIGHLAND STREET AND NORTH BEDFORD STREET (ROUTE 18) (611976)
 - Currently not programmed.
 - Project is in the preliminary design phase.
 - Cost Estimate is \$3,500,000.

- EASTON - RESURFACING AND RELATED WORK ON ROUTE 138 (ROOSEVELT CIRCLE TO STOUGHTON TOWN LINE) (608585)
 - Currently not programmed.
 - Project is in the preliminary design phase.

- Cost Estimate is \$4,025,000.
- EASTON - IMPROVEMENTS ON FOUNDRY STREET (ROUTE 106/123) (612269)
 - Currently not programmed.
 - Project is in the preliminary design phase.
 - Cost Estimate is \$ 14,315,773.
- KINGSTON - BRIDGE REPLACEMENT, K-01-014, SMITHS LANE OVER ROUTE 3 (PILGRIM HIGHWAY) (608615)
 - Currently not programmed.
 - Project is in the preliminary design phase.
 - Cost Estimate is \$12,788,000.
- PEMBROKE - INTERSECTION IMPROVEMENTS AT WASHINGTON STREET AND SCHOOSSETT STREET (611978)
 - Currently not programmed.
 - Project is in the preliminary design phase.
 - Cost Estimate is \$2,500,000.
- STOUGHTON - INTERSECTION IMPROVEMENTS AT CANTON STREET (ROUTE 27), SCHOOL STREET AND SUMMER STREET (611981)
 - Currently not programmed.

- Project is in the preliminary design phase.
- Cost Estimate is \$2,300,000.

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

December 2, 2021 Old Colony JTC Meeting
Agenda Item 7A
Old Colony Congestion Management Process
– Results of Fall 2021 Analysis

Summary

On October 26th and November 2nd, members of Old Colony Planning Council' Transportation Department conducted its annual Congestion Management Process (CMP) data collection at 15 MBTA Commuter Rail stations and six MassDOT Park & Ride lots. With the COVID-19 vaccine available to everyone 12 years old and up and the beginning of the booster rollout, it was expected that utilization would be higher than the two previous counts (which were similar), but still below pre-pandemic levels. That was found to be the case overall, which is positive news as it is a step in the right direction.

All 15 Commuter Rail stations experienced an increase of utilization, ranging from 41% higher utilization at the Bridgewater station to 300% at the Hanson station. For the first time since before COVID-19, there were stations with over 100 vehicles present (six in total), and Canton Junction had over 300 vehicles on the date it was visited. The Park & Ride lots had a different result; there were increases in utilization, but not at all locations. The West Bridgewater lot, which historically has been well utilized, had less than 100 vehicles for the first time for the first time (results dating back to 2001 were checked). This is likely due to the change in

provided bus service at this location. The previous service (Bloom bus) provided four morning and four afternoon peak trips, both inbound and outbound. The new service (Plymouth & Brockton) provides seven inbound and seven outbound trips spread throughout the day and is less ideal for commuters who need bus service at this lot for their work commute.

It was originally planned to conduct this CMP data collection utilizing OCPC's new Drone Program, however due to the Nor'easter and the aftermath, drone usage was not possible. It is planned to conduct April's and all future CMP data collections utilizing OCPC's drone, provided that there is not severe weather or any other factors that would prevent it.

Attachments

Presentation – Old Colony CMP Results of Fall 2021 Analysis

A photograph of the Edison Building, a three-story brick structure with arched windows. The building's name and the year '1883' are visible on the right side. A sign for 'Old Colony Planning Council' is partially visible above a green awning. A traffic light is on the right side of the frame.

Old Colony Congestion Management Process: Results of Fall 2021 Analysis

Shawn Bailey




Senior Transportation Planner

December 2, 2021 Old Colony JTC Meeting

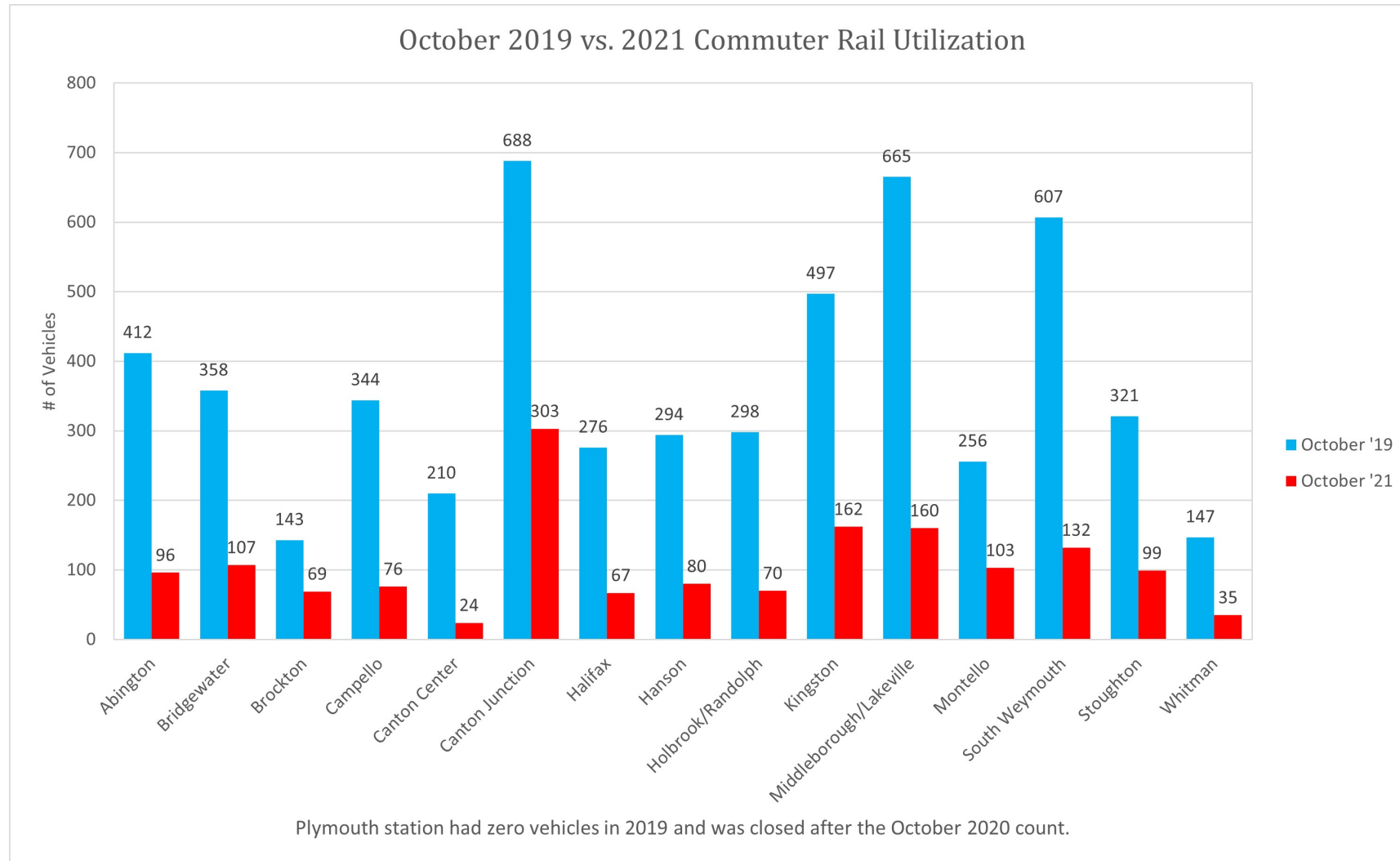
Commuter Rail Parking Trends

- Since April 2021 count, State has completely reopened.
- Plymouth station still temporarily out of service.
 - Expected to be reopened July 5, 2022.
- Stoughton reduced overall capacity.
 - 30 two-hour parking spots (capacity is now 323).
- Anticipating a significant increase over previous two counts.
 - MBTA service restored to 100% pre-pandemic levels.
 - All Reopening Phases completed and continued vaccine rollout/boosters.

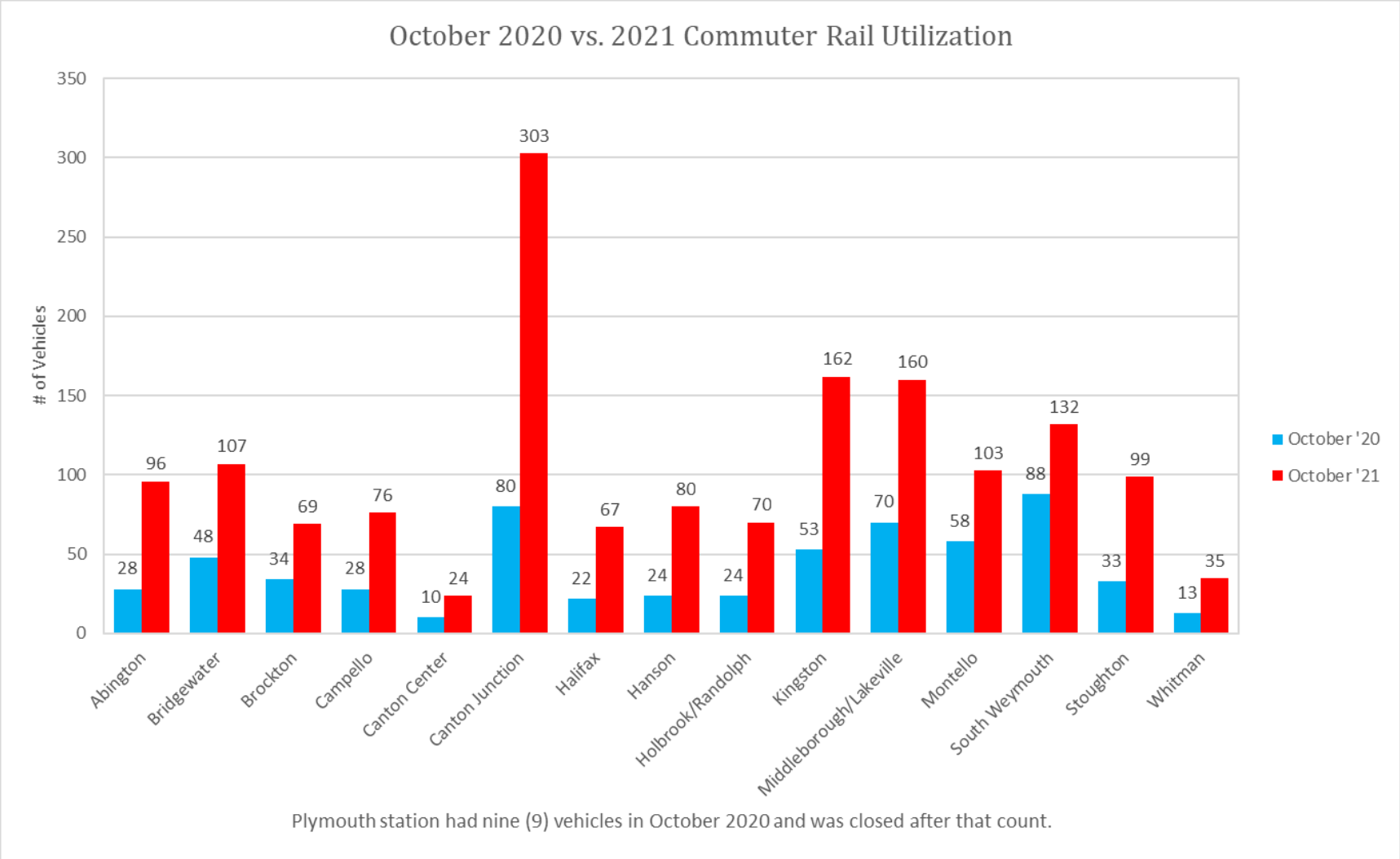
Commuter Rail Results

Location	Total Spaces	 Spaces	Bicycle Spaces	Total Parked	 Parked	Bicycles Parked	Survey Date	Staff Initials	Total Utilization	 Utilization	Bicycle Utilization
Providence/Stoughton Line											
Canton Junction	762	12	48	303	1	2	11/2/21	AV	39.76%	8.33%	4.17%
Canton Center	215	4	10	24	0	0	11/2/21	AV	11.16%	0.00%	0.00%
Stoughton	323	10	13	99	1	0	11/2/21	AV	30.65%	10.00%	0.00%
Middleborough/Lakeville Line											
Holbrook/Randolph	362	14	24	70	0	0	11/2/21	SB	19.34%	0.00%	0.00%
Montello (Brockton)	351	12	36	103	0	1	11/2/21	SB	29.34%	0.00%	2.78%
Downtown (Brockton)	323	11	52	69	2	0	11/2/21	SB	21.36%	18.18%	0.00%
Campello (Brockton)	552	11	26	76	0	0	11/2/21	SB	13.77%	0.00%	0.00%
Bridgewater	499	10	28	107	0	0	10/26/21	KM	21.44%	0.00%	0.00%
Middleborough/Lakeville	769	13	8	160	2	0	10/26/21	KM	20.81%	15.38%	0.00%
Kingston/Plymouth Line											
South Weymouth	636	13	28	132	0	1	10/26/21	SB	20.75%	0.00%	3.57%
Abington	404	9	12	96	0	1	10/26/21	SB	23.76%	0.00%	8.33%
Whitman	199	7	12	35	0	0	10/26/21	SB	17.59%	0.00%	0.00%
Hanson	428	8	14	80	0	0	11/2/21	SB	18.69%	0.00%	0.00%
Halifax	412	10	19	67	0	0	11/2/21	SB	16.26%	0.00%	0.00%
Kingston	1,030	22	32	162	1	0	11/2/21	KM	15.73%	4.55%	0.00%
Total Providence/Stoughton Line	1,300	26	71	426	2	2			32.77%	7.69%	2.82%
Total Middleborough/Lakeville Line	2,856	71	174	585	4	1			20.48%	5.63%	0.57%
Total Kingston/Plymouth Line	3,109	69	117	572	1	2			18.40%	1.45%	1.71%

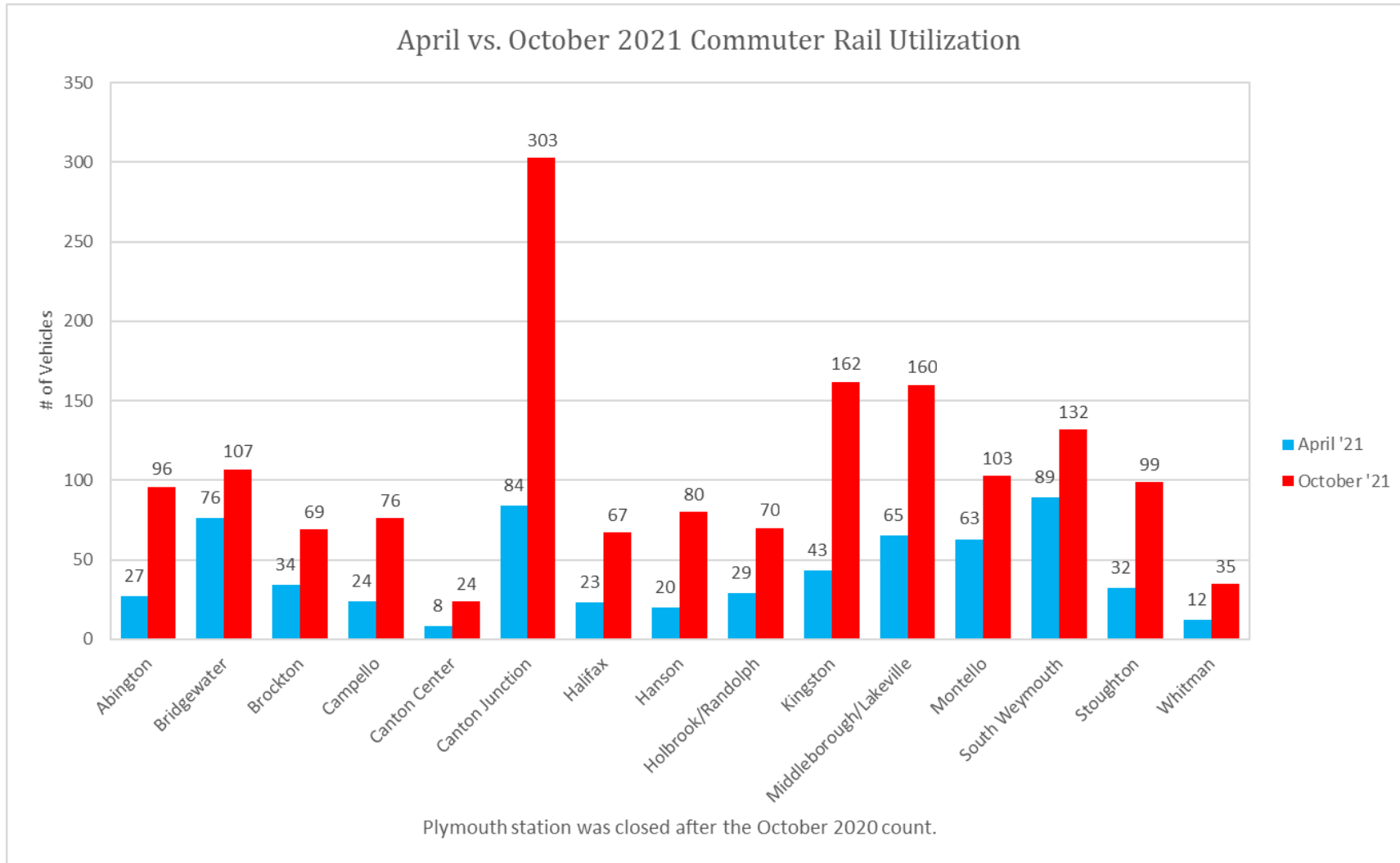
Commuter Rail - Fall 2019 & 2021



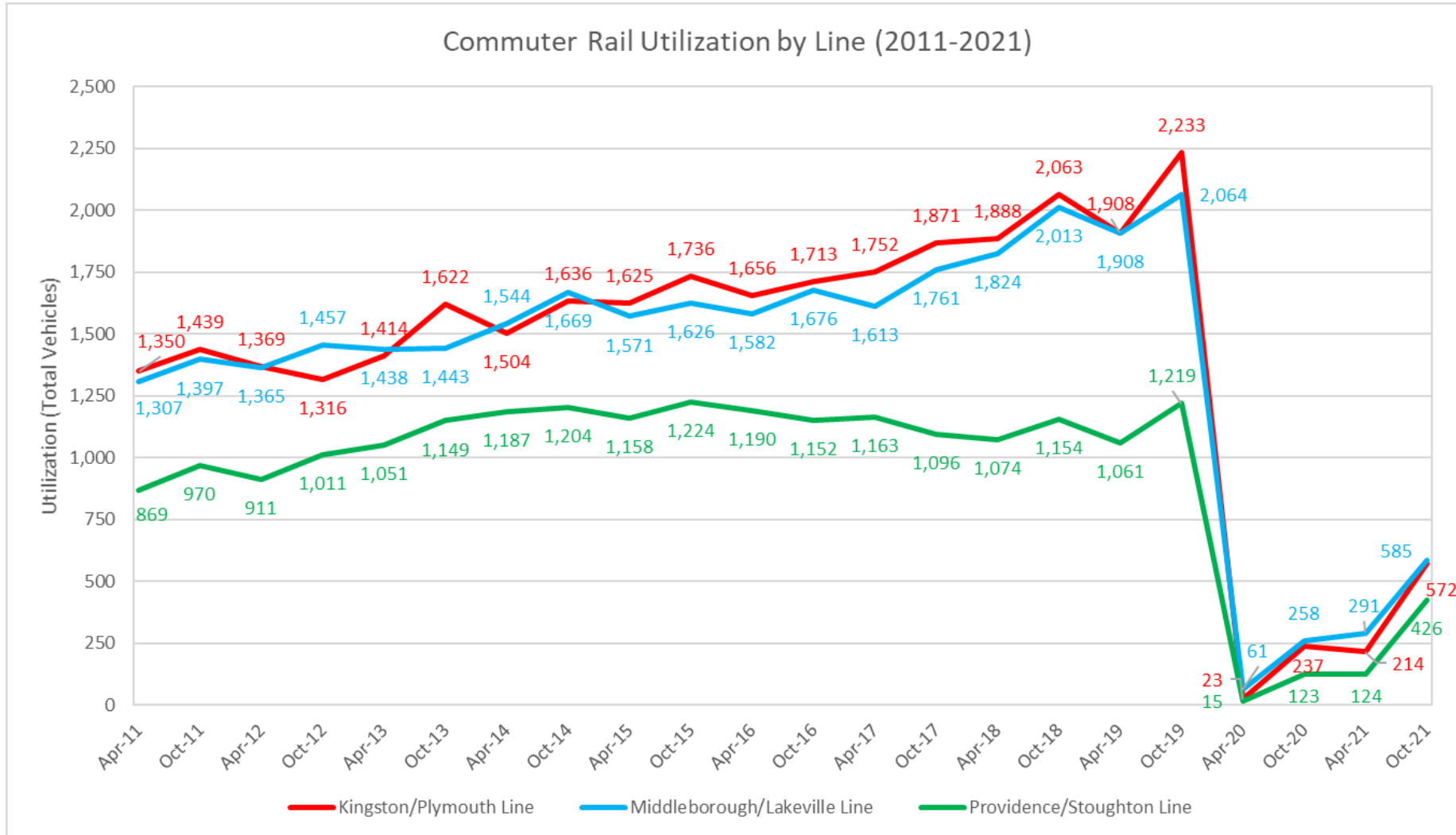
Commuter Rail - Fall 2020 & 2021



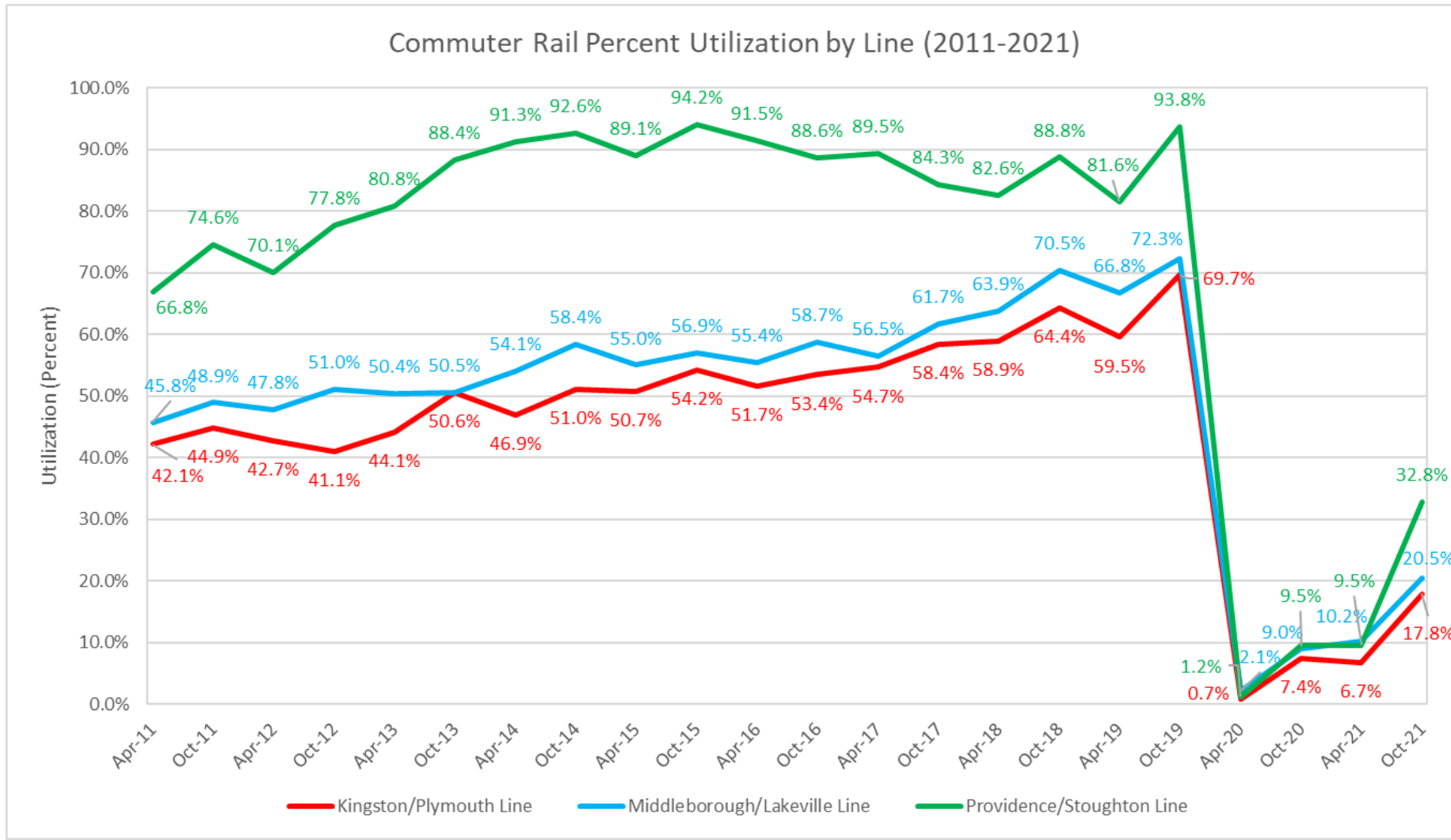
Commuter Rail - April to October



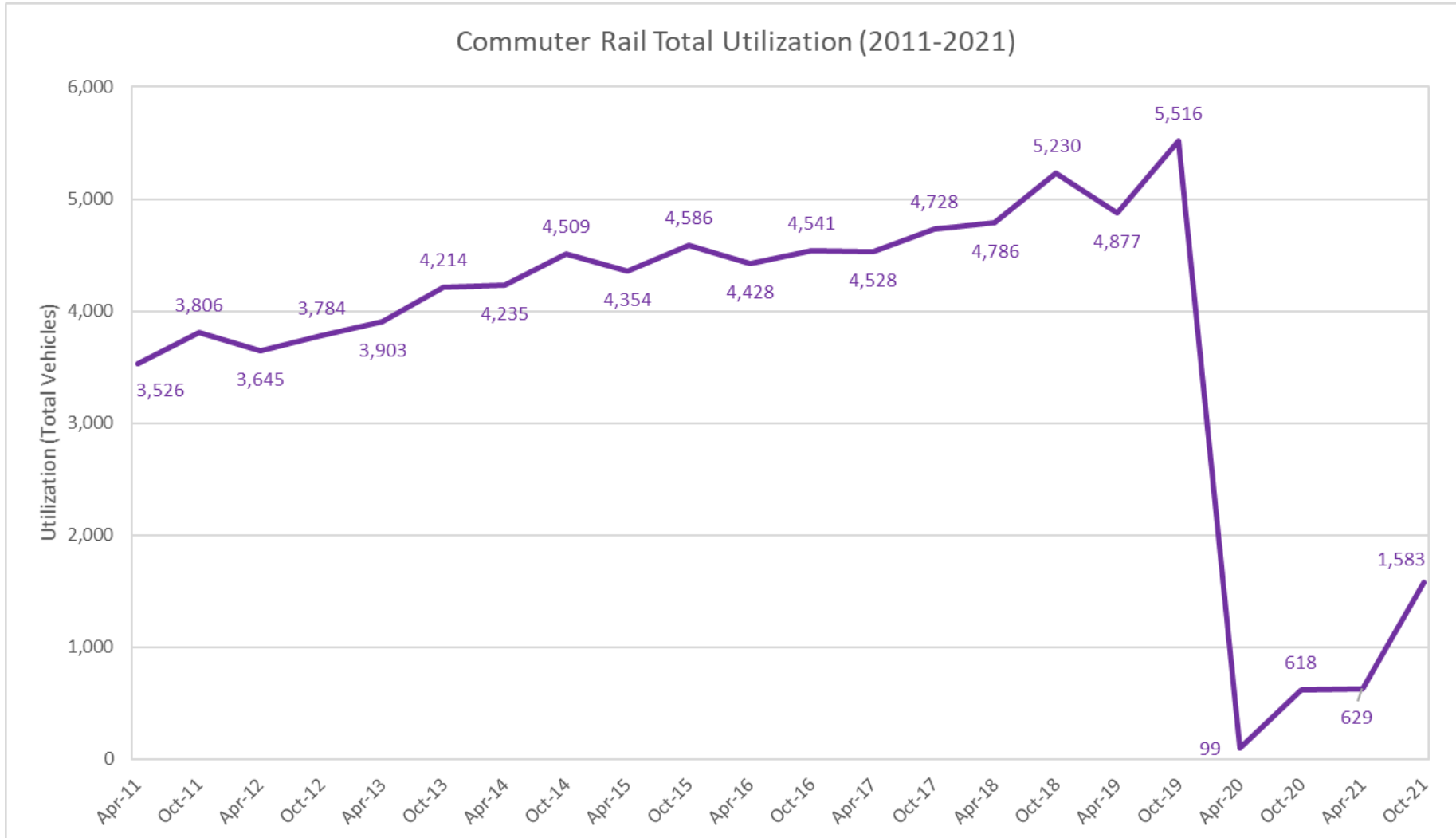
2011-2021 Utilization by Line



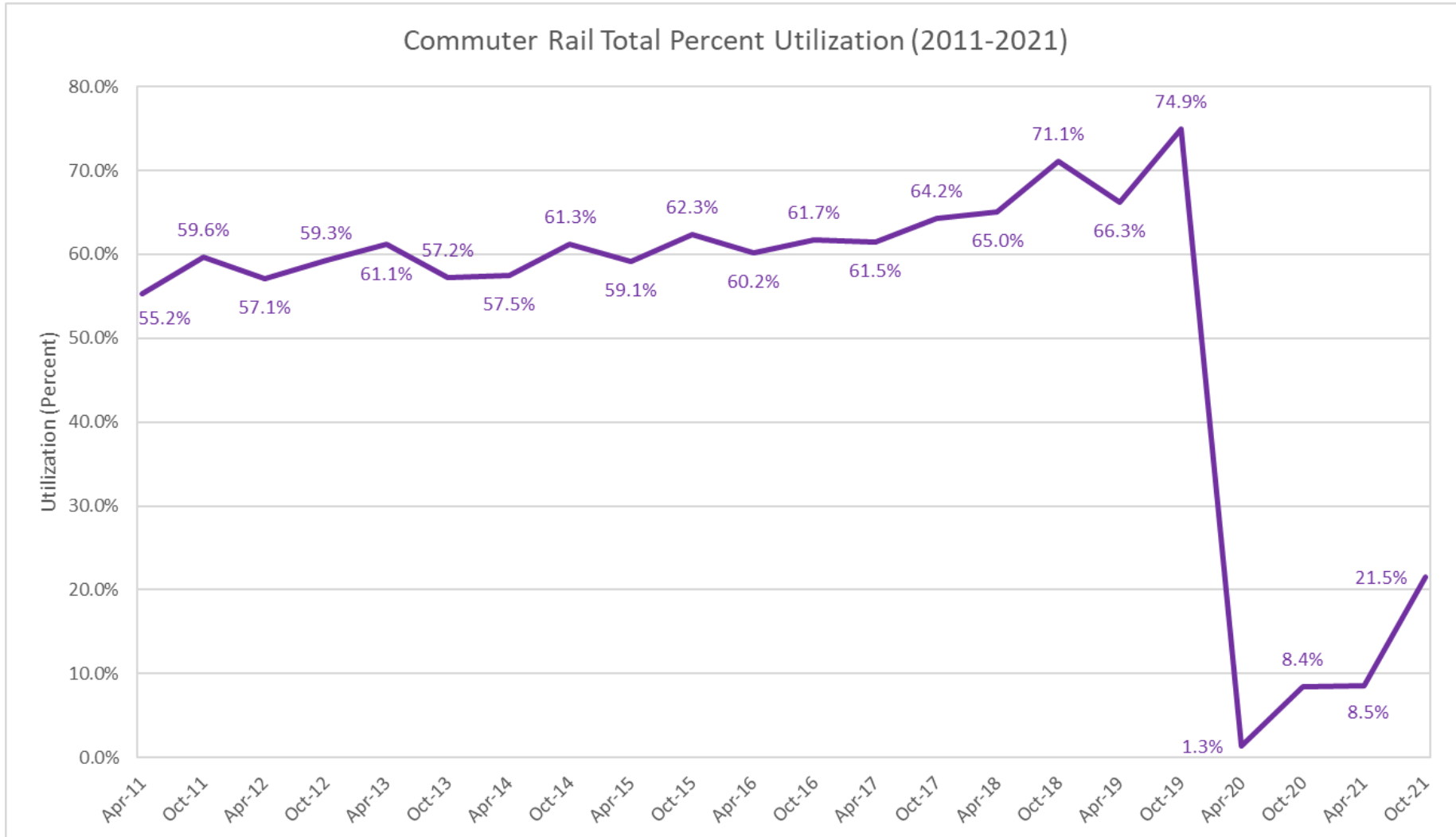
2011-2021 Utilization % by Line



2011-2021 Total Utilization



2011-2021 Total Utilization %




Commuter Rail Results/Looking Ahead


- Every station had a significant increase above April 2021.
 - Increases ranged from 41% (Bridgewater) to 300% (Hanson).
 - Stoughton line increased 244%, Middleborough/Lakeville line increased 101%, Kingston line increased 167%.
 - Overall increase was 152%.
- Highest vehicle count and utilization was Canton Junction (303 vehicles and 39.8% utilized).
- Combined utilization of 21.5% (Compared to 8.5% in April 2021).
- Plan to conduct April's count utilizing OCPC's newly created Drone Program.
 - October 27th Nor'easter prevented using drone.


Park & Ride Parking Trends

- October 2020 and April 2021 results similar & significantly lower than normal utilization levels.
- Anticipated increased trend.
 - Reopening Phases completion and continued vaccine rollout/booster.
- P&B bus service for Route 3 lots resumed in May.
 - Initially on a limited schedule, expanded its service two weeks later.
- Bloom Bus service terminated at West Bridgewater lot.
 - P&B Woods Hole to Boston/Logan Airport route began servicing lot on 10/16.

Park & Ride Results

Location	Total Spaces	 Spaces	Bicycle Spaces
Route 3 Corridor			
Rockland - Route 3, Exit 35 (Route 228)	440	8	0
Kingston - Route 3, Exit 20 (Route 3A & 53)	72	0	0
Plymouth - Route 3, Exit 13 (Long Pond Road)	200	8	0
Bourne - Route 3, Exit 1A (Route 6) (Sagamore)	377	6	10
Route 24 Corridor			
West Bridgewater - Route 24, Exit 28 (Route 106)	185	7	11
Bridgewater - Route 24, Exit 24 (Route 104)	60	0	0
Total Route 3 Corridor	1,089	22	10
Total Route 24 Corridor	245	7	11

Total Parked	 Parked	Bicycles Parked	Date of Survey	Staff Initials
Route 3 Corridor				
165	0	0	10/26/21	SB
8	0	0	11/2/21	KM
62	0	0	11/2/21	KM
146	1	0	11/2/21	KM
Route 24 Corridor				
68	0	0	10/26/21	KM
21	0	0	10/26/21	KM
381	1	0		
89	0	0		

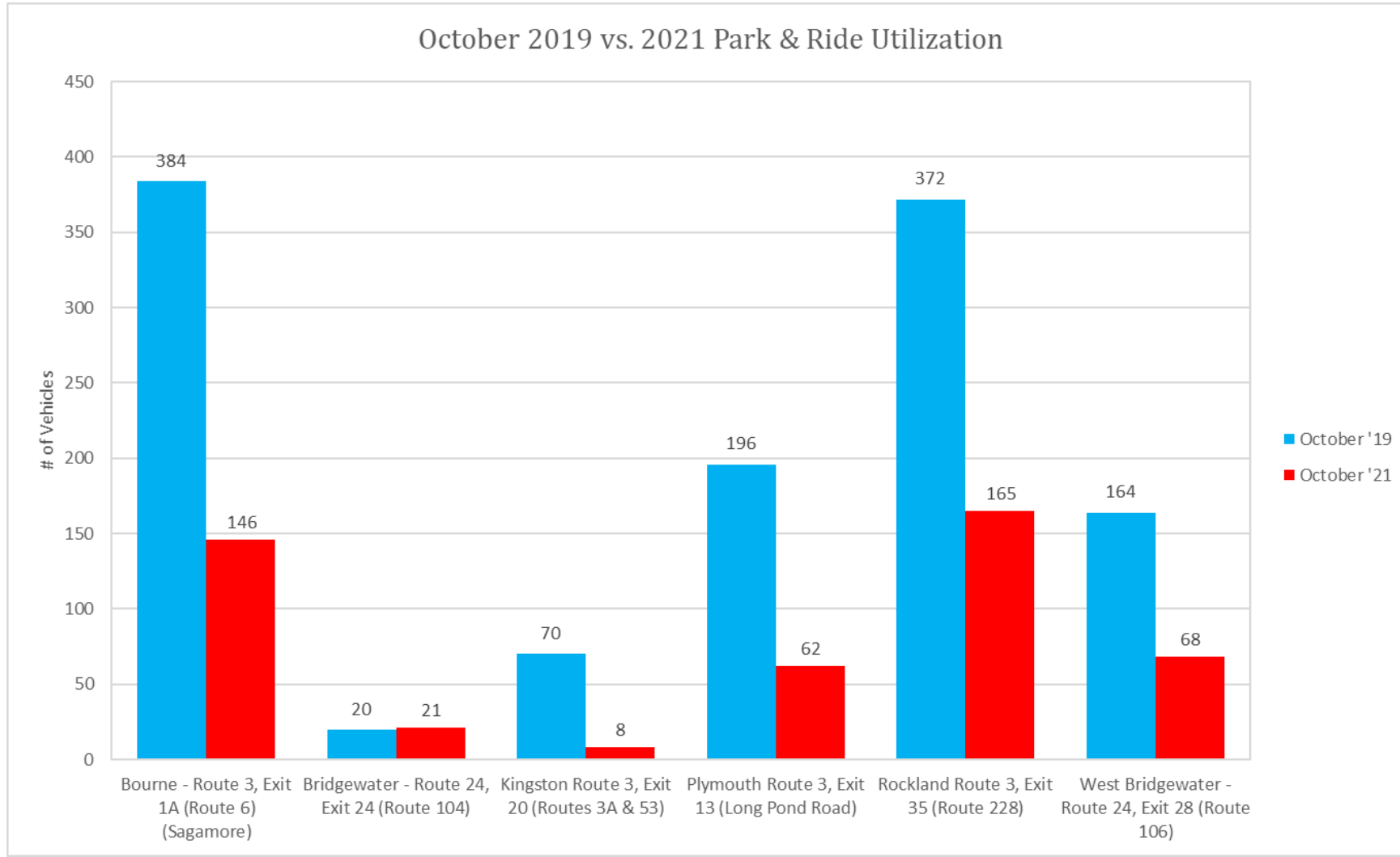
Total Utilization	 Utilization	Bicycle Utilization
Route 3 Corridor		
37.50%	0.00%	0.00%
11.11%	0.00%	0.00%
31.00%	0.00%	0.00%
38.73%	16.67%	0.00%
Route 24 Corridor		
36.76%	0.00%	0.00%
35.00%	0.00%	0.00%
34.99%	4.55%	0.00%
36.33%	0.00%	0.00%

Total All Lots	1,334	29	21
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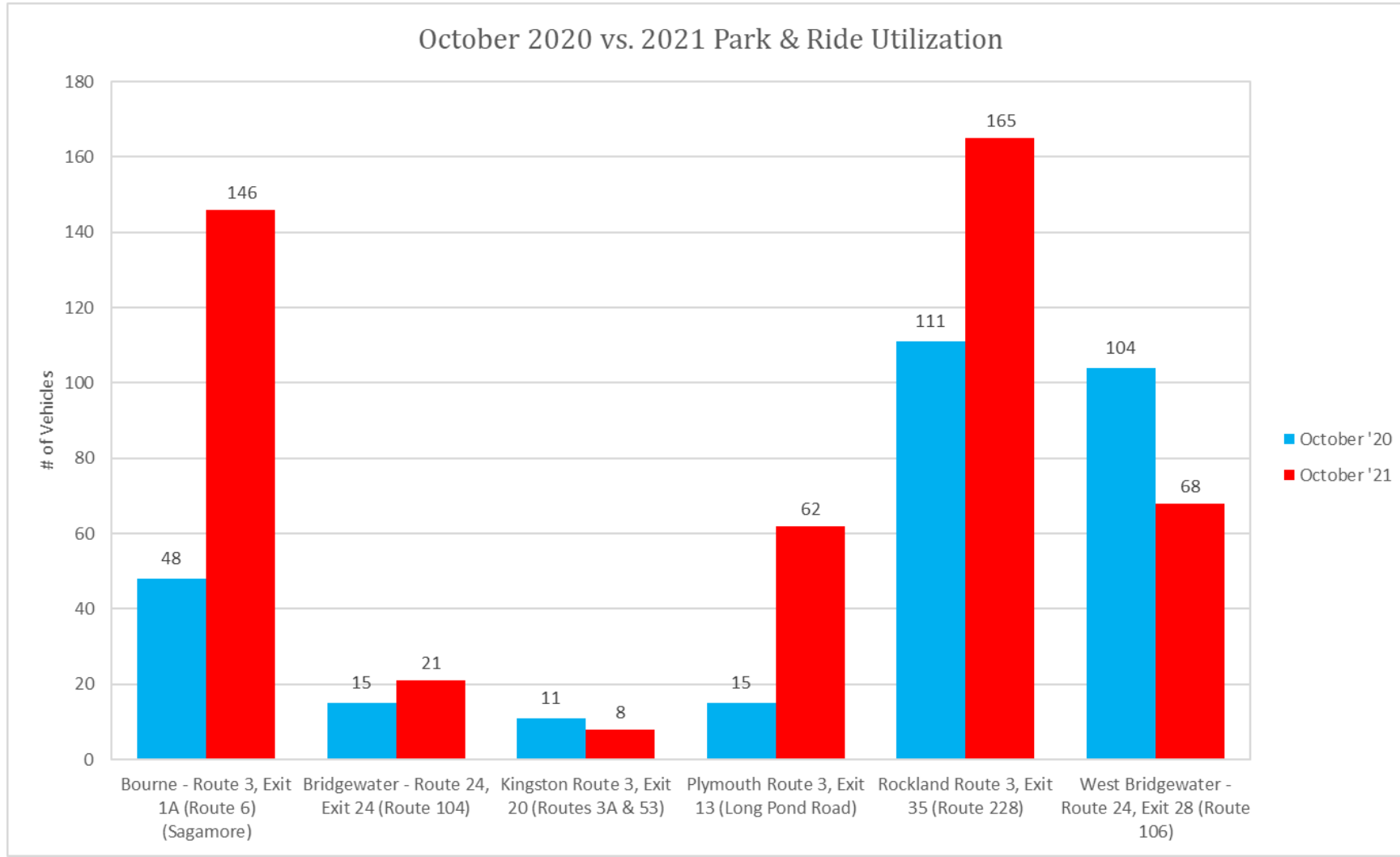
470	1	0		
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35.23%	3.45%	0.00%
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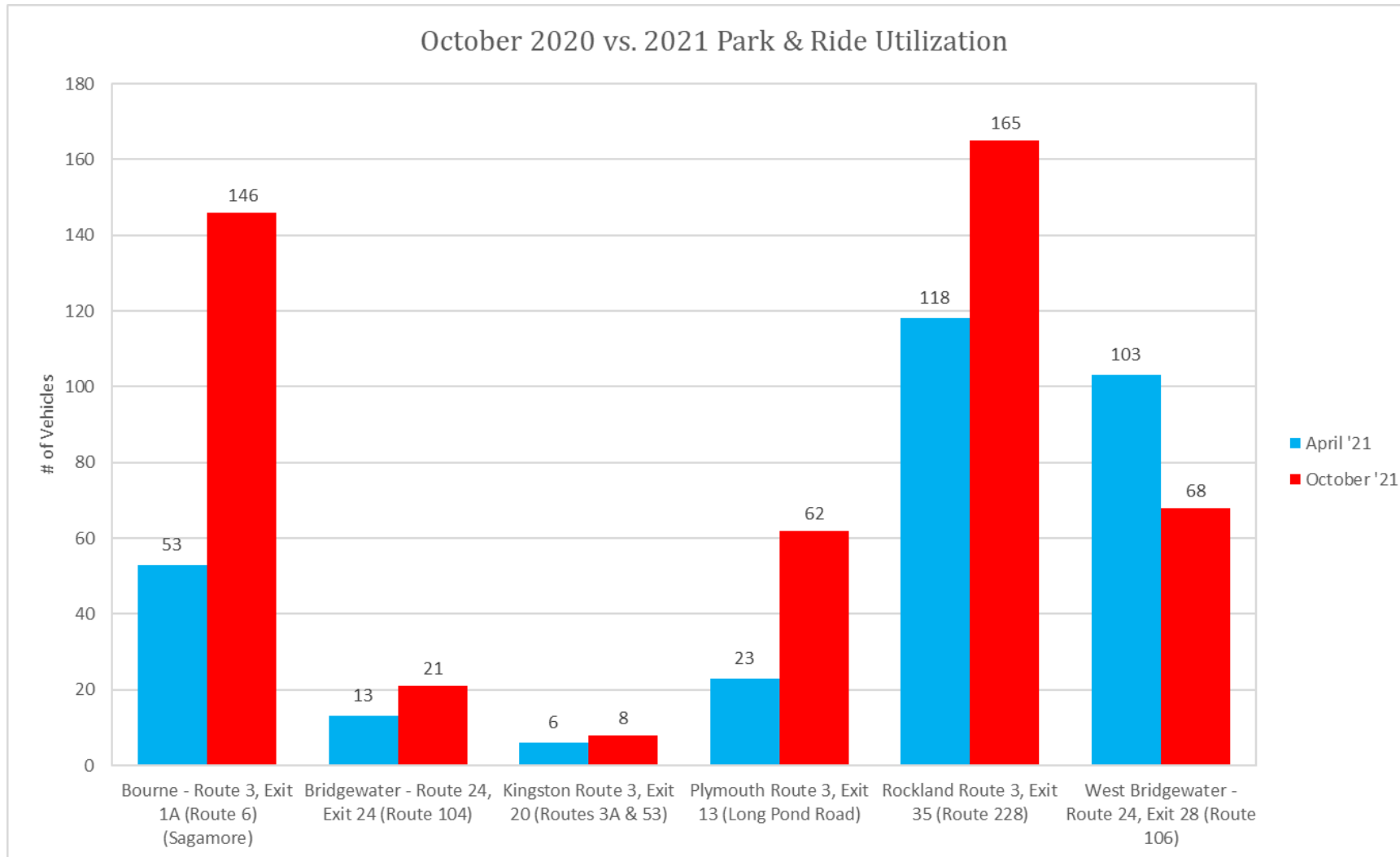
Park & Ride - October 2019 & 2021



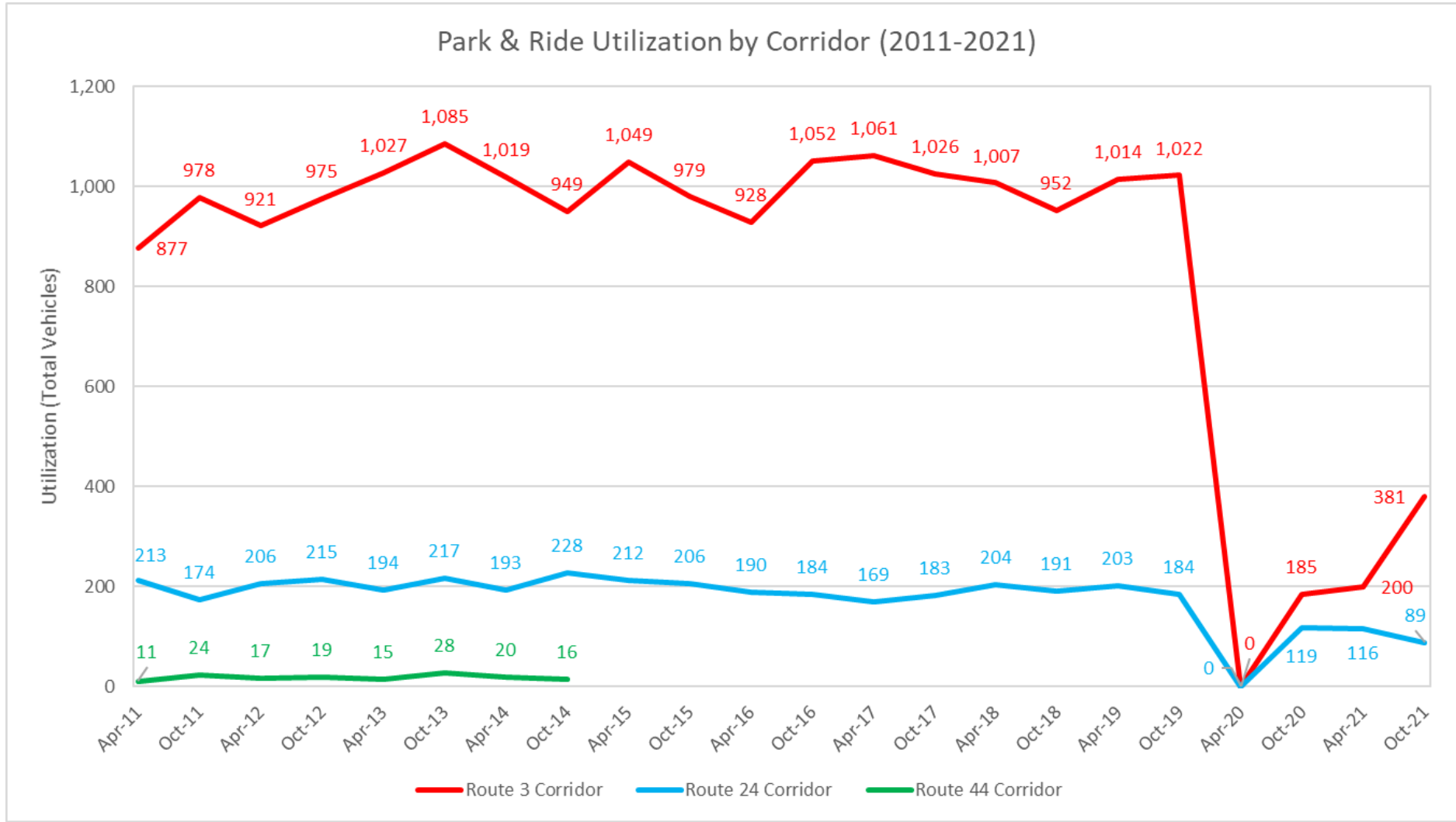
Park & Ride - October 2020 & 2021



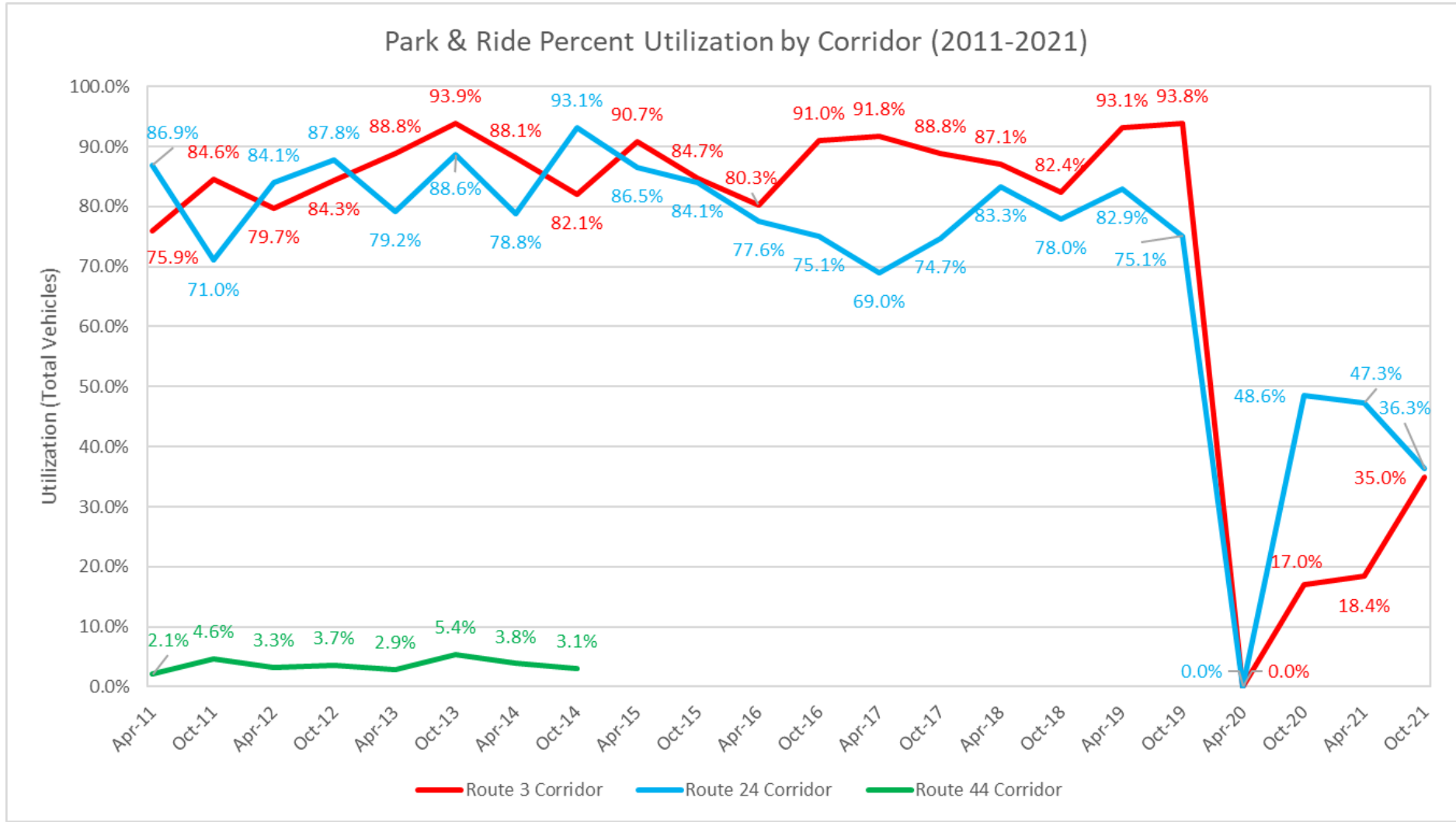
Park & Ride - April to October



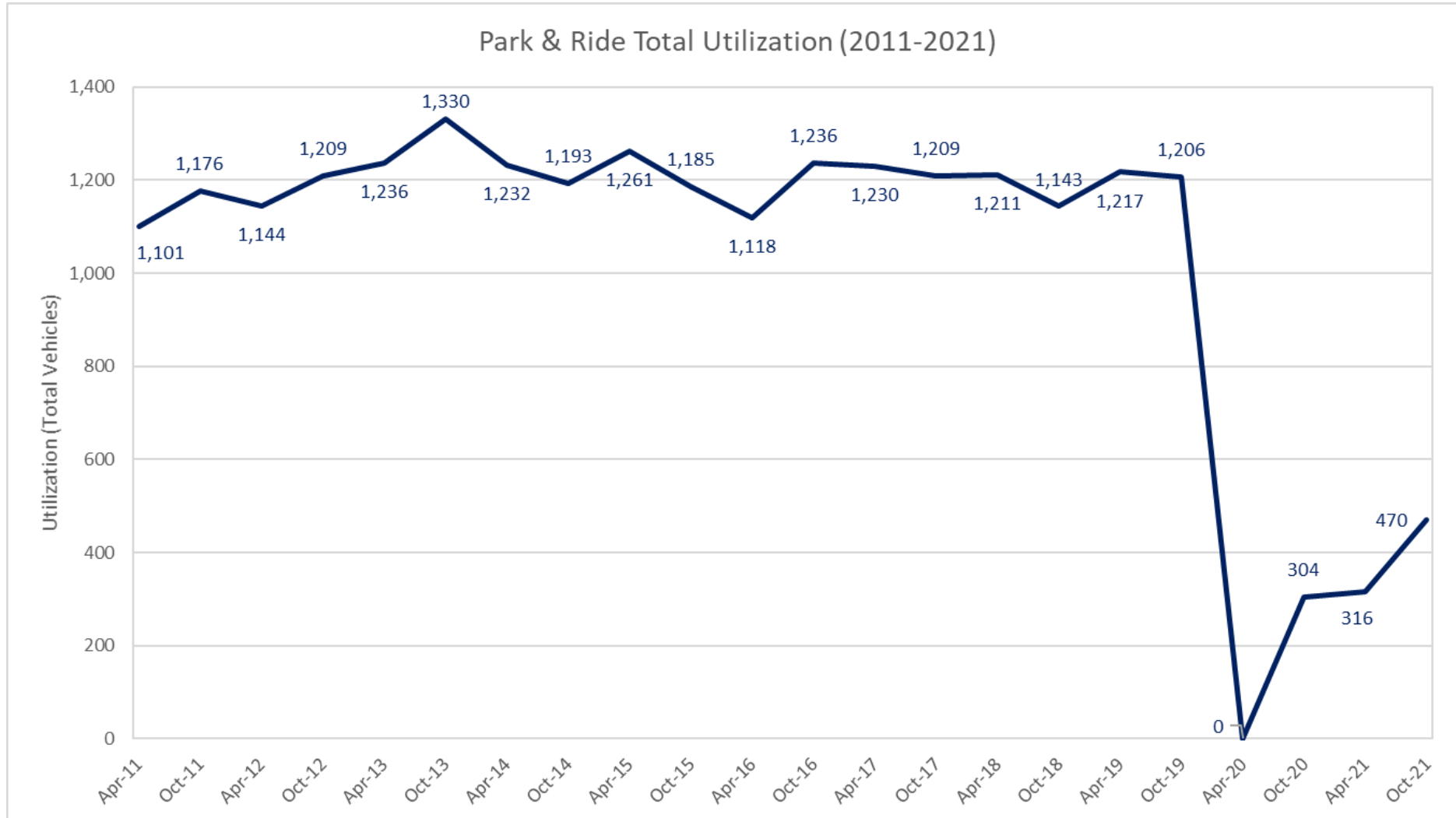
2011-2021 Utilization by Corridor



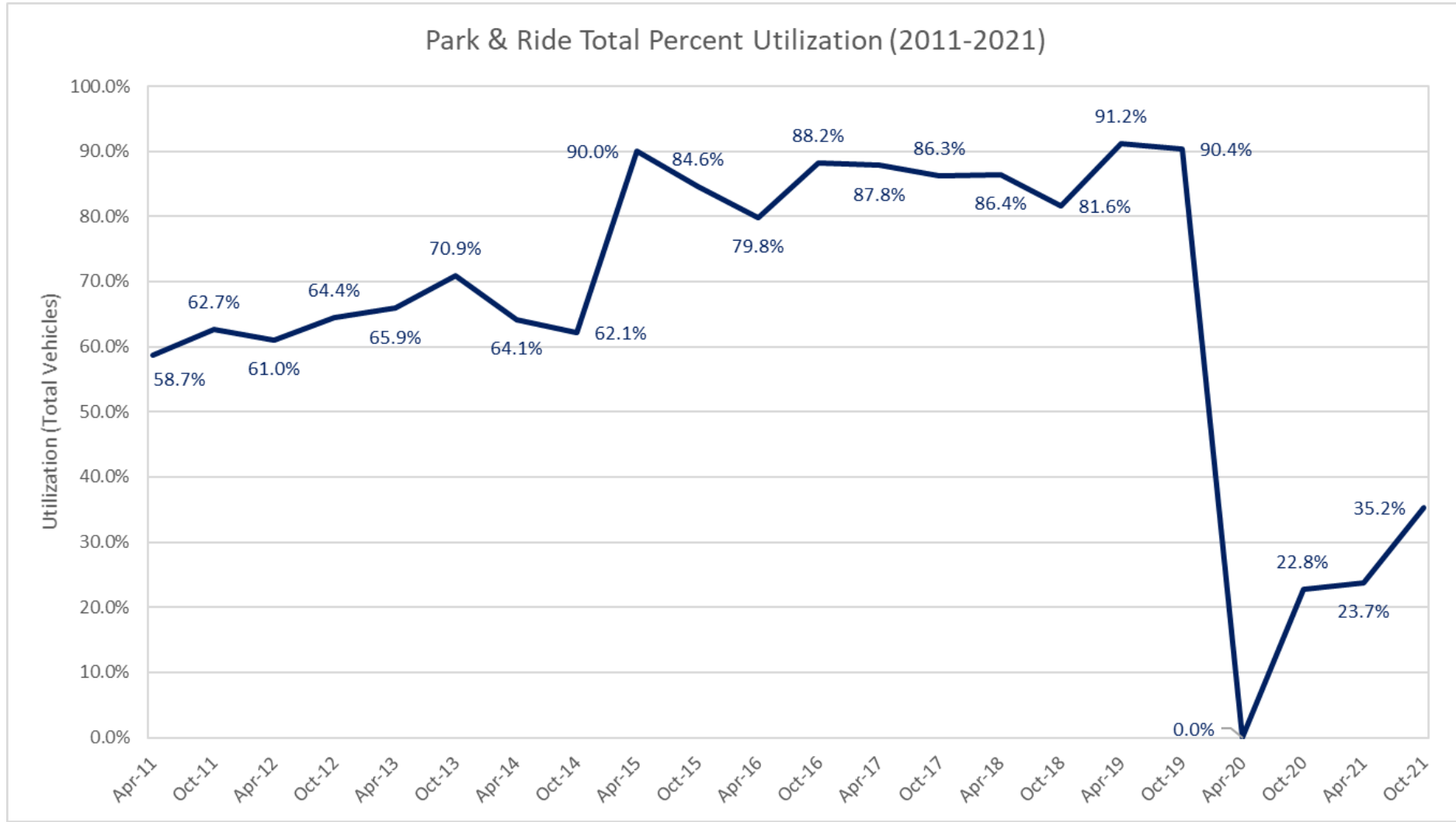
2011-2021 Utilization % by Corridor



2011-2021 Total Utilization



2011-2021 Total Utilization %



Park & Ride Results/Looking Ahead

- Five of six lots increased, only three of them by a significant amount
 - West Bridgewater decreased by 34%, increases ranged from 33% (Kingston) to 175% (Bourne).
 - Route 3 corridor decreased 23% & Route 24 corridor increased 91%. Overall increase of 49%.
- Decrease at West Bridgewater likely due to switch in bus service.
 - Bloom was scheduled at peak commute times; P&B is spread throughout the day.
- Highest vehicle count was Rockland (165 vehicles) and highest utilization was Bourne (38.7% utilized).
- Combined utilization of 35.2% (Compared to 23.7% in April 2021).
- Plan to conduct April's count utilizing OCPC's newly created Drone Program.
 - October 27th Nor'easter prevented using drone.

Questions? Comments?

Shawn Bailey

Senior Transportation Planner

sbailey@ocpcrpa.org

(508) 583-1833 ext. 209

December 2, 2021 Old Colony JTC Meeting
Agenda Item 7B
2024 - 2050 Old Colony Long Range Transportation Plan (LRTP)
Preview of Plan and Development Schedule

Summary

Old Colony Planning Council has begun the development of the Old Colony Metropolitan Planning Organization's 2024 - 2050 Long Range Transportation Plan. The Long-Range Transportation Plan (LRTP) is the policy and visioning document of the MPO. This document results from regional and statewide collaboration and consensus on a region's transportation system and serves as the defining vision for the region. The document also contains a financial plan or budget which guides and shapes the actions an MPO undertakes as they fulfill the region's visions and objectives. This 20-year transportation vision document is updated every four years by the MPO.

The 2020 – 2040 Plan contained the following sections. While some format adjustments are possible with the 2024 - 2050 Plan, the Plan will continue to include these sections:

- Introduction and Planning Process
- Regional Goals, Objectives, and Performance Management
- Regional Profile and Livability

- The Regional Highway System
- Transit
- Bicycle and Pedestrian Transportation
- Transportation, the Environment, and Climate
- Safety and Security
- Financial Plan

Accounting for how the Coronavirus Pandemic has adjusted the demographic, economic, and travel demand landscape will have a significant focus in this Plan. Major questions continue to exist regarding the extent and lasting impact of the Pandemic on the landscape, and this Plan will examine these impacts and incorporate them into the planning process.

Old Colony Planning Council has begun collaborating with our partner MPOs in the Commonwealth along with the Massachusetts Department of Transportation (MassDOT) and the University of Massachusetts Donahue Institute (UMDI) on the development of socioeconomic projections through 2050. While the focus currently is on development statewide and regional projections, Old Colony Planning Council will coordinate with our municipalities on municipal level projections in 2022.

Old Colony Planning Council has also begun the process of data needs assessment and analysis and will shortly begin reaching out to stakeholders. As 2022 progresses, the public outreach effort will become more robust.

Currently, a Draft version of the Plan is expected to be released to a public review and comment period in the early Spring of 2023, with a target Plan endorsement date of May 2023.

Please contact Bill McNulty, PTP at wmcnulty@ocpcrpa.org with any questions or comments regarding this Plan.

Attachments

Presentation – Preview and Plan Development Timeline for 2024-2050 LRTP

2024 – 2050 Old Colony Long Range Transportation Plan

Plan Preview and Development Timeline

December 2, 2021

Old Colony Metropolitan Planning Organization (MPO)

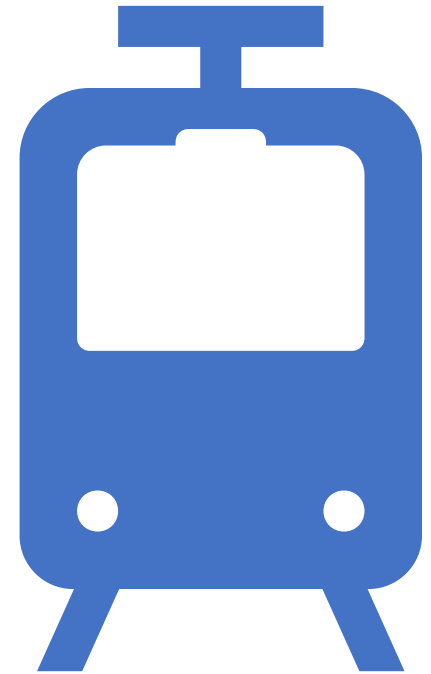


Development Timeline



2020-2040 Plan Sections

- Introduction and Planning Process
- Regional Goals, Objectives, and Performance Management
- Regional Profile and Livability
- The Regional Highway System
- Transit
- Bicycle and Pedestrian Transportation
- Transportation, the Environment, and Climate
- Safety and Security
- Financial Plan



SocioEconomic Projections

New Baseline: Census 2020

Population, Households, and Employment Projected through 2050

SocioEconomic Projections Committee

- Collaboration of Statewide MPOs, MassDOT, and UMass Donahue Institute to Prepare Socioeconomic Projections
 - Statewide → Regional → Municipal
- Began Meeting in September 2021 and will meet through 2022

Planning Scenarios

2020-2040 Plan Scenarios

- Scenario 1: High Levels of Investment in All Modes
- Scenario 2: Investment Focus on Arterials
- Scenario 3: Investment Focus on Transit and Alternative Systems
- Scenario 4: Limited Investment. Focus on Maintenance and Preservation

2024-2050 Plan

- What have we learned from new Census Data and Pandemic?

From 2020 to 2024 to Beyond

Progress on Performance Targets


- Are we on the right track?

“The New Normal”

- A hybrid workforce
- Modest Return to Transit – So Far
- Demographic Shift Away From Cities
- Increasing Service Based Transportation (Amazon, Grocery Delivery, Meal Deliveries)
- Shifts in Peak Demand Hours



Questions /
Comments

- 
- Bill McNulty, PTP
 - Principal Transportation Planner
 - E-Mail: wmcnulty@ocpcrpa.org

December 2, 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 recently completed a Heavy Commercial Vehicle Exclusion Study for West Spring Street in the Town of Avon. Traffic count data and supporting inventory material for the Town's request for an HCVE have been distributed to the Town.

Old Colony Planning Council received a request from the Town of Plymouth to collect video and photography of peak hour operations at Obery Street and South Street. The drone mission has been completed and recorded video is currently being processed.

Project Status Updates

Brockton

- Level of Service Analysis and Crash Rate Analysis of Route 123 at Quincy Street and Route 27 at Quincy Street and Massasoit Boulevard
Data collection in Progress
- Level of Service Analysis and Crash Rate Analysis of Three Belmont Street (Route 123) Intersections
Data collection Planned

Plymouth

- Commerce Way Traffic Counts
Data collection planned for December 2021
- Survey of Obery Street and South Street Operations via Done Program
Video and photography collected; Processing Underway

West Bridgewater

- Traffic Study of Howard Street, Prospect Street, and Walnut Street
Data collection completed, Analysis Underway

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

December 2, 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

ENF

EEA # 16478 - 850 Bedford Street – Bridgewater

The Project proposes to develop the Site for warehouse/industrial use. The project will consist of:

- A 219,000 sf. Warehouse/industrial facility w/ single-load access for trucks
- Approximately 224 standard parking spaces at 3 sides of the building
- Truck loading and parking area for approximately 50 trucks to manage queues
- Associated 30-ft drive aisles for truck access and circulation
- Associated stormwater features
- And all associated utilities

CERTIFICATES

EEA #16447 - Greystone Village - Kingston

The certificate states that this project **Does Not** require an Environmental Impact Report.

EEA #16383 - Lincoln Park - West Bridgewater

The certificate states that this project adequately and properly complies with MEPA.

EEA #16457 - Swanberg Property Wellfield - Pembroke

The Certificate states that this project **Does Not** require an Environmental Impact Report (EIR)

December 2, 2021 Old Colony JTC Meeting
Agenda Item 8C
Regional Concerns and Local Community Transportation Issues

Summary

Regional Concerns and Local Community Transportation Issues.