

OLD COLONY JOINT TRANSPORTATION COMMITTEE

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

C/o Old Colony Planning Council, 70 School Street, Brockton, MA 02301

Phone: 508-583-1833 / www.oldcolonyplanning.org / [@OldColonyPC](https://twitter.com/OldColonyPC)



Thursday, August 3, 2023, 12:00 P.M. to 1:00 P.M.

Held Virtually via Zoom

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Meeting ID: 829 1622 1251

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AGENDA

1. Call to Order and Introductions
2. Public Comments
3. Minutes of June 1, 2023 Meeting
4. Communications
5. Reports
 - A. Brockton Area Regional Transit Authority (BAT)
 - B. Greater Attleboro-Taunton Regional Transit Authority (GATRA)
 - C. South Coast Rail (SCR) Project
6. Old Business
 - A. FFY 2023-2027 Transportation Improvement Program (TIP) Implementation
 - Update on Endorsed Amendment 4 and Adjustment 2; 21-Day Public Review and Comment Period for Amendment 5
7. New Business
 - A. Stormwater and Drainage Management
 - Guest Speaker: Don Howard
 - B. 2023 Human Services Coordination Transportation Plan
 - Plan Update
 - C. Vision 2050 Long-Range Transportation Plan
 - Plan Update and Recommendations
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 300 days from the date of the alleged discrimination. This meeting is accessible to people with disabilities and those with limited English proficiency. Accessibility accommodations and language services will be provided free of charge, upon request, as available. Please contact Mary Waldron at 508-583-1833 for more information.

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

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

August 3, 2023 Old Colony JTC Meeting
Agenda Item 1

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

Summary

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

Accessibility Statement and Title VI Nondiscrimination Statement

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

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

August 3, 2023 Old Colony JTC Meeting
Agenda Item 2
Public Comments

Summary

Public comments.

August 3, 2023 Old Colony JTC Meeting
Agenda Item 3
Minutes of **June 1**, 2023 Meeting

Summary

Old Colony JTC to consider approval of June 1, 2023 Old Colony JTC Meeting Minutes.

OLD COLONY JOINT TRANSPORTATION COMMITTEE (JTC)

Meeting Minutes of the Old Colony Joint Transportation Committee (JTC) Held Virtually Via Zoom June 1, 2023 at 12:00 P.M.

ATTENDANCE

Abington	Bruce Hughes	MassDOT	Alex Duggan
Abington	John Stone	GATRA	Mary Ellen DeFrias
Avon	Bill Fitzgerald	Senator Michael Brady's Office	Al DeGirolamo
Bridgewater	Shane O'Brien	GPI	Sid Kashi
Brockton	Kamiya Parkin	FHWA	Joshua Barber
Easton	Greg Swan	Environmental Partners	Jim Fitzgerald
Hanson	Don Howard	Safe Routes to School	Rachel McCaffery
Kingston	Valerie Massard	OCPC	Mary Waldron
Pembroke	Becky Coletta	OCPC	Charles Kilmer
Stoughton	Bill Roth	OCPC	Shawn Bailey
Whitman	Dan Salvucci	OCPC	Bill McNulty
Whitman	Noreen O'Toole	OCPC	Kyle Mowatt
BAT	Michael Lambert	OCPC	Ray Guarino
MassDOT District 5	Barbara Lachance	OCPC	Guoqiang Li
MassDOT District 5	Shaun Handy		

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

There were no public comments at this time.

3. Minutes of May 4, 2023 Meeting

Chairperson O'Toole asked if there is a motion to approve the May 4, 2023 Meeting Minutes. A motion was made by Dan Salvucci and seconded by Don Howard to approve the Meeting Minutes from May 4, 2023.

The Old Colony JTC voted unanimously to approve the May 4, 2023 Meeting Minutes.

OLD COLONY JOINT TRANSPORTATION COMMITTEE (JTC)

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:

- Draft MassDOT FY 2024-2028 Capital Investment Plan (CIP). Public comment period is from May 18 – June 9, 2023.
- Community Transit Grant Program Details and Eligibility – FY 2024 Application Cycle. Opened May 8, 2023 and will close June 23, 2023.
- Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Program. Applications must be submitted electronically through grants.gov by Friday, August 18, 2023.
- Pamela R. Haznar will be retiring, and there will be a celebration on July 6th at the Reservation Golf Club in Mattapoisett.

5. Reports

A. Brockton Area Regional Transit Authority (BAT)

Michael Lambert reported on the following items:

- BAT successfully received Advisory Board approval and then submitted to Federal Transit their Title VI plan, which is a joint project with Old Colony Planning Council.
- BAT is reacting to sudden closure of Compass Medical facilities. This is going to propose a public transit and public health challenge to the community. BAT will do everything they can to mitigate the impact on residents and visitors.

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

Mary Ellen DeFrias reported on the following items:

- Actively watching the budget. Depending on where we land, there will be additional funding coming to RTAs. The focus would be on 7-day/week service.
- Looking at long-term planning to improve service to the Plymouth area. There will be a maintenance facility built in Wareham. This would allow GATRA to have electric vehicles in Plymouth.

C. South Coast Rail Project

Shawn Bailey reported on the following:

In May 2023, work conducted involved fencing installation in eight communities on Fall River & Middleborough Secondary Lines and New Bedford Main Line; set up of the work site and initial

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construction for a pedestrian bridge over Route 18 in New Bedford; utilizing Cotley Street and Mill Street in Berkley to access right-of-way (ROW) for various project activities; daytime shoulder and lane closure on Route 140 Southbound in Taunton for utility installation & traffic signal modifications; daytime railroad work in Berkley; overnight testing at new Middleborough Station site; 24-hour track work at Wamsutta Layover, Middleborough Station, and New Bedford Station sites; road closure in Fall River for culvert work; daytime roadwork on Route 105 in Middleborough; nighttime roadwork on Route 105 and 28 near the new Middleborough Station site; bus service replacing train service between Bridgewater and Middleborough/Lakeville stations for two days; paving and striping of New Bedford Station site parking lot; road closure and detour in New Bedford; and signal system installation and testing in seven communities on the Fall River & Middleborough Secondary and New Bedford Main Lines.

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 from Berkley to Fall River. There was also transportation of soils by truck to designated project sites.

6. Old Business

A. FFY 2023-2027 Transportation Improvement Program (TIP) Implementation

Bill McNulty provided an update on FFY 2023 in the TIP:

- DUXBURY – BRIDGE REPLACEMENT ROUTE 3 (PILGRIMS HIGHWAY) NB/SB OVER FRANKLIN STREET
 - Project advertised on March 25, 2023. Construction scheduled to begin Summer 2023
 - Project Cost is \$33,412,504

- STOUGHTON - CORRIDOR IMPROVEMENTS ON ROUTE 138 (607403) FROM 300 FT NORTH OF CHARLES AVENUE TO LINCOLN STREET AC YEAR 1 OF 2
 - Project scope changed to “From 300 FT North of Charles Avenue to Lincoln Street
 - Resubmission of PS&E Received May 19, 2023
 - Cost Estimate for AC Year 1 is \$8,441,003 (Total cost is \$17,528,945).

Barbara Lachance stated that MassDOT brought Phase 2 of this project to PRC today. Charles Kilmer asked if this is in an advanced stage of design. Barbara Lachance stated that it is. It is currently at 100% Design. MassDOT is hoping that advertising can move forward after Article 97 issues are addressed.

- STOUGHTON - INTERSECTION IMPROVEMENTS AND RELATED WORK AT CENTRAL STREET, CANTON STREET AND TOSCA DRIVE (608279)
 - Project is 100% Designed
 - Cost Estimate is \$5,242,643.

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7. New Business

A. Election of Old Colony JTC Officers for 2023-2024 Term

Kamiya Parkin, who was on the nominating committee, announced that they have nominated Noreen O'Toole as Chairperson and Dan Salvucci as Vice Chairperson.

Kamiya Parkin asked if there is a motion to approve the nomination. The motion was made by Michael Lambert and seconded by Don Howard.

The Old Colony JTC voted unanimously to approve the nomination of Noreen O'Toole as Chairperson and Dan Salvucci as Vice Chairperson.

B. Draft FFY 2024 Old Colony Unified Planning Work Program (UPWP)

▪ 21-Day Public Review and Comment Period

Charles Kilmer provided an overview of the Draft FFY 2024 Old Colony UPWP. The Old Colony UPWP provides an overview and budgetary information for the transportation planning tasks and activities, which are to be conducted in the region during the upcoming federal fiscal year.

The Old Colony MPO, during their meeting on May 16, 2023, reviewed and released the Draft FFY 2024 Old Colony UPWP to a 21-day public review and comment period. Following the completion of the public review and comment period, the Old Colony MPO will review the public comments and consider endorsement of the Draft FFY 2024 Old Colony UPWP. The Old Colony JTC is respectfully asked to review the Draft FFY 2024 UPWP and consider providing an approval.

Chairperson O'Toole asked if there is a motion to approve the Draft FFY 2024 Old Colony UPWP to a 21-day public review and comment period.

The motion was made by Dan Salvucci and seconded by Don Howard.

Chairperson O'Toole asked when the review period commenced. Charles Kilmer stated that it commenced on May 16th.

The Old Colony JTC voted unanimously to approve the Draft FFY 2024 Old Colony UPWP.

C. Old Colony Vision 2050 Long-Range Transportation Plan (LRTP)

- Regional Profile Chapter with Socio Economic Projections**
- Environmental Chapter**
- Vulnerable Users Chapter**

Bill McNulty provided an overview on the Regional Profile Chapter:

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The University of Massachusetts' Donahue Institute (UMDI) in cooperation with the Massachusetts Department of Transportation (MassDOT) and Metropolitan Area Planning Council (MAPC) have finalized socioeconomic projections for the Commonwealth through 2050. These projections are developed for the sole purpose of supporting the travel demand model and may vary from projections and forecasts generated by other sources.

An aging population and housing affordability are the greatest challenges to maintaining population and employment growth through 2050. There is a need for continued planning for an aging in place population, including expansion of accessible age friendly infrastructure.

Bill McNulty provided an overview on the Environmental Chapter:

The environmental chapter focuses primarily on the threats that impacts of climate change present to the region, particularly on the transportation system.

Environmental Impact of Climate Change on the Region:

- Increased frequency and severity of urban flooding and inland freshwater flooding events
- Increased frequency and severity of severity of coastal storms, including hurricanes and nor'asters
- Damage from high winds
- Coastal inundation from storm surge
- Damage to structures from battering waves
- Increased frequency and severity of blizzards

Climate Change Impact Risk to Regional Transportation System:

Climate change will increase both the intensity and severity with which natural hazards affect the region. Although flooding will increase, late summer hurricanes, winter storms, and small wildfires will also be part of life in the region; however, they are for the most part at a manageable level at present. Other threats, such as tornadoes, earthquakes, and landslides are far less common. Each of these events, which will intensify in frequency and severity with climate change, can have disastrous impacts across the region and each has the potential to wreak havoc on the transportation system's two most common means of travel in the Old Colony region (road and rail). Road travel and rail are particularly susceptible to climate change and its resulting increases in precipitation, storm activity, and extreme temperature fluctuations.

Rail:

Commuter rail is a common form of transportation in the region. The primary rail system in the region is the MBTA Old Colony Commuter Rail, with most of its 14 stations in the region located in low-lying sites. Some stations and rail lines are in or near floodplains, as is the case in the Town of Whitman, where the station is adjacent to a 100-Year Flood zone, and the track in the southern portion of the town crosses a mapped floodplain. These facilities; however, were designed for their sites and are unlikely to be affected by local flooding. Other concerns with rail lines include extreme heat that may cause the track to buckle and cause derailments, as well as storms that can knock down signs and

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potentially cause safety issues.

The interruption of rail traffic is likely to become more common with more frequent flooding. Likely impacts include track inundation, erosion of the track subgrade, and the rooting of wooden crossties. Erosion of the subgrade can wash away ballast and weaken the track foundation, making the track unstable for the passage of heavy locomotives and railcars. High winds may impact the railroad signs, signals, and grade crossings, which has the potential to increase rail accidents at grade crossings.

Roads and Bridges:

The highway network is the most vital part of the transportation system in the Old Colony region, as it is used daily by almost all of the region's 393,249 residents who rely on it to get to their jobs, shopping, and social activities. The roads and bridges in the Old Colony region are some of the oldest in the country and when combined with severe weather events, this aging infrastructure is susceptible to major damage.

The most immediate impact of more intense precipitation is increased flooding of roadways, especially those located within the 100 and 500-Year Flood Zones as well as those areas along the coastline. While potential changes in average annual precipitation are likely to have little impact, an increase in the intensity of individual extreme rainfall events may have significant implications. An increase in the frequency of extreme precipitation events will result in more frequent short-term flooding and bridge scouring, as well as more culvert washouts that exceed the capacity of the current stormwater management infrastructure.

While most of the Old Colony region is located inland, the coastal communities of Duxbury, Kingston, and Plymouth must also deal with the potential rise in sea levels. According to the Transportation Research Board (TRB), expected sea level rise will aggravate flooding because storm surges will build on a higher base, reaching farther inland. The Intergovernmental Panel on Climate Change (IPCC) Fourth Assessment Report on North America identifies coastal flooding from expected sea level rise and storm surge, especially along the Gulf and Atlantic coasts, as one of the most serious effects of climate change.

Higher sea levels and storm surges can also erode road bases and undermine bridge supports. The loss of coastal wetlands and barrier islands will lead to further coastal erosion due to the loss of natural protection from wave action. Additionally, strong winds from storms can also damage highway signs, traffic signals, and luminaries throughout the area. More significant safety and operational impacts are likely to be caused by debris blown onto roadways and from crashes precipitated by debris or severe winds.

The roadways and bridges in the Old Colony region are also exposed to a wide range of temperatures, from the extreme heat and humidity of the summer months to the cold and snow of the winter.

According to the U.S. Global Change Research Program, impacts related to projected changes in average temperatures appear to have only moderate implications for bridges and highways, while

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increases in extreme heat may be significant. Longer periods of extreme heat may compromise pavement integrity, such as softening asphalt and increasing rutting, the buckling of pavement (especially older, jointed concrete), and flushing or bleeding of asphalt from older or poorly constructed pavements. In addition, an increase in the freeze–thaw may occur, creating frost heaves and potholes on roads resulting in load restrictions on certain bridges and roads to minimize damage. Extreme heat can also cause thermal expansion of bridge joints, which adversely affects bridge operation. This will generally lead to increased maintenance costs wherever pavement thermal tolerances are exceeded. Extreme heat during the summer is also likely to increase the number of wildfires, threatening communities and infrastructure directly and bringing about bridge and road closures in affected areas.

Hurricane Surge Zones:

Maps from the Massachusetts Department of Public Health show the impact of the Hurricane surge zone on several OCPC coastal communities including Duxbury, Kingston, and Plymouth as well as those communities of Hanover and Pembroke near the coast, (including the non- OCPC communities just north and east, Marshfield and Norwell).

Recommendations:

- Promote hazard mitigation and facility hardening of vulnerable facilities.
- Support expanded electric vehicle charging infrastructure.
- Ensure all programmed TIP projects are designed to reduce GHG emissions.
- Support smart growth strategies that promote mode shift and active transportation choices.

Kyle Mowatt provided an overview on the Vulnerable Users Chapter:

Facilities for safe, convenient, and efficient bicycle and pedestrian transportation are key elements of a well-balanced regional transportation network. Many of the Old Colony’s goals, objectives, and policies include supporting a comprehensive and sustainable transportation network through the fostering of non-motorized active transportation choices.

Bicycling as a mode of transportation offers a high degree of personal mobility, providing door- to-door access, often at speeds comparable to or greater than automobile travel in high-density urban areas. In recent years, bicycling has become an increasingly popular healthy mode choice of travel for commuting to school, work, recreation, and exercise. The ever-increasing cost of automobile ownership, a growing focus on sustainability and the persistent issue of traffic congestion has driven much of the increase in the popularity of bicycling as a form of transportation.

Safe, convenient, and well-designed bicycle transportation infrastructure is essential to encourage bicycle use. Roads designed to accommodate bicyclists of all abilities will meet the needs of most users and encourage bicycling for everyday use according to the Massachusetts Department of Transportation (MassDOT). Young children, women and the elderly are especially vulnerable and may require special consideration when designing bicycle transportation facilities, particularly on busy arterial streets and those roads with high-speeds and high traffic volumes.

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All bicyclists are best served by:

- Extra operating space when riding on the roadway such as cycle tracks, protected bicycle lanes, bicycle lanes, useable shoulders, or wide curb lane.
- Low speed streets (where cars and bicyclists share travel lanes).
- A network of designated bicycle facilities (bicycle lanes, side-street bicycle routes, and shared use paths).

All travelers are pedestrians at some point in their trip, and pedestrians are part of every roadway environment. Pedestrian facilities include sidewalks, walking paths, crosswalks, stairways, curb cuts, curb ramps and transit stops. In some areas, particularly in suburban and rural communities, pedestrians may be sharing the roadway itself or its shoulders. It is important to understand that there is no single “pedestrian type” and that the transportation network needs to accommodate a variety of pedestrians of varying abilities. For example, children perceive their environment differently from adults and are not able to judge how drivers behave. Children typically walk slower, have a shorter gait, and have lower eye height than adults. On the opposite end of the spectrum, older adults require more time to cross a street, desire more predictable surfaces, benefit from handrails in steep areas, and may require places to rest along their route. People who are blind or have limited sight require audible and tactile cues to safely navigate sidewalks and crosswalks.

An Act to Reduce Traffic Fatalities:

On January 2, 2023, Governor Baker signed An Act to Reduce Traffic Fatalities into law. This bill has a variety of components that will make roadways within the OCPC region and across the commonwealth safer for everyone.

Key components of the bill are as follows:

Defines Vulnerable Road User:

The legislation defines ‘vulnerable road users’ to include people walking and biking; roadside workers; people using wheelchairs, scooters, skateboards, roller skates, etc.

Safe Passing:

The bill requires “safe passing distance” to be 4 feet. Massachusetts is one of the last states to pass a safe passing distance, this will be in line with other states in terms of roadway safety.

Truck Safety Devices:

Requires state contracted trucks to be equipped with safety side guards, mirrors, and backup cameras to reduce fatalities of people walking and biking.

Safer Speed Limits:

Clarifies the process for municipalities to alter speed limits in thickly settled areas from 30 MPH to 25 MPH both on state controlled roads and on the roads they control.

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Crash Reporting:

To improve statewide data collection surrounding vulnerable road user crashes, the bill develops a standardized analysis tool to be used to report crashes and incidents involving a person biking or walking.

Rear Red-Light Requirement

To ensure cyclists are visible on our roadways, the legislation adds a new requirement for use of rear red lights at night. This means that when riding at night bicyclists should have both a front and rear light.

Inter-Regional Bicycle Connections:

Coordinate efforts to improve bicycle facilities with surrounding municipalities and regional agencies. To help form a more complete and contiguous network of bicycle facilities in the region and southeastern Massachusetts, local agencies should coordinate efforts with agencies and organizations outside the region. This includes, but is not limited to, researching the existing bicycle facilities of surrounding towns before formalizing new bikeways, and coordinating public outreach programs to help minimize the cost of these efforts.

Connections to the West

- Route 106

Connections to the South

- Route 138
- South Coast Rail Phase 2 Rail Right of Way (ROW)
- State Road (Plymouth) (Claire Saltonstall Bikeway)

Connections to the North

- South Coast Rail Phase 2 Rail Right of Way (ROW)
- Route 28 (Claire Saltonstall Bikeway)

8. Other Business and Public Comment

A. Community Local Technical Assistance Studies

Old Colony Planning Council recently completed a Road Safety Audit of the intersection of Plymouth Street (Route 106) at Pine Street in Halifax. The draft report for the Audit is currently under review by the community and stakeholders.

The Town of Duxbury has requested a Road Safety Audit for Halls Corner, the intersection of Washington Street, Depot Street, and Standish Avenue. Old Colony Planning Council is coordinating with the community and the Audit is expected to be scheduled this summer.

Project Status Updates

OLD COLONY JOINT TRANSPORTATION COMMITTEE (JTC)

Duxbury

- Road Safety Audit of Halls Corner
Coordination with Community underway and RSA to be scheduled Summer 2023.

Halifax

- Road Safety Audit of Plymouth Street (Route 106) at Pine Street
Stakeholder Review of Draft Report .

Kingston

- Road Safety Audit of Landing Road
Data collection underway; RSA planned for June 2023.

Stoughton

- Traffic Study and Road Safety Audit of Plain Street Corridor
Coordination with Community underway. RSA to be scheduled for Fall 2023

B. Staff Reviews on ENFs, EIRs, and NPCs

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

Submitting Comments to MEPA

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

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

New Projects

EEA #16707 – Pinnacle Bogs Restoration – Plymouth **Expanded Environmental Notification Form(EENF)**

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The proposed development includes the restoration of approximately 14.5 acres of recently retired commercial cranberry bogs to create self-sustaining wetlands mimicking pre-development conditions.

Certificates

EEA #16561 – Raynham Park Redevelopment - Raynham

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

EEA #16687 – Mill Street Roadway Improvement Project – Raynham

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

Public Notices

Notice of Intent to Initiate an Ecological Restoration Project – Kingston

This project consists of the replacement of the existing, undersized culvert at the Jones River in Kingston, MA. The project will replace the existing 48-inch diameter reinforced concrete pipe with an 18'-7" wide, open-bottom, aluminum box culvert.

Notice of Intent to Initiate an Aquatic Plant Management Program – Pembroke/Hanson

This project is located at Oldham Pond in Pembroke and Hanson. The project involves the mitigation of harmful algae blooms.

C. Regional Concerns and Local Community Transportation Issues

Bruce Hughes stated that the Abington/ Rockland Rail trail has been extended into Hanover. Don Howard stated that in Hanson there are detention and retention areas. Don Howard would like to provide a short presentation on underground retention areas.

Bill McNulty discussed the project: Intersection Improvements at Belmont Street (123) at Pearl Street and Stonehill Avenue. There was recently a project kickoff meeting for this project. MassDOT, OCPC, and the City of Brockton were in attendance. Bill McNulty showed appreciation to the Town of Abington for the improvements made to Old Randolph Street and Thicket Street. This project was recently completed through a grant the town secured.

Discussion took place on whether a July JTC Meeting was necessary. There was a consensus that a July Meeting is not necessary.

9. Adjournment

OLD COLONY JOINT TRANSPORTATION COMMITTEE (JTC)

The meeting adjourned at 1:07 PM.

Respectfully submitted,

Kyle Mowatt

Kyle Mowatt

Senior Transportation Planner

List of Documents for June 1, 2023 Old Colony JTC Meeting

- Minutes of the May 4, 2023 Old Colony JTC Meeting
- Staff Report for June 1, 2023, Old Colony JTC Meeting Agenda Items

August 3, 2023 Old Colony JTC Meeting
Agenda Item 4
Communications

Summary

**DESIGN PUBLIC HEARING - ADA Retrofits at Various Locations in District 5 on
August 23, 2023 at 6:00 PM**

A Live Virtual Design Public Hearing will be hosted on the MassDOT website below to present the design for the ADA Retrofits at Various Locations project in District 5.

How will this affect you?

The proposed project consists of the reconstruction of existing pedestrian curb ramps to Americans with Disabilities Act (ADA) and Architectural Access Board (AAB) standards at various locations throughout MassDOT District 6, including the municipalities of **Cohasset, Duxbury, Fall River, Hingham, Kingston, Marion, Plymouth, Rockland, and Swansea.**

Please note this meeting will be transcribed by a stenographer.

Visit <https://www.mass.gov/orgs/highway-division/events>
for more information.

\$11.5 Million in Grants Available to Electrify Heavy-Duty Vehicles, Reduce Transportation Sector Emissions

The Healey-Driscoll Administration has made a total of \$11.5 million in grant funding available for low- and zero-emission vehicle and equipment projects that will help to reduce transportation emissions across Massachusetts. The grant program, administered by the Massachusetts Department of Environmental Protection (MassDEP), will utilize \$7.5 million from the Volkswagen emissions fraud settlement and \$4 million from the Climate Protection and Mitigation Expendable Trust (Climate Trust).

The \$7.5 million available for a wide range of electrification projects is part of a multi-phase approach by the Commonwealth to spend its \$75 million share of the \$2.925 billion settlement between Volkswagen and the U.S. Department of Justice (DOJ). The \$4 million from the Climate Trust, which will be used for low- and zero-emission refuse truck projects, stems from MassDEP's [2030 Solid Waste Master Plan](#), which calls for electric and hybrid electric refuse and recycling trucks that serve residents across the state.

Under the \$7.5 million Volkswagen Electric Solicitation Grant Program, applicants may apply for up to \$500,000 in competitive funding to replace an older medium- or heavy-duty diesel vehicle or non-road equipment with an equivalent new electric version. Engine replacements, also known as “repowers,” also are allowed. Eligible highway diesel vehicles include medium and large trucks, school buses, transit buses, and shuttle buses with 2009 and older model year engines. Eligible non-road equipment includes

cargo handling equipment, forklifts, locomotive switchers, airport ground support equipment, and ferries and tugboats. Funding to provide electric shore power for ocean-going vessels also is available.

Under the \$4 million Low- and Zero-Emission Refuse Truck Program, applicants may seek funds to replace any model year diesel waste or recycling trucks with plug-in hybrid, or fully electric versions. The grants for all project types will also cover the cost to purchase and install electric vehicle supply equipment to charge the funded equipment.

Applications are due by 5 p.m. on Tuesday, September 26, 2023. Interested applicants can find the online application form on the MassDEP [website](#). Further information on the Volkswagen Settlement can be found [here](#).

<https://www.mass.gov/guides/volkswagen-diesel-settlements-environmental-mitigation>

Combined NOFO Open for RCN (Reconnecting Communities and Neighborhoods Access and Equity)

The U.S. Department of Transportation (USDOT) has [released](#) the Fiscal Year 2023 Notice of Funding Opportunity (NOFO) for the Reconnecting Communities and Neighborhoods (RCN) Program, with up to \$3.16 billion available for planning and construction projects.

This RCN NOFO is a combination of two major discretionary grant opportunities: The Reconnecting Communities Pilot (RCP) and Neighborhood Access and Equity (NAE) Programs.

USDOT has combined these two programs into a single NOFO to provide a more efficient application process for project sponsors. While they remain separate programs for the purposes of award, the programs share many common characteristics, including:

- Prioritizing disadvantaged communities,
- Aiming to improve access to daily destinations such as jobs, education, healthcare, food, and recreation,
- Fostering equitable development and restoration, and
- Reconnecting communities by removing, retrofitting, mitigating, or replacing highways or other transportation facilities that create barriers to community connectivity, including to mobility, access, or economic development

Because of these shared characteristics, it is possible for many projects to be eligible and considered for both programs using a single application.

The deadline for submitting applications is Thursday, September 28, 2023. The NOFO can be found on [Grants.gov](https://www.grants.gov). **Applications must be submitted through Valid Eval (links below)**. To apply, the three grant programs have been split into two application sites:

1. Community Planning Grants and Regional Partnerships Challenge Grants with Planning Activities
2. Capital Construction Grants and Regional Partnerships Challenge Grants with Construction Activities

USDOT will evaluate applications for the programs using common merit criteria and considerations to provide a more streamlined and efficient application process for project sponsors. The common set of criteria include:

- **Equity and Environmental Justice**
- **Access**
- **Facility Suitability**
- **Community Engagement**
- **Community-based Stewardship, Management, and Partnership**
- **Equitable Development**
- **Climate and Environment**
- **Workforce Development and Economic Opportunity**



2023 Moving Together Conference

- Attend workshops and panels that highlight current pedestrian, bicyclist and public transportation topics
- Network with colleagues representing diverse interests from the public, academic and private sectors
- All new site visits and mobile workshops led by engineers and bicyclist/ pedestrian advocates.

October 4, 2023

New Location!

Sheraton Boston Hotel

39 Dalton Street

Boston, MA • 7:45 am - 4:30 pm

with Limited Virtual Attendance Option*

**Limited virtual attendance will consist of one pre-determined presentation from each concurrent session.*

Register Today for MT23!

<https://www.umasstransportationcenter.org/assnfe/ev.asp?ID=5346>

August 3, 2023 Old Colony JTC
Meeting Agenda Item 5A
Brockton Area Transit (BAT)

Summary

Brockton Area Transit to provide report.

August 3, 2023 Old Colony JTC Meeting

Agenda Item 5B

Greater Attleboro-Taunton Regional Transit Authority (GATRA)

Summary

Greater Attleboro-Taunton Regional Transit Authority to provide report.

August 3, 2023 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 June and July 2023, work conducted involved fencing installation in seven communities on Middleborough Secondary Lines and New Bedford Main Line; construction of a pedestrian bridge over Route 18 in New Bedford; utilizing Cotley Street and Mill Street in Berkley to access right-of-way (ROW) for various project activities; daytime shoulder and lane closure on Route 140 Southbound in Taunton for utility installation & traffic signal modifications; daytime and nighttime road and sidewalk work on Route 140 and Industrial Drive in Taunton; daytime railroad work in Berkley; overnight testing at the new Middleborough Station site; daytime road and traffic signal work in Fall River and New Bedford; extended hours track work in four communities on the Middleborough Secondary Line through the summer; daytime roadwork on Route 105 and 28 near the new Middleborough Station site; overnight track work in Lakeville; daytime road and lane closures in Fall River for bridge painting; conduction of an emergency evacuation safety drill in Freetown; signal system installation and testing in seven communities on the Fall River & Middleborough Secondary and New Bedford Main Lines.

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 from Berkley to Fall River. There was also transportation of soil by truck to designated project 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

August 3, 2023 Old Colony JTC Meeting

Agenda Item 6A

FFY 2023-2027 Transportation Improvement Program (TIP)

Amendments and/ or Adjustments

- Update on Endorsed Amendment 4 and Adjustment 2
- Amendment 5 – 21-Day Public Review and Comment Period

Summary

The Old Colony Transportation Improvement Program (TIP) is a program of capital improvements and operating assistance for the transportation system in the Old Colony Region. The Old Colony TIP lists projects (highway, bridge, and transit) and operational assistance that receive federal funds and may list some projects that do not receive federal funds.

Amendment 4

The Old Colony MPO endorsed Amendment 4 to the FFY 2023-2027 Transportation Improvement Program (TIP) to a 21-Day Public Review and Comment Period on July 18, 2023.

Amendment 4 included the following change:

FFY 2023

- STOUGHTON - CORRIDOR IMPROVEMENTS ON ROUTE 138 (607403) FROM 300 FEET NORTH OF CHARLES STREET TO LINCOLN STREET AC YEAR 1 OF 2
 - Change in geographic scope.
 - Total Project Cost Decrease to \$10,964,395
 - Advance Construction Year 1: \$8,411,033

- BROCKTON AREA ARC, INC
 - Total Project is \$78,604
 - Buy Van for Service (SVC) Expansion (5310)
 - FFY 2023 Cost is \$72,741; FFY 2024 Cost is \$5,863

- BROCKTON AREA ARC, INC
 - Total Project is \$121,00
 - Buy Van for Service (SVC) Expansion (5310) Type Ca
 - FFY 2023 Cost is \$121,000

- BROCKTON AREA TRANSIT (BAT) AUTHORITY
 - Total Project is \$121,000
 - Buy Replacement Type Ca Van
 - FFY 2023 Cost is \$96,800; FFY Cost is \$24,200

▪ BROCKTON AREA TRANSIT (BAT) AUTHORITY

- Total Project Cost is \$318,000
- Buy Replacement Type E Vans
- FFY 2023 Cost is \$254,400; FFY 2024 Cost is \$63,600

FFY 2024

1. STOUGHTON - CORRIDOR IMPROVEMENTS ON ROUTE 138 (607403) FROM 300 FEET NORTH OF CHARLES STREET TO LINCOLN STREET AC YEAR 2 OF 2

- Change in geographic scope.
- Total Project Cost \$10,964,395
- Advance Construction Year 2: \$2,664,192 (Year 2 FFY 2024 Cost Decrease By \$6,299,107)

2. BROCKTON AREA ARC, INC

- Total Project is \$78,604
- Buy Van for Service (SVC) Expansion (GOBOND)
- FFY 2023 Cost is \$72,741; FFY 2024 Cost is \$5,863

3. BROCKTON AREA TRANSIT (BAT) AUTHORITY

- Total Project is \$121,000
- Buy Replacement Type Ca Van (GOBOND)
- FFY 2023 Cost is \$96,800; FFY Cost is \$24,200

4. BROCKTON AREA TRANSIT (BAT) AUTHORITY

- Total Project Cost is \$318,000
- Buy Replacement Type E Vans (GOBOND)
- FFY 2023 Cost is \$254,400; FFY 2024 Cost is \$63,600

The Old Colony MPO also endorsed Adjustment 2 to the FFY 2023-2027 TIP. Adjustment 2 includes the following changes:

FFY 2023

- BROCKTON AREA TRANSIT (BAT) REHAB AND RENOVATE MAINTENANCE FACILITY
 - Former Project Cost: \$590,000
 - New Project Cost: \$100,000
 - Decrease in Cost: \$490,000
- BROCKTON AREA TRANSIT (BAT) BUY (5) REPLACEMENT 35-FT BUSES
 - Former Project Cost: \$3,250,000
 - New Project Cost: \$2,887,130
 - Decrease in Cost: \$362,870
- BROCKTON AREA TRANSIT (BAT) ACQUIRE MISCELLANEOUS SUPPORT EQUIPMENT
 - Former Project Cost: \$20,000
 - New Project Cost: \$148,887

- Increase in Cost: \$128,887
- BROCKTON AREA TRANSIT (BAT) BUY ASSOC CAP MAINT ITEMS
 - Former Project Cost: \$10,000
 - New Project Cost: \$38,683
 - Increase in Cost: \$28,683
- BROCKTON AREA TRANSIT (BAT) ACQUIRE SHOP EQUIPMENT
 - Former Project Cost: \$100,000
 - New Project Cost: \$195,000
 - Increase in Cost: \$95,000
- BROCKTON AREA TRANSIT (BAT) TERMINAL / INTERMODAL
 - Former Project Cost: \$47,000
 - New Project Cost: \$67,300
 - Increase in Cost: \$27,300

At the July 18, 2023 meeting, the Old Colony MPO also released draft **Amendment 5 to the Old Colony FFY 2023-2027 TIP** to a 21-Day Public Review and Comment Period. Amendment 5 includes the following changes:

FFY 2023

- BROCKTON AREA TRANSIT (BAT) PURCHASE OF MISCELNEOUS POWER END ELECTRICAL EQUIPMENT
 - Move to FFY 2024

FFY 2024

- BROCKTON AREA TRANSIT (BAT) PURCHASE OF MISCELNEOUS POWER END ELECTRICAL EQUIPMENT
 - Total Project Cost is \$400,000

August 3, 2023 Old Colony JTC Meeting
Agenda Item 7A

- Stormwater and Drainage Management
Guest Speaker: Don Howard

Summary

Guest Speaker Don Howard to provide a presentation on Stormwater and Drainage Management.

Stormwater and Drainage Management Committee

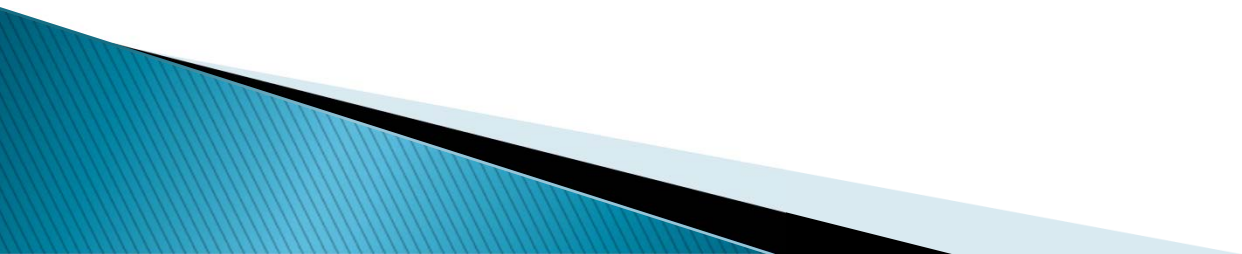
Retention and Detention Areas



Detention Areas

There are two types of detention areas.

- ▶ Underground system
- ▶ Open air system



Underground Detention Areas

An underground detention area collects rainwater in an underground leaching field which has an outlet that could run into another drainage system.

The collected water passes through filter paper before it goes into an existing drainage system or outlet to a stream.

Construction of Underground Detention Area



Filter paper and stone has been installed.

Construction of Underground Detention Area

Half moon drainage pipes are installed



Construction of Underground Detention Area

Stone covers entire area.



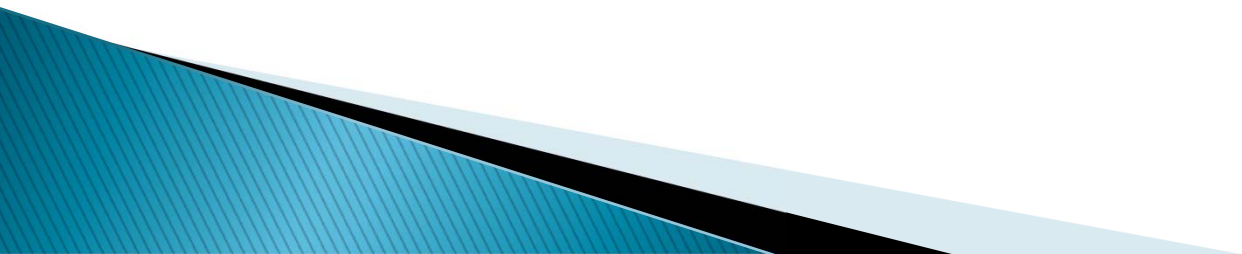
Completed underground detention area



7/15/2022

Open Air Detention Areas

An open air detention area is an open pit dug into the soil. There is a header built into one wall with a pipe to drain into an existing stream. The open air detention area does not contain a filter. The water runs into the stream unfiltered.



Open Air Detention Area



12/03/2009 2:02 pm

12/3/2009



1/27/2010



3/31/2010

Open Air Detention Area



12/3/2009

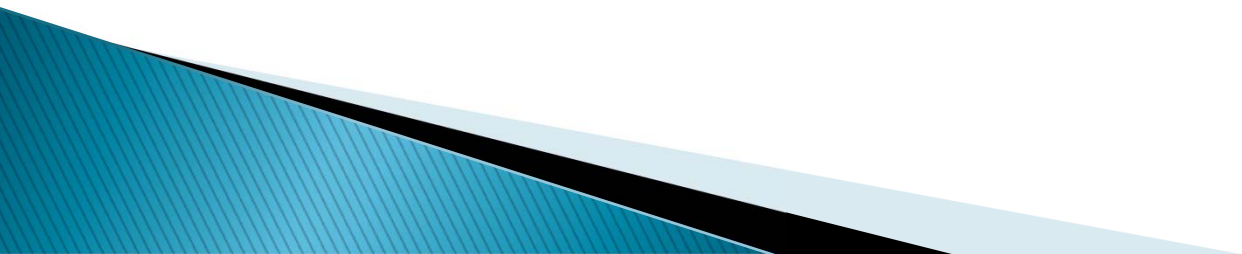
Photos of
open air detention area
on Christopher Lane in Hanson



7/15/2022

Retention Areas

A retention area is an area built into the ground similar to the underground detention area, but there is no outlet. One hundred percent of the water seeps back into the ground.



Construction of Retention Area



11/7/2008

Construction of Retention Area



11/7/2008



7/15/2022

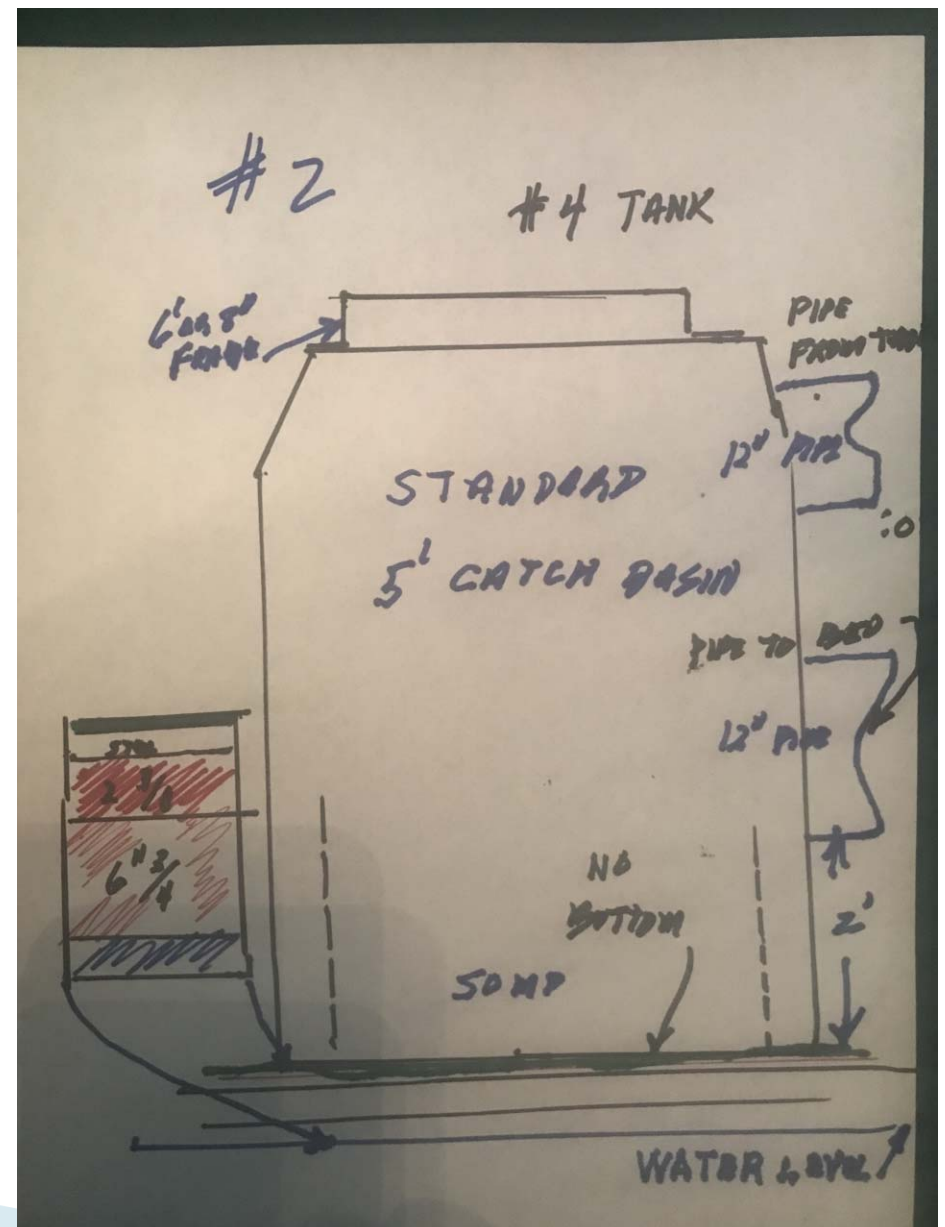
Specifications for Underground Detention and Retention Areas

- ▶ An 11 feet deep test hole must be dug to insure that there is ample space above the water table.
- ▶ The 11 feet includes:
 - 8 feet for the tank
 - 3 feet of cover to go on top of the tank (this includes the asphalt road)

Proposed catch basin to be added to the system to be used for observation

Standard 5' concrete catch basin used in all current construction, but there is no sump.

Instead it is an open bottom. Before the structure is placed in the ground, there will be a 6" layer of $\frac{3}{4}$ " stone with 2 in of $\frac{3}{8}$ " stone on top of that and a layer of filter paper on top of that. Stainless steel with $\frac{1}{2}$ " holes will be placed on top of the filter paper.



August 3, 2023 Old Colony JTC Meeting

Agenda Item 7B

2023 Coordinated Human Services Transportation Plan Update

Summary

The Coordinated Human Services Transportation (CHST) Plan is a document updated every four years (similar to the Public Participation Plan and Long Range Transportation Plan) and is a vital document for any transit agency. The CHST Plan summarizes and addresses the needs of any and all public transportation/ transit providers in the Old Colony Region, including fixed route bus service, paratransit service, commuter bus, and taxi companies.

The Coordinated Human Services Transportation Plan focuses on three of the many available programs under the Bipartisan Infrastructure Law (BIL):

- 5310 (Formula Grants for the Enhanced Mobility of Seniors and Individuals with Disabilities) – Mobility Management
 - Provides Mobility Management funding through a formula program to increase mobility for older adults, people with disabilities and special needs.
 - 80% federal funding/20% local matching
 - Yearly application process through MassDOT
- 5310 (Formula Grants for the Enhanced Mobility of Seniors and Individuals with Disabilities) – Operations
 - Provides Operational Program funding through a formula program to increase mobility for older adults, people with disabilities and special needs.
 - 50% federal funding/50% local matching
 - Yearly application process through MassDOT
- 5307 (Urbanized Area Formula Grants) and 5311 (Formula Grants for Rural Areas)
 - Provides capital and operating assistance for public transit systems.
 - 80% federal funding/20% local matching
 - Yearly application process through Massachusetts Executive Office of Transportation

The MassDOT Community Transit Grant (CTG) Program will also be added to the CHST Plan as providers in the Old Colony Region have and will continue to apply for funds through this Program. There are three types of eligible projects: operating, mobility

management, and accessible vehicles. This grant requires a 50% local match for operating projects, and 20% for mobility management, vehicle, or other capital. The CTG Program awards two funding sources: the previously mentioned 5310 funding and the State Mobility Assistance Program (MAP) funding.

August 3, 2023 Old Colony JTC Meeting
 Agenda Item 7C
 2050 Old Colony Long-Range Transportation Plan (LRTP)
 ■ Financial Outlook at Recommended Projects

Summary

The following Table 1 contains estimated highway and bridge funding amounts for the region through FFY 2044. These estimates are based on figures provided by the Massachusetts Department of Transportation.

Table 1: Estimated Bridge and Highway Funding Through 2044

	2024 to 2028	2029 to 2033	2034 to 2038	2039 to 2043	2044	TOTAL
Interstate MassDOT Pavement	\$ 9,745,555	\$ 10,346,117	\$ 11,422,949	\$ 12,611,859	\$ 2,675,712	\$ 46,802,190
Non-Interstate MassDOT Pavement	\$ 16,223,345	\$ 17,595,984	\$ 19,427,388	\$ 21,449,406	\$ 4,550,671	\$ 79,246,794
Statewide Bridge	\$ 45,766,379	\$ 68,426,511	\$ 75,548,397	\$ 83,411,535	\$ 17,696,457	\$ 290,849,279
Other (Remaining) Statewide Programs	\$ 44,445,500	\$ 40,962,308	\$ 62,225,848	\$ 69,422,386	\$ 14,829,402	\$ 231,885,444
Non-Federal Aid (NFA) Bridge Preservation	\$ 23,299,045	\$ 25,099,688	\$ 27,039,493	\$ 29,129,213	\$ 5,913,230	\$ 110,480,670
Regional Discretionary Funding	\$ 74,020,753	\$ 88,398,848	\$ 97,699,913	\$ 108,007,392	\$ 22,855,274	\$ 390,982,181
Chapter 90	\$ 52,644,486	\$ 61,096,075	\$ 61,096,075	\$ 65,817,824	\$ 13,361,018	\$ 254,015,478
Total Highway and Bridge Available for Programming	\$ 266,145,063	\$ 311,925,531	\$ 354,460,063	\$ 389,849,615	\$ 81,881,765	\$ 1,404,262,037

Table 2 contains the programmed projects from the Endorsed Old Colony FFY 2024-2028 Transportation Improvement Program (TIP),

Table 2: Programmed Highway and Bridge Projects through FFY 2028 (Old Colony FFY 20224-2028 TIP)

<u>FFY</u>	<u>PROJECT ID#</u>	<u>PROJECT DESCRIPTION</u>	<u>Cost Estimate</u>
2024	607403	STOUGHTON - CORRIDOR IMPROVEMENTS ON ROUTE 138 - YEAR 2	\$2,664,192
2024	609052	BROCKTON - ROUTE 123 (CENTRE STREET) AT PLYMOUTH STREET SIGNALIZATION AND GEOMETRIC IMPROVEMENTS	\$2,792,790
2024	409410	BROCKTON- INTERSECTION IMPROVEMENTS AND RELATED WORK AT CENTRE STREET (ROUTE 123), CARY STREET AND LYMAN STREET	\$2,506,679
2024	609435	PLYMPTON-BRIDGE REPLACEMENT, WINNETUXET ROAD OVER WINNETUXET RIVER	\$1,236,628
2025	607818	BROCKTON- INTERSECTION IMPROVEMENTS AT LYMAN STREET/GROVE STREET/SUMMER STREET & REPLACEMENT OF GROVE STREET BRIDGE, B-25-005, OVER SALISBURY PLAIN RIVER	\$4,368,000
2025	608195	EASTON- CORRIDOR IMPROVEMENTS ON ROUTE 138 INCLUDING INTERSECTION IMPROVEMENTS AT ROUTE 138 (WASHINGTON STREET) AND ELM STREET	\$7,181,554
2026	606002	KINGSTON- DUXBURY- INTERSECTION IMPROVEMENTS AT ROUTE 3 RAMPS (NB/SB) AND ROUTE 3A (TREMONT STREET)	\$2,592,000
2026	609440	ABINGTON- INTERSECTION IMPROVEMENTS AT HANCOCK STREET AND CHESTNUT STREET	\$5,182,715
2026	611979	STOUGHTON- INTERSECTION IMPROVEMENTS AT CANTON STREET (ROUTE 27), SCHOOL STREET AND SUMMER STREET	\$4,050,000

Table 2, Continued: Programmed Highway and Bridge Projects through FFY 2028 (Old Colony FFY 20224-2028 TIP)

<u>FFY</u>	<u>PROJECT ID#</u>	<u>PROJECT DESCRIPTION</u>	<u>Cost Estimate</u>
2027	608506	HANSON- CORRIDOR IMPROVEMENTS ON ROUTE 14 (MAQUAN STREET), FROM THE PEMBROKE T.L. TO INDIAN HEAD STREET AND RELATED WORK	\$11,548,342
2027	612525	ABINGTON- INTERSECTION IMPROVEMENTS, RANDOLPH STREET AND RICHARD A FITTS DRIVE (ROUTE 139) AT CHESTNUT STREET AND OLD RANDOLPH STREET	\$4,241,020
2027	612006	DUXBURY- BRIDGE REPLACEMENT, D-14-003 (438), POWDER POINT AVENUE OVER DUXBURY BAY	\$78,568,000
2028	612262	BROCKTON- INTERSECTION IMPROVEMENTS AT ROUTE 123 (BELMONT STREET), PEARL STREET AND STONEHILL STREET	\$8,659,085
2028	612769	HANOVER- CORRIDOR IMPROVEMENTS ON ROUTE 139 (HANOVER STREET) AT MAIN STREET, CENTER STREET AND SILVER STREET	\$7,141,835
2028	608615	KINGSTON- BRIDGE REPLACEMENT, K-01-014, SMITHS LANE OVER ROUTE 3 (PILGRIM HIGHWAY)	\$14,834,080
2028	611981	STOUGHTON- INTERSECTION IMPROVEMENTS AT CANTON STREET (ROUTE 27), SCHOOL STREET AND SUMMER STREET	\$2,668,000
2028	612770	ABINGTON- INTERSECTION IMPROVEMENTS AT ROUTE 18 (BEDFORD STREET) AND ROUTE 123(BROCKTON AVENUE)	\$6,248,949
TOTAL PROGRAMMED IN YEAR OF EXPENDITURE DOLLARS (ESTIMATED:			\$166,483,869
TOTAL REGIONAL FUNDING AVAILABLE (INCLUDES \$35 M IN PROJECT SPECIFIC STATEWIDE FUNDING:			\$215,272,989

Table 3: Highway and Bridge Projects 2029-2033(From Universe of Projects)

<u>FFY</u>	<u>PROJECT ID#</u>	<u>PROJECT DESCRIPTION</u>	<u>COST ESTIMATE</u>
2029-2033	606143	BROCKTON- INTERSECTION IMPROVEMENTS AT CRESCENT STREET (ROUTE 27)/QUINCY STREET/MASSASOIT BOULEVARD	\$6,360,960
2029-2033	612526	BROCKTON - FOREST AVENUE CORRIDOR (MAIN STREET TO BELMONT STREET)	\$10,534,260
2029-2033	612269	DUXBURY- INTERSECTION IMPROVEMENTS AT ROUTE 53 AND FRANKLIN STREET	\$8,734,980
2029-2033	619968	EAST BRIDGEWATER - INTERSECTION IMPROVEMENTS AT BEDFORD STREET (ROUTE 18), WEST STREET (ROUTE 106) AND EAST STREET	\$4,200,000
2029-2033	6116976	EAST BRIDGEWATER - INTERSECTION IMPROVEMENTS AT HIGHLAND STREET AND NORTH BEDFORD STREET (ROUTE 18)	\$4,200,000
2029-2033	608585	EASTON - RESURFACING AND RELATED WORK ON ROUTE 138 (ROOSEVELT CIRCLE TO STOUGHTON TOWN LINE (EXCLUDING THE SECTION FROM ELM STREET TO UNION STREET))	\$5,196,288
2029-2033	612975	EASTON - INTERSECTION IMPROVEMENTS AT ROUTE 138 AND TURNPIKE STREET, AT ROUTE 138 AND PURCHASE STREET, AT TURNPIKE STREET AND PURCHASE STREET	\$8,914,350
2029-2033	PRE-PRC	PLYMOUTH - IMPROVEMENTS AT ROUTE 3A (STATE ROAD) AND HERRING POND ROAD AND ROUTE 3A (STATE ROAD) AT HEDGES POND ROAD	\$7,500,000
TOTAL PROGRAMMED IN YEAR OF EXPENDITURE DOLLARS (ESTIMATED):			\$55,640,838
TOTAL REGIONAL FUNDING TARGET (FORECAST):			\$88,398,848

Table 3 contains potential projects for programming in the Old Colony Transportation Improvement Program in the next 5-year timeframe beyond the current endorsed FFY

2024-2028 TIP. These projects are identified in the Old Colony Universe of Projects, through consultation with communities and the Massachusetts Department of Transportation.

In addition to highway and bridge projects, it is estimated that 80 fixed route busses and 128 demand response will be acquired for replacing existing Brockton Area Transit rolling stock, along with 54 vehicles for Councils on Aging in the region over the 20-year horizon of the Long-Range Transportation Plan.

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

August 3, 2023 Old Colony JTC Meeting
Agenda Item 8A
Community Local Technical Assistance Studies

Summary

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

The Old Colony Planning Council recently completed a Road Safety Audit of Landing Road in Kingston. The report for the Audit is currently under review by the community and stakeholders.

The Town of Bridgewater has requested assistance with traffic counts and HCVE analysis on several roadways. Data collection will be planned for Fall 2023 when local schools and Bridgewater State University are in session.

The City of Brockton has requested traffic counts and crash analysis for the intersection of Crescent Street (Route 27) at Massasoit Boulevard and Quincy Street. Data collection will be planned for Fall 2023 when local schools and Massasoit Community College are in session.

Project Status Updates

Bridgewater

- Traffic Counts and HCVE Assistance with Multiple Roadways
Data Collection planned for Fall 2023 when local schools and BSU are in session.

Brockton

- Traffic Counts and Crash Analysis for Crescent Street (Route 27) at Massasoit Boulevard and Quincy Street
Data Collection planned for Fall 2023 when local schools and MCC are in session.

Duxbury

- Road Safety Audit of Halls Corner
Coordination with Community underway and RSA to be scheduled Summer 2023.

Stoughton

- Traffic Study and Road Safety Audit of Plain Street Corridor
Coordination with Community underway. RSA to be scheduled Fall 2023

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

**August 3, 2023 Old Colony JTC Meeting
Agenda Item 8B
Staff Reviews on ENFs, EIRs, and NPCs**

Summary

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

Submitting Comments to MEPA

The Secretary of Energy and Environmental Affairs (EEA) accepts written comments on projects currently under MEPA review. Comments may be submitted electronically, by

mail, via fax, or by hand delivery. Comments submitted to MEPA are public records and should be sent to the following address:

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

New Projects

EEA #16721 – Sampson’s Brook Headwaters Restoration – Kingston **Expanded Environmental Notification Form(EENF)**

The proposed development includes comprehensive wetland restoration activities within the former cranberry bog to create hydrology and wetland vegetation mimicking conditions on the property prior to its agricultural use.

EEA #16665 – Sewer Extension Project – Brockton & East Bridgewater **Environmental Impact Report (EIR)**

The sewer extension project proposes the installation of approximately 8,000 linear feet of gravity sewer pipe, 14,200 linear feet of force main sewer pipe, and one submersible type wastewater pumping station. The project site spans between the northern part of East Bridgewater to the southwest corner of Brockton.

EEA #16577 – Easton Warehouse – Easton
Notice of Project Change (NPC)

The project is located on 79.3 acres of land and includes construction of a new 101,200 square-foot warehouse facility. Since filing the ENF, the Proponent secured a tenant for the site, Beacon Roofing Supply, Inc. The tenant's site circulation requirements led to changes to the site plan and necessitates the need for the NPC. Site drainage has been redesigned to accommodate trailer access to loading docks and a trailer storage area to the rear of the building. Vehicle parking spaces have been reduced from 109 to 85 and the number of loading docks is proposed to decrease from 7 to 4, while trailer storage will increase from 7 to 11. Impervious area will increase from .4 acres to .7 acres.

Certificates

EEA #16684 – Route 27 Intersection Improvements – Stoughton
EENF & FEIR

The Certificate for the EENF Submission states that this project requires the submission of an EIR.

The Certificate for the FEIR Submission states that this project adequately and properly complies with MEPA.

EEA #16692 – Plymouth Municipal Airport Runway 6 Extension – Plymouth

The certificate states that this project requires the submission of a mandatory EIR.

EEA #16707 – Pinnacle Bogs Restoration – Plymouth

The certificate states that this project requires the submission of a mandatory EIR.

Public Notices

Notice of Intent to Initiate an Aquatic Plant Management Program – Kingston & Duxbury

Bay Farm Trust is proposing to implement a vegetation management program at Upper and Back Pond to manage dense growths of nuisance aquatic plants.

**Notice of Application and Issuance of a Draft Groundwater Discharge Permit –
Kingston**

Application is for sanitary wastewater discharge at 44,200 gallons/day.

August 3, 2023 Old Colony JTC Meeting

Agenda Item 8C

Regional Concerns and Local Community Transportation Issues

Summary

Regional Concerns and Local Community Transportation Issues.

August 3, 2023 Old Colony JTC Meeting
Agenda Item 9
Adjournment

Summary

Adjournment.