

OLD COLONY JOINT TRANSPORTATION COMMITTEE (JTC)

Meeting Minutes of the Old Colony Joint Transportation Committee (JTC) Held Virtually Via Zoom August 4, 2022 at 12:00 P.M.

ATTENDANCE

Abington	John Stone	VHB	Rob Cahoon
Abington	Bruce Hughes	United Way Greater Plymouth	Dennis Carman
Avon	Bill Fitzgerald	OCPC	Kyle Mowatt
Bridgewater	Shane O'Brien	OCPC	Shawn Bailey
Brockton	Jay DeGrace	OCPC	Charles Kilmer
Hanson	Don Howard	OCPC	Ray Guarino
Pembroke	Becky Coletta	OCPC	Bill McNulty
Stoughton	Joe Scardino	OCPC	Guoqiang Li
Whitman	Dan Salvucci	OCPC	Mary Waldron
Whitman	Noreen O'Toole	OCPC	Dottie Fulginiti
BAT	Glenn Geiler		
MassDOT District 5	Barbara Lachance		
MA Safe Routes to School	Rachel McCaffery		

1. Call to Order and Introductions

Chairperson Noreen O'Toole called the meeting to order at 12:02 P.M. and then read the Meeting Accessibility Statement and the Title VI Notice of Protection Statement. Bill McNulty then conducted the roll call.

2. Public Comments

Dan Salvucci thanked OCPC and the members of the JTC for having faith in Noreen O'Toole and Dan Salvucci and re-electing them as Chairperson and Vice Chairperson, respectively.

3. Minutes of June 2, 2022 Meeting

Chairperson O'Toole asked if there is a motion to approve the June 2, 2022 Meeting Minutes. A motion was made by Dan Salvucci and seconded by Don Howard to approve the Meeting Minutes from June 2, 2022.

The Old Colony JTC voted unanimously via roll call vote to approve the June 2, 2022 Meeting Minutes.

4. Communications

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

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- **USDOT – Technical Assistance and Capacity Building**
- **Baker-Polito Administration Announces \$5.54 Million in Complete Streets Funding Program Awards**
- **Remote meeting extension for local boards signed into law – Extended through March 31, 2023**

5. Reports

A. Brockton Area Regional Transit Authority (BAT)

- **Presentation: Disadvantaged Business Enterprise (DBE) Goal**

Glenn Geiler reported on the following items:

- BAT Ridership has remained steady
- BAT is now accepting the MBTA Youth Pass, which is in addition to BATs existing student pass
- BAT is in the process of expanding their Rockland Service in an on-demand and micro-transit format. The expanded service is expected to begin in September.
- Through a Shared Streets and Spaces Grant award, BAT is improving and expanding the existing Westgate Mall bus stop adjacent to Market Basket . The new bus stop is expected to improve pedestrian access and safety. This is BATs second busiest bus stop
- BAT is in the process of launching another mobile ticket ad campaign

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

Shawn Bailey reported on the following items:

- Mary Ellen DeFrias is officially the new GATRA Administrator
- GATRA has launched its GATRA Pay mobile app
- A new service schedule for all routes in Attleboro and Taunton took effect on July 18. The new schedule affects a total of 14 routes in these cities

C. South Coast Rail Project

Shawn Bailey reported on the following:

In June and July 2022, work conducted involved continued fencing installation in eight communities on Fall River and Middleborough Secondary Lines; utilizing Cotley Street in Berkley to access right-of-way (ROW) for various project activities; 24-hour work at the new Middleborough Station site; 24-hour track work in Berkley, Fall River, and Raynham; 24-hour culvert work in Freetown; 24-hour excavation work in Taunton; 24-hour crossing work in Berkley, Freetown, and Lakeville; a detour in Fall River for bridge work; and improvements to the CSX Rail Yard in Middleborough.

Additional work done included daytime construction at station sites, layover sites, and along the right-of-way from Middleborough to New Bedford as well as along the right-of-way from Berkley to Fall River.

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There was also overnight and daytime transportation of soils by truck to designated project sites as well as detours for various project activities.

6. Old Business

A. FFY 2022-2026 Transportation Improvement Program (TIP) Implementation

Bill McNulty reported on changes to projects within the TIP. They are as follows:

CURRENTLY UNPROGRAMMED:

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

7. New Business

A. Bipartisan Infrastructure Law (BIL) Funding Opportunities

- **Safe Streets for All (SS4A)**
- **Reconnecting Communities Pilot (RCP) Program**

Bill McNulty provided a presentation on the Safe Streets for All (SS3A) and Reconnecting Communities Pilot (RCP) Program, and reported at OCPC is preparing an application to develop a Regional Action Plan under the SS4A Program.

The [Bipartisan Infrastructure Law](#) (BIL) established the new Safe Streets and Roads for All (SS4A) discretionary program with \$5 billion in appropriated funds over the next 5 years. In fiscal year 2022 (FY22), up to \$1 billion is available. The SS4A program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries.

The SS4A program supports Secretary of Transportation Pete Buttigieg's National Roadway Safety Strategy and the Department's goal of zero deaths and serious injuries on our nation's roadways.

Who Can Apply for SS4A?

- Metropolitan planning Organizations.
- Counties, cities, towns, and transit agencies or other special districts that are subdivisions of a State.
- Federally recognized Tribal governments; and
- Multijurisdictional groups comprised of the above entities.

Eligible Activities Under SS4A

- Develop or update a comprehensive safety action plan (Action Plan).

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- Conduct planning, design, and development activities in support of an Action Plan.
- Carry out projects and strategies identified in an Action Plan.

Safety Action Plans

- **Leadership commitment and goal setting** that includes a goal timeline for eliminating roadway fatalities and serious injuries.
- **Planning structure** through a committee, task force, implementation group, or similar body charged with oversight of the Action Plan development, implementation, and monitoring.
- **Safety analysis** of the existing conditions and historical trends that provides a baseline level of crashes involving fatalities and serious injuries across a jurisdiction, locality, Tribe, or region.
- **Engagement and collaboration** with the public and relevant stakeholders, including the private sector and community groups, which allows for both community representation and feedback.
- **Equity** considerations developed through a plan using inclusive and representative processes.
- **Policy and process** changes that assess the current policies, plans, guidelines, and/or standards to identify opportunities to improve how processes prioritize transportation safety.
- **Strategy and project selections** that identify a comprehensive set of projects and strategies, shaped by data, the best available evidence and noteworthy practices, as well as stakeholder input and equity considerations, which will address the safety problems described in the Action Plan.
- **Progress and transparency methods** that measure progress over time after an Action Plan is developed or updated, including outcome data.

Implementation Plans

- **Applying low-cost roadway safety treatments** system-wide, such as left- and right-turn lanes at intersections, centerline and shoulder rumble strips, wider edge lines, high-friction surface treatments, road diets, and better signage along high-crash urban and rural corridors.
- **Identifying and correcting common risks** across a network, such as improving pedestrian crosswalks by adding high-visibility pavement markings, lighting, and signage at transit stops, in a designated neighborhood, or along a busy public transportation route.
- **Transforming a roadway corridor** on a High-Injury Network into a Complete Street with safety improvements to control speed, separate users, and improve visibility, along with other measures that improve safety for all users.
- **Installing pedestrian safety enhancements and closing network gaps** with sidewalks, rectangular rapid-flashing beacons, signal improvements, and audible pedestrian signals for people walking, rolling, or using mobility assisted devices.
- **Working with community members in an identified problem area** to carry out quick-build street design changes informed by outreach and user input.
- **Supporting the development of bikeway networks** with bicycle lanes for different roadway volumes and speeds that are safe for people of all ages and abilities.
- **Carrying out speed management strategies** such as implementing traffic calming road design changes, addressing speed along key corridors through infrastructure, conducting education and outreach, setting appropriate speed limits, and making strategic use of speed safety cameras.

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- **Creating safe routes to school and public transit services** through multiple activities that lead to people safely walking, biking, and rolling in underserved communities.
- **Promoting the adoption of innovative technologies or strategies to promote safety** and protect vulnerable road users in high-traffic areas where commercial motor vehicles (CMVs), pedestrians, bicyclists, motorcyclists, etc. interact.
- **Conducting education campaigns to accompany new or innovative infrastructure**, such as roundabouts, pedestrian hybrid beacons, or pedestrian-only zones.
- **Implementing standard and novel data collection and analysis technologies and strategies** to better understand vulnerable road user (pedestrian/bicycle/transit rider) network gaps and to collect exposure data.
- **Deploying advanced transportation technologies**, such as the installation of connected intersection-based safety solutions and vehicle-to-infrastructure (V2I) advisory speed limit systems (e.g., Intelligent Speed Assistance [ISA]).
- **Combating roadway departure crashes** through enhanced delineation, shoulder widening, rumble strips, and roadside safety improvements.
- **Evaluating and improving the safety of intersections** by considering innovative design changes, improved delineation, and advanced warning.
- **Improving first responder services** with improved crash data collection, formalizing street names and addressing, and enhancing emergency vehicle warning systems.
- **Unifying and integrating safety data across jurisdictions** where local agencies share their crash, roadway inventory, and traffic volume data to create an analytic data resource.

Reconnecting Communities Pilot (RCP) Program

The [Bipartisan Infrastructure Law \(BIL\)](#) established the new Reconnecting Communities Pilot (RCP) discretionary grant program, funded with \$1 billion over the next 5 years.

It is the first-ever program to help reconnect communities that were previously cut off from economic opportunities by transportation infrastructure. Funding supports planning grants and capital construction grants, as well as technical assistance, to restore community connectivity through the removal, retrofit, mitigation, or replacement of eligible transportation infrastructure facilities.

Eligible Facilities

A highway, including a road, street, or parkway or other transportation facility, such as a rail line, which creates a barrier to community connectivity, including barriers to mobility, access, or economic development, due to high speeds, grade separations, or other design factors.

RCP Planning Grants

Planning grants may be used to study the feasibility and impacts of removing, retrofitting, or mitigating an existing eligible facility or to conduct planning activities necessary to design a project to remove, retrofit, or mitigate an existing eligible facility.

Who Can Apply?

- States
- Units of local government
- Federally recognized Tribal governments

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- Metropolitan planning organizations
- Nonprofit organizations

Capital Construction Grants

Capital construction grants may be used for projects for which all necessary studies and other planning activities have been completed to remove, retrofit, mitigate, or to replace an existing eligible facility.

Who is eligible to apply for capital construction grant funding?

- **Facility Owner**
 - The Facility Owner of the eligible facility under consideration must serve as the recipient for capital construction grants. This is likely to be a State or local government agency with jurisdiction for transportation.
 - A Facility Owner must satisfy other eligibility requirements to receive a planning grant.
 - Partnerships between the Facility Owner and the other entities listed as eligible planning grant applicants.

Eligible Capital Construction Grants

- Removal, retrofit, or mitigation of an existing eligible facility.
- Replacement of an eligible facility with a new facility that restores community connectivity and is sensitive to the context of the surrounding community

Shane O'Brien confirmed that Bridgewater will not file for an action plan. Shane O'Brien asked if OCPC is looking for local letters of support. At this time, it is not known if letters of support are needed. If they are needed, OCPC will reach out to the communities.

Chairperson O'Toole asked if money for the Safety Action Plan would come from the SS4A. Bill McNulty stated that SS4A is a completely new program.

Bill Fitzgerald inquired what the deadline is. Bill McNulty stated that the deadline is September 15th.

B. Post Pandemic Traffic Trends Report

▪ Review of Traffic Trends Following Pandemic

Shawn Bailey provided an update on the Post Pandemic Traffic Trends Project.

Traffic in the Old Colony Region reached near pre-pandemic levels since Spring 2021, with only two months since March 2021 (April 2021 and January 2022) experiencing more than 5% less than the Average Daily Traffic (ADT) of the baseline year (2019) on a monthly basis. January 2022 was 8.8% below January 2019 and March was just 0.6% less than March 2019, just the second time since the beginning of the pandemic that the monthly ADT traffic was under 1% less than the baseline. It was hoped that the trend would continue into April, but between surging gas prices and COVID cases increasing again, that did not happen. Traffic increased in April (by roughly 21,000 vehicles over March) and May (by roughly 16,500 vehicles over April), but not at the levels experienced in 2019.

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Despite the increase not being as great, traffic on Easter and Memorial Day were higher on each holiday than in 2021 (Easter was 8.4% higher and Memorial Day was 10.1% higher). It is possible that in Brockton, more specifically in the BAT service area, that more people turned to the bus to get to their trips. BAT reported that June yielded 72% of pre-COVID ridership, which is higher than their monthly average, and previous high, of 60%. There are three MassDOT projects (one which is already completed and two others that are ongoing) that have and are affecting multiple locations utilized in this project. Route 3 and Route 24 are being resurfaced, which affected the Plymouth location for one month, has affected the Bridgewater and Brockton locations since mid-June, and will affect the Avon location in the near future.

OCPC is evolving this analysis with other programs to analyze traffic trends and volumes, such as the MassDOT Traffic Counting Program, OCPC's LTA Program, and our continued Road Safety Audit Program. This was decided due to there being and will be gaps in the data collection for this project in MassDOT's MS2 Transportation Data Management System.

Kyle Mowatt then provided a report on the Before/After Covid-19 Traffic Analysis.

OCPC collected ATR data in 2021 in each of its 17 communities to compare to the data collected in 2019 (pre-pandemic). For 11 of the 17 locations (65%) 85% Speed and Heavy Vehicle % increased. For 15 of 17 locations (88%) Average Daily Traffic decreased.

Joe Scardino was surprised by the Heavy Vehicle %. With the Amazon warehouse in Stoughton, Joe Scardino thought the numbers would be higher. Kyle Mowatt stated that the location of the traffic count, Park Street, north of Turnpike Street could have been missing the truck traffic entering and exiting the facility. Joe Scardino stated that there is a project currently going through the permitting process. It is going to be a 32 Bay Terminal being leased out to a "Fortune 100 Company."

C. Old Colony 2050 Long Range Transportation Plan

- ***Development of Goals, Objectives, and Planning Scenarios***

Bill McNulty discussed the Goals, Objectives, and Planning Scenarios in the Old Colony 2024-2050 LRTP.

Old Colony Planning Council has begun development of the Old Colony Metropolitan Planning Organization's (MPO) 2024-2050 Long Range Transportation Plan. As such, the following Goals of the Plan have been identified:

- **Safety:** A safe transportation system that minimizes risk of serious injury to motorized and vulnerable users of the system and helps the Region and Commonwealth move towards its Vision Zero goals
- **Transparency and Equity:** An open and inclusive planning process that ensures representation and access to all persons
- **Economic Vitality:** A transportation network that fosters and supports a robust and diverse economy in the Old Colony Region
- **Security:** A transportation system that maintains security for physical infrastructure and the users of the system.

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- **Accessibility:** A transportation system that ensures access and mobility for all motorized and vulnerable system users
- **A Clean Environment:** A transportation system that is not only protected but enhanced through energy conservation and smart, green practices
- **Resiliency:** A transportation system that is sustainable and resilient
- **State of Good Repair:** A planning process that prioritizes maintenance and keeping physical infrastructure in a state of good repair
- **Efficiency:** A transportation system that minimizes financial and environmental costs associated with congestion and delay

Planning Scenarios

During development of the Beyond Mobility: the statewide Massachusetts 2050 Transportation Plan, it was identified how these recent trends have already had a substantial impact on how people live, work, and travel in the Commonwealth, and how these trends could continue to affect the state through 2050.

- Climate Change
- The Future of Work
- Population Trends
- Housing and Economy
- Prosperity
- Technology

Joe Scardino asked if you could consider truck exclusions in the third lane at some locations on Route 24. Discussion followed.

8. Other Business and Public Comment

A. Community Local Technical Assistance Studies

Bill McNulty reported on the following Community Local Technical Assistance Studies.

Project Status Updates

Hanover

- Grove Street Traffic Study

Data Collection Planned for Fall 2022

B. Staff Reviews on ENFs, EIRs, and NPCs

Kyle Mowatt summarized the Environmental Notification Forms (ENFs), Environmental Impact Reports (EIRs), Notices of Project Changes (NPCs), and Certificates for projects within the OCPC region that are

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undergoing Massachusetts Environmental Policy Act (MEPA) Office review.

ENF

EEA #16577 – Easton Warehouse – Easton

The project proposes a development of an approximately 101,200-square foot warehouse building that will contain a small amount of office space and approximately 109 vehicle parking spaces (a reduction of 72 spaces) with 7 tractor trailer truck storage and 7 loading docks. The proposed building will be devoted to traditional warehouse uses and will not serve as a last-mile fulfillment center, though a tenant has not yet been secured. The location of this facility is proposed on Route 138 where the mini-golf and driving range are located.

EEA #16578 – Owl Ridge Estates – Easton

A six single-family lot residential subdivision is proposed on 3.6 acres in the northern and central portions of the site. The subdivision has been designed as a cluster – open space subdivision to leave most of the forested land on the site intact. This subdivision will include an access drive (Owl Ridge Road), utilities to be installed under the roadway, a stormwater management system, lawns and landscaped areas and individual Title 5 septic systems. The proposed location of Owl Ridge Estates is at 58 Mill Street which is located just south of Borderland State Park.

NPC

EEA #16067 – Upland Road Solar Facility - Plympton

Reduction in impacted area to rare species habitat. Total site acreage reduction from 206 to 197.2

Certificates

EEA #13940 – ADM Tihonet Mixed Use Development – Carver, Plymouth, Wareham

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

EEA #16558 – Lake Shore Center Phase 4 – Bridgewater

The certificate states that this project **REQUIRES** an Environmental Impact Report (EIR).

EEA #16067 – Upland Road Solar Facility – Plympton

The certificate states that this project **DOES NOT** require an Environmental Impact Report (EIR).

Public Notice

Notice of Application for a Chapter 91 Waterways Permit – Duxbury

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The application is in regards to the Town of Duxbury performing beach and dune nourishment along the shoreline off Bay Avenue, Gurnet Road and Ocean Road.

C. Regional Concerns and Local Community Transportation Issues

Chairperson O'Toole asked if Bill McNulty would be able to provide the same presentation on the LRTP at the next JTC Meeting, so we can take our time with it since there is so much information.

Dennis Carman stated that he is very appreciative of BAT and GATRA offering an app to purchase tickets.

Dan Salvucci announced that phone numbers for staff at OCPC have changed. Kyle Mowatt announced that he put the contact list with phone numbers in the chat.

Bill McNulty acknowledged MassDOT for the assistance they provide to OCPC and the communities. They have done so much work rolling out assistance with SS4A.

9. Adjournment

The meeting adjourned at 1:29 PM.

Respectfully submitted,

Kyle Mowatt

Kyle Mowatt

Senior Transportation Planner

List of Documents for August 4, 2022 Old Colony JTC Meeting

- Minutes of the June 2, 2022 Old Colony JTC Meeting
- Staff Report for August 4, 2022, Old Colony JTC Meeting Agenda Items
- Presentation on Bipartisan Infrastructure Law (BIL) Funding Opportunities
- Presentation on Old Colony 2024-2050 Long Range Transportation Plan Goals and Planning Scenarios