Thursday, June 6, 2019, 12:00 P.M. to 1:30 P.M.
At Old Colony Planning Council, 70 School Street, Brockton, MA 02301

AGENDA

1. Call to Order and Introductions

2. Public Comments

3. Minutes of May 2, 2019 Meeting

4. Communications

5. Reports
   A. Brockton Area Regional Transit Authority (BAT)
      ▪ Disadvantaged Business Enterprise (DBE) Goal
   B. Greater Attleboro-Taunton Regional Transit Authority (GATRA)
   C. South Coast Rail (SCR) Project

6. Old Business
   A. FFY 2019-2023 Transportation Improvement Program (TIP) Implementation

7. New Business
   A. Recycling and Solid Waste
      ▪ John Hite, Zero Waste Policy Analyst, Conservation Law Foundation (CLF)
   B. Report of Nominating Committee and Election of Old Colony JTC Officers (2019-2020)
   C. Draft Old Colony Joint Transportation Committee (JTC) By-Laws
   D. 2020-2040 Old Colony Long Range Transportation Plan (LRTP)
      ▪ Update and Preferred Set of Projects

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 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 Pat Ciaramella at 508-583-1833 Extension 202 for more information.

- If this information is needed in another language, please contact Pat Ciaramella at 508-583-1833 Extension 202.
- Se esta informação é necessária em outro idioma, entre em contato com Pat Ciaramella em 508-583-1833 Ramal 202.
- Si se necesita esta información en otro idioma, por favor póngase en contacto con Pat Ciaramella al 508-583-1833 extensión 202.
- Si yo bezwen enfòmasyon sa a nan yon lòt lang, tanpri kontakte Pat Ciarémell 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).
Summary

Public comments.
Summary

Old Colony JTC to consider approval of May 2, 2019 Old Colony JTC Meeting Minutes.

Attachment(s)

Minutes of May 2, 2019 Old Colony JTC Meeting
OLD COLONY JOINT TRANSPORTATION COMMITTEE (JTC)

Meeting Minutes of the Old Colony Joint Transportation Committee (JTC)
Old Colony Planning Council, 70 School Street, Brockton, MA
May 2, 2019 at 12:00 P.M.

ATTENDANCE

Abington   Bruce Hughes  MassDOT District 5  Tim Kochan
Brockton   Tobias Cowans  MassDOT  Ben Muller
Brockton   Robert Moran  Mass Development  Mary Ellen DeFrias
Brockton   Chike Odunukwe  OCPC  Kyle Mowatt
Easton     David Field  OCPC  Jimmy Pereira
Easton     Greg Swan  OCPC  Shawn Bailey
Hanson     Jamison Shave  OCPC  Pat Ciaramella
Hanson     Don Howard  OCPC  Paul Chenard
West Bridgewater  Chris Iannitelli  OCPC  Charles Kilmer
Whitman    Noreen O’Toole  OCPC  Bill McNulty
Whitman    Dan Salvucci  OCPC  Lisa Sullivan
BAT       Michael Lambert  OCPC  Laurie Muncy
BAT       Glenn Geiler  OCPC  Ray Guarino

1. Call to Order and Introductions

Chairperson Noreen O’Toole called the meeting to order at 12:00 P.M. and then read the Meeting Accessibility Statement and the Title VI Notice of Protection Statement. Those present then introduced themselves.

2. Public Comments

There were no public comments.

3. Minutes of the April 4, 2019 Meeting

Chairperson Noreen O’Toole asked if the members had reviewed the minutes of the April 4, 2019 Meeting. The members then voted to endorse the minutes of the April 4, 2019 Old Colony JTC Meeting.

4. Communications

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

- MassDOT Announcement Regarding Status Update for South Coast Rail
- MassDOT Announcement Regarding Training Sessions for Community Transit Grant Program
- Summary Sheet for FTA Section 5310 Grant Program & Massachusetts MAP Program
- MassDOT CIP Public Meeting Schedule List
- Massachusetts Project Intake Tool (MaPIT) Workshop Sessions List
5. Reports

A. Brockton Area Regional Transit Authority (BAT)

Michael Lambert reported on the following BAT activities:

- BAT is in the middle of conducting a study focusing on Uber and Lyft in BATs service area. Surveys of customers and non-customers were conducted last week with the help of OCPC
- An RTA Counsel Meeting was earlier this week and it focused on work place transportation and the importance of transit as a transportation option
- Fixed route ridership for year to date ended April with a slight decline
- There will be a fare increase in July

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

Paul Chenard reported on the following GATRA activities:

- GATRA will be contracting with Lyft to work to fill service gaps. This operation will first be tried out in the Mansfield/Foxboro area. If successful, GATRA will roll out the service in Plymouth
- GATRA is seeking a maintenance facility in the Plymouth area

C. South Coast Rail Project

Paul Chenard reported on the following South Coast Rail activities:

- SCR Phase 1 is fully funded as part of the Capital Investment Plan through MassDOT; service will be up and running by late 2023; and final permits have been obtained

6. Old Business

A. FFY 2019-2023 Transportation Improvement Program (TIP) Implementation

Charles Kilmer discussed the changes in the FFY 2019-2023 TIP. They are as follows:

FFY 2019 Projects:

- EAST BRIDGEWATER - RESURFACING AND SIDEWALK CONSTRUCTION ON BEDFORD STREET (ROUTE 18), FROM WHITMAN STREET (ROUTE 106) TO CENTRAL STREET (607941)
  - Cost Estimate is $9,023,732 (Increased from $7,763,091 to $9,023,732)

- ABINGTON/BROCKTON - NORTH QUINCY STREET, CHESTNUT STREET, AND BOUNDARY AVENUE ROUNDABOUT AND GEOMETRIC IMPROVEMENTS (608143)
  - Cost Estimate is $2,121,017 (Increased from $1,218,906 to $2,121,017)

FFY 2020 Projects:

- BROCKTON - CORRIDOR IMPROVEMENTS ON ROUTE 123 (BELMONT STREET), FROM ANGUS BEATON DRIVE TO WEST STREET (608088)
OLD COLONY JOINT TRANSPORTATION COMMITTEE (JTC)

- MassDOT comments on the 75% Package have been returned to the Design Engineer (as of 04/12/2019)

**FFY 2022 Projects:**
- **STOUGHTON - CORRIDOR IMPROVEMENTS ON ROUTE 138 (607403)**
  - MassDOT comments on the 25% Package have been returned to the Design Engineer (as of 04/01/2018)

**FFY 2023 Projects:**
- **PEMBROKE - REHABILITATION OF ROUTE 36 (CENTER STREET) FROM ROUTE 27 TO ROUTE 14 (600380)**
  - 100% Package received by MassDOT (as of 04/08/2019)

7. **New Business**

**A. Appointment of Nominating Committee for Old Colony JTC Officers (2019-2020)**

Bob Moran, Don Howard, and Glenn Geiler volunteered to be on the Nominating Committee for Old Colony JTC Officers (2019-2020). Bob Moran, Don Howard, and Glenn Geiler then nominated Noreen O’Toole to remain as the JTC Chairperson, and Dan Salvucci to remain as Vice Chairperson.

A motion was made and seconded to approve this nomination. The Old Colony JTC then voted unanimously to elect Noreen O’Toole as Chairperson and Dan Salvucci as Vice Chairperson.

**B. Draft Old Colony Joint Transportation Committee (JTC) By-Laws**

Charles Kilmer stated that the Old Colony JTC By-Laws were last updated in 1972. As such, OCPC has prepared Updated By-Laws and then asked the JTC members to review them Draft Old Colony JTC By-Laws and provide any comments of revisions. Next month, Revised Draft By-Laws will be presented for potential approval.

**C. Draft FFY 2019-2023 Old Colony Transportation Improvement Program (TIP) Amendment 2**

Charles Kilmer discussed the Draft FFY 2019-2023 Old Colony TIP Amendment 2, which is undergoing a public review and comment period.

Part 1 - Increases the programmed cost for the following projects:

**FFY 2019**

1. **ABINGTON/BROCKTON - NORTH QUINCY STREET, CHESTNUT STREET, AND BOUNDARY AVENUE ROUNDBOUGHT AND GEOMETRIC IMPROVEMENTS (608143)**
   - AMENDMENT: INCREASE COST - Increase cost from $1,218,906 to $2,121,017 (increase covered by adding $902,111 in Regional Target CMAQ funding)

2. **EAST BRIDGEWATER - RESURFACING AND SIDEWALK CONSTRUCTION ON BEDFORD STREET**
AMENDMENT: INCREASE COST AND ADD FUNDING PROGRAM - Increase cost from $7,763,091 to $9,023,732 (increase covered by adding $1,260,641 in Regional Target STP funding)

Part 2 - Replaces the existing Section 2. FAST Act, National Planning Factors, and Performance Based Planning with an updated Section 2. FAST Act, National Planning Factors, and Performance Based Planning reflective of Performance Based Planning Narrative, Performance Measures and Targets (PM1, PM2, PM3, and TAM), and adoption of said Performance Measures and Targets.

Dan Salvucci asked why are projects are experiencing such increases in costs. Discussion followed.

Chairperson O’Toole asked if there is a motion to approve the Draft FFY 2019-2023 TIP Amendment 2. A motion was made and was seconded. The Old Colony JTC then voted unanimously to approve the Amendment 2.

D. Draft FFY 2020-2024 Old Colony Transportation Improvement Program (TIP)

Charles Kilmer provided a summary of the Draft FFY 2020-2024 Old Colony TIP, which is undergoing a public review and comment period, and then outlined the programmed highway and bridge projects. They are as follow:

**FFY 2020**
- Bridgewater and Brockton - Pavement Preservation and Related work on Route 24
  - Pre-25% Design and the cost estimate is $17,851,040
- Brockton - Corridor Improvements on Route 123 (Belmont Street), from Angus Beaton Drive to West Street
  - 75% Design and the cost estimate is $7,350,265
- Pembroke - Resurfacing and Related Work on Route 53
  - 100% Design and the cost estimate is $2,725,075

**FFY 2021**
- Avon - Intersection Improvements at Harrison Boulevard and Pond Street
  - 25% Design and the cost estimate is $3,521,954
- Avon and Stoughton - Pavement Preservation and Related work on Route 24
  - Pre-25% Design and the cost estimate is $6,312,800
- Easton - Route 123 (Depot Street) Reconstruction from Newell Circle to Route 138
  - 75% Design and the cost estimate is $8,052,916
- Stoughton - Improvements at West Elementary School (SRTS)
  - Pre-25% Design and the cost estimate is $2,982,944
OLD COLONY JOINT TRANSPORTATION COMMITTEE (JTC)

**FFY 2022**

- **Brockton - Intersection Improvements @ Crescent Street (Route 27)/Quincy Street/Massasoit Boulevard**
  - 25% Design and the cost estimate is $5,520,744

- **Stoughton - Intersection Improvements and Related Work at Central Street, Canton Street and Tosca Drive**
  - 25% Design and the cost estimate is $3,347,449

**FFY 2023**

- **Brockton - Intersection Improvements at Centre Street (Route 123) and Plymouth Street**
  - Pre-25% Design and the cost estimate is $1,680,000

- **Pembroke - Rehabilitation of Route 36 (Center Street) from Route 27 to Route 14**
  - 75% Design and the cost estimate is $8,902,501

**FFY 2024**

- **Plympton - Bridge Replacement, Winnetuxet Road Over Winnetuxet River**
  - Pre-25% Design and the cost estimate is $2,223,024

- **Stoughton - Corridor Improvements on Route 138**
  - 25% Design and the cost estimate is $9,155,544

Chairperson O’Toole asked if there is a motion to approve the Draft FFY 2020-2024 Old Colony TIP. A motion was made and was seconded. The Old Colony JTC then voted unanimously to approve the Draft FFY 2020-2024 Old Colony TIP.

**E. 2020 Old Colony Long Range Transportation Plan (LRTP) Update**

Bill McNulty provided an update on the 2020 Old Colony LRTP. Current activities include determination of Capital Investment need for repairing and/or maintaining Federal Aid eligible surface transportation network in a State of Good Repair; evaluation of projects concerning PM1, PM2, PM3, and BAT Transit Access Management performance targets; scenario planning; and continued development of LRTP. Next steps include: the Old Colony MPO determination of a Preferred Set of Recommended Projects at its May 21 Meeting; summary of LRTP and recommended Projects presented to Old Colony JTC on June 4; and presentation to Old Colony MPO on June 18 and release LRTP to 21 Day Public Review.

**8. Other Business and Public Comment**

**A. Community Local Technical Assistance Studies**

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

**Avon**
- Road Safety Audit for Central Street Corridor: Crash data analysis underway; data collection
planned for April 2019; Road Safety Audit to be scheduled

Brockton
  ▪ Road Safety Audit for North Main Street at Oak Street and Howard Street: Road Safety Audit scheduled for May 3, 2019
  ▪ Road Safety Audit for Montello Street (Route 28) at East Nilsson Street: Data collection and analysis in progress; Road Safety Audit to be scheduled.
  ▪ Centre Street (Route 123) at Plymouth Street: Data collection scheduled for May 2019

Easton
  ▪ Central Street Pedestrian Activity: Data collection scheduled for this Spring

Halifax
  ▪ Plymouth Street (Route 106) Traffic Data and Crosswalk Location Analysis: Data collection in progress

Hanover
  ▪ Traffic Study for Winter Street: Analysis and report development underway

Kingston
  ▪ Traffic Study for Smith’s Lane at Crescent Street and Main Street (Route 3A), and Howland Lane Traffic and Speed Analysis: Data collected; Analysis and report preparation underway

Pembroke
  ▪ Pembroke Center Traffic Study: Data collected; and analysis and report preparation underway

Stoughton
  ▪ Road Safety Audit for Island Street: Audit completed on February 6, 2019. Report in development.
  ▪ Heavy Commercial Vehicle Exclusion Study for Station Street and Peters Drive: Report in development

West Bridgewater
  ▪ North Main Street (Route 28) at Matfield Street Road Safety Audit: Data collection and analysis in progress. Road Safety Audit to be scheduled

Whitman
  ▪ Traffic Study for Pleasant Street, and Intersection of Franklin Street (Route 27), South Avenue (Route 27), and Pleasant Street: Data collection and analysis in progress

B. Staff Reviews on ENFs, EIRs, and NPCs

Charles Kilmer summarized the Environmental Notification Forms (ENFs), Environmental Impact Reports (EIRs), Notices of Project Changes (NPCs), and Certificates for projects within the OCPC region that are undergoing Massachusetts Environmental Policy Act (MEPA) Office review.
Projects Currently Under Review as of March 6, 2019

EEA #11924 - The Oasis at Plymouth (Plymouth) (NPC)
In September 2014, the Secretary’s certificate accounted for a notice of Project change (NPC) to include a 396,000 s.f. (gross building area) of destination retail for a factory outlet mall. The certificate also includes the construction of an on-site multi-story parking garage and infrastructure supporting approximately 1,995 parking spaces.

MEPA Certificates

EEA #15998 - Proposed Shorefront Protection (Plymouth) (ENF)
The proposed project includes the installation of a shorefront protection system along the 652 linear feet of coastal bank of the subject properties. The system includes a rock revetment that would protect the coastal bank from further erosion that could lead to jeopardizing the pre-1978 dwellings. The system also includes a section of coir envelopes buried under a sand berm to protect the coastal bank in front of the post-1978 dwellings.

EEA #15639 - North Carver Development (Carver) (FEIR)
The project involves the construction of approximately 1.77 million square feet of new warehouse/distribution facilities with ancillary office uses, provides approximately 1,883 parking spaces, and provides paved access roads. The project Site will be accessed from a re-configured intersection of Montello Street and Route 58 and a new configuration for Montello Street. Charles Kilmer expressed concern that a gate to prevent through traffic on Montello Street, that while included in the DEIR, was removed in the FEIR. Charles Kilmer has relayed this concern to the MassDOT Public-Private Development Unit which is preparing the MassDOT Section 61 Findings.

C. Regional Concerns and Local Community Transportation Issues

Charles Kilmer reminded everyone that the 52nd OCPC Annual Meeting will be held on May 9, and that everyone from the JTC is invited.

9. Adjournment

The meeting adjourned at 1:13 PM.
Respectfully submitted,

Kyle Mowatt
Kyle Mowatt, Transportation Planner

List of Documents for May 2, 2019 Old Colony JTC Meeting
- Minutes of the April 4, 2019 Old Colony JTC Meeting
- Staff Reports for May 2, 2019, Old Colony JTC Meeting Agenda Items
- Draft FFY 2019-2023 Old Colony TIP Amendment 2
- Draft FFY 2020-2024 Old Colony TIP
Summary

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

Attachment(s)

1) Letter to Richard Lafond Regarding MassDOT Highway Project 609440 in Abington
2) Letter to Mayor Bill Carpenter Regarding MassDOT Highway Division Project 609410 in Brockton
3) Letter to Charles Kilmer Regarding a Roadway Safety Audit Request in Stoughton
4) FEMA Announcement Regarding New Pre-Disaster Hazard Mitigation Program Comment Period and Webinar Series Schedule
5) MassDOT Capital Investment Plan (CIP) Public Meeting Schedule
6) Commuter Rail Communities Coalition Meeting Announcement
7) Announcement for the Northeast Connected & Automated Vehicle (NECAV) Summit
8) GATRA Consumer Advisory Committee Meeting Announcement
9) 2019 NEPTA Biennial Conference and Transportation Expo Event Announcement
10) MassDOT Announcement Regarding the Summary of Proposed Workforce Transportation Program
11) Meeting Agenda for June Old Colony Metropolitan Planning Organization (MPO) Meeting
Mr. Richard Lafond  
Town Manager  
Town of Abington  
500 Gliniewicz Way  
Abington, MA 02351

Subject: MassDOT Highway Division Project 609440: Intersection improvements at Hancock Street and Chestnut Street – Project Eligibility Notification

Dear Mr. Lafond:

On behalf of MassDOT, I am writing to inform you that the Highway Division’s Project Review Committee (PRC) has evaluated the subject project and determined that it is eligible for Federal Aid highway funding. It is the PRC’s understanding that the estimated Total Federal Participating Construction Cost (TFPCC) of this project is $2,500,000.00. The TFPCC, which consists of the bid items, police details, construction engineering, contingencies and reimbursable utility relocation, must by fully programmed on the Transportation Improvement Program (TIP). As the project proponent, the municipality is responsible for costs associated with design, right-of-way acquisition and environmental permitting.

This eligibility determination by the PRC is not a commitment of state or federal funding to the project, nor is the decision to commit funding solely MassDOT’s. The decision to program funding for this project is made by the Metropolitan Planning Organization as part of their annual TIP development process. The Old Colony MPO is comprised of eight members, including the MassDOT Office of Transportation Planning, the Highway Division, the Brockton Area Transit Authority, the Old Colony Planning Council and seventeen municipalities, and is the federally designated entity charged with developing transportation plans and programs for this region.

If within two years of the date of this letter, the Municipality has not accomplished the following three milestones, the project will be deactivated unless the project is resubmitted to the PRC for continued project eligibility: 1) received MassDOT approval of the project’s Scope/Workhours; 2) secured a signed contract with their design consultant for the entire design process; and 3) identified design funding (please provide proof of Town vote/Chapter 90 approval/etc., indicating full funding has been secured). Resubmission to the PRC may also be required if there is a significant increase in cost or change in scope over the life of the project.

The municipality will be responsible for funding and administering the project design (with Highway Division review and approval), securing and providing documentation for all necessary Right-of-Way in accordance with Uniform Act requirements, and for preparing all environmental permit applications. The Highway Division will be responsible for administering the environmental permitting process necessary to obtain the required permits and for overseeing the project construction. In addition, we strongly suggest that you consider the following PRC and District comments as you progress through the project development process:
To ensure TIP programming viability, the municipality must submit a design schedule to the MassDOT District office and the Regional Planning Agency once a designer has been secured.

Once the project is programmed on the TIP, an additional project schedule must be submitted to the MassDOT District Office and the Regional Planning Agency indicating the project suitability for advertising in that programmed TIP year (preferably advertising early in the TIP year). Moreover, please note, this schedule must be maintained and updated throughout the course of project development until the project is advertised.

Right-of-Way issues must be coordinated with MassDOT’s Community Compliance Officer.

Sufficient opportunity should be provided for public participation in the project development process.

The following sections of this letter discuss other requirements in more detail:

**PROGRAMMING REQUIREMENTS**

1. In order to be advertised for construction bids, all federal aid projects must be listed in the annual element, or first year, of the regional MPO’s approved Transportation Improvement Program which covers five federal fiscal years. Please work with the District Office and the Old Colony Planning Council (OCP), which serves as staff to the Old Colony MPO, to discuss the appropriate programming approach for this project.

2. All projects, even though listed in the TIP, are subject to the availability of state and federal funding. Considerably more projects are eligible for federal aid in the MPO region than can be programmed in the TIP.

3. Since the TIP is financially constrained by the anticipated federal funding available each year, any request for amendments (such as a revision to the project year, total project cost, or project-funding category) should be coordinated through the MPO. It is expected, however, that the proponent will attempt to constrain project costs to available funding.

4. The MPO considers Transportation Evaluation Criteria (TEC) in establishing priorities for programming TIP projects. You should consider both the Highway Division's and the MPO's evaluation in relation to other similar projects in your region to determine the level of commitment, and schedule, of your community's resources for this project. If this project has not already been evaluated by the MPO, or if you believe the evaluation needs to be updated, please contact this office and the MPO.

5. The municipality and its project designer should be aware that the Total Federal Participating Construction Cost, as listed in the TIP, must include an amount for contingencies, construction engineering, reimbursable utility costs and traffic control, and that MassDOT will include an inflationary adjustment based upon the estimated year of advertising.

6. Cost estimates shall be reviewed at major design milestones, including every review submission. In addition, in preparation for annual TIP development, detailed cost estimates (showing TFPCC as well as a breakdown of different funding categories, if applicable) must be submitted to the MassDOT District Office during the second week of January every year.

**PROJECT DEVELOPMENT REQUIREMENTS**

1. The municipality is responsible for the completion of the project design in accordance with the 2006 Massachusetts Highway Department Project Development and Design Guide, Engineering Directives, SOPs, and other relevant Highway Division standards and criteria. The Highway Division requires formal approval of design exceptions when any of the controlling design criteria identified in the Project Development and Design Guide (Chapter 2 Section 11) and Engineering Directive E-14-006 cannot be met.
2. If the municipality requires the services of a Surveyor or Design Consultant, it must hire a firm that is currently pre-qualified for the appropriate type of work by the Highway Division's Architects and Engineers Review Board. Lists of pre-qualified firms are available on the Highway Division website. 
   https://hwy.massdot.state.ma.us/webapps/MHDConsultants/MHD-Consultants.asp

3. When soliciting services from Surveyors or Design Consultants, the Highway Division requires the municipality use a qualifications-based selection process. In addition, the municipality shall refer to the Municipal Project Guide during the project development and contract negotiation process. This document is available on the Highway Division website. 
   http://www.massdot.state.ma.us/highway/DoingBusinessWithUs/LocalAidPrograms/MunicipalProjectSummaryGuide.aspx

4. Municipalities shall use MassDOT's Standardized Scope of Work and Work Hour Estimate Form for Design Services as a template for municipal agreements with design consultants. These documents are available on the Highway Division website, and must be submitted to this District Office for review and approval. 
   http://www.massdot.state.ma.us/highway/Departments/ProjectManagement/StandardizedScopeandEstimateForms.aspx

5. All projects require some level of construction phase engineering services by the design consultant. The municipality is responsible for ensuring that any contracts with design consultants include appropriate consideration for these important services.

6. The traffic control measures developed for this project must be prepared consistent with 701 CMR 7.00 (Use of Road Flaggers and Police Details on Public Works Projects). The Highway Division will only advertise for construction projects that have been developed consistent with the Road Flagger and Police Detail Guidelines that are found at our website: 
   http://www.massdot.state.ma.us/highway/RoadFlaggers.aspx

7. Prior to the beginning of preliminary survey work, the project designer shall contact the District Survey Engineer to coordinate the establishment of horizontal and vertical control points near the beginning and end of the project. All survey work must be prepared in accordance with the MassDOT Survey Manual. Layout needs to be located by an instrument survey and suitable to develop a recordable plan in accordance with the applicable sections of 250 CMR 6.01 & 6.02.

8. The municipality is responsible for acquiring the necessary rights, including temporary and permanent easements, on private and public property in accordance with the Federal Uniform Act Requirements. The Right-of-Way process is time consuming and expensive. The municipality will need to perform title exams on all parcels needed for the project. They will need to allocate significant staffing resources to work with impacted property owners. Property owners are entitled to an appraisal and an appraisal review. Property owners are entitled to receive Just Compensation. Your municipality is responsible for all Right-of-Way acquisition expenses including recording fees at the Registry of Deeds. Your municipality will be assigned a MassDOT Community Compliance Officer to oversee the process and ensure compliance to state and federal regulations. Right-of-Way requirements, guidelines and checklists are enclosed for your reference. Please ensure that sufficient work-hours are provided in the design contract for the design consultant to prepare all necessary Right-of-Way plans and documents. The preparation of Right-of-Way plans are required at every stage of design submission based on an instrument survey that meets 250 CMR 6.01 and 6.02. Recordable plans and instrument will be required.

9. This project is subject to Early Environmental Coordination as described in the Thresholds, Timelines, and Submission Requirements that appear in Appendices 2-A-6 and 2-A-7 of the MassDOT 2006 Project Development and Design Guide. Submissions for this project shall include documentation of any coordination that has been completed by the municipality.
The Highway Division will not initiate the 25% design submission review until the Early Environmental Coordination Checklist has been submitted to the Highway Division. The latest version of the EECC is available on our website:
http://www.massdot.state.ma.us/highway/Departments/EnvironmentalServices/FormsPublications/Documents/ProjectDevelopment.aspx

10. The municipality shall be named as the applicant on all required environmental permits. The municipality shall prepare all required environmental permit applications and submit them to the Highway Division for review. After making any edits required by the Highway Division, the municipality shall submit the permit applications to the appropriate environmental permitting entities, as directed to do so. The Highway Division reserves the right to assume the role of permit applicant on any project it will advertise.

11. For all roadway projects, the project designer must submit the Pavement Design Checklist to the Highway Division Pavement Management Section for approval. If this was not done during the project initiation phase, then the project designer shall submit a pavement design through the District Office and Highway Division Project Manager prior to the 25% design submission.

12. The municipality shall coordinate the design of the project with all municipal departments and with any applicable public or private utilities such as gas, electric, cable, and telephone, to determine if there are any potential utility projects that would disturb the completed roadway work. Any proposed utility construction must be completed before the project can begin. Please be aware that Highway Division policy restricts highway surface openings for a period of at least five years after the new surface is placed, except for emergencies. Justification of surface opening requires the approval of the District Highway Director. In addition, the community is responsible for obtaining any required waivers.

13. Any water and sewer work in the area will be the responsibility of the municipality and shall be completed prior to the start of project construction, unless MassDOT authorizes such work to be part of project construction.

14. Providing safe and convenient walking and bicycling accommodations in all transportation projects is a goal of MassDOT. The municipality is responsible for developing this project in accordance with relevant multimodal guidance in the Project Development Design Guide and MassDOT Policy and Engineering Directives, most notably the Healthy Transportation Policy Directive, P-13-0001, and Engineering Directive E-14-006.

15. All Highway Division projects must be designed, Constructed and maintained in compliance with the Americans with Disabilities Act (ADA) and with the specifications set forth in the Massachusetts Architectural Access Board (AAB) regulations at 521 CMR. The municipality is responsible for ensuring that any Right-of-Way necessary for construction complies with AAB specifications and that completed projects are maintained in accordance with ADA and AAB regulations.

16. The municipality will be required to enter into a Municipal Project Agreement with the Highway Division, similar to the enclosed sample, when the actual construction project bid has been determined. If the municipality will not be able to comply with the terms of the agreement, which include making reasonable efforts to remove snow and ice to allow only temporary and isolated interruptions in accessibility, it should not advance this project for advertising by the Highway Division. This requirement is in accordance with the Americans with Disabilities Act of 1990, as amended, 42 U.S.C. § 12101 et seq.; 28 CFR § 35.133, and 23 U.S.C. § 116 (Maintenance).

17. The municipality shall be responsible for all construction costs under two conditions:
   - When the construction costs for the contract scope exceed the total participating contract bid price by more than ten percent (10%), the City/Town shall be responsible for the amount over 110% of the total participating contract bid price unless the municipality
submits sufficient documentation to MassDOT showing that the work was necessary solely due to MassDOT's construction oversight, as determined solely by MassDOT.

- When the City/Town requests work that FHWA and/or MassDOT determine is unnecessary to complete the Project, the work shall be deemed "non-participating" and the City/Town shall pay the full cost of that work.

18. To improve the quality of its design and construction projects, the Highway Division employs a Cost Recovery Procedure for construction extra work orders determined to be caused by designer errors. The municipality and/or its design consultant are responsible for addressing all Cost Recovery inquiries and for making Cost Recovery restitution payments to the Commonwealth, if determined to be warranted. Any and all approvals made by MassDOT during the Project's design review shall not relieve the municipality's responsibilities for such errors and omissions.

Finally, please sign, date and remit the proceeding form: ATTACHMENT A - Municipality's Acknowledgement of Project Eligibility Notification to Ms. Mary-Joe Perry, MassDOT District 5 Highway Director, 1000 County Street, Taunton, MA 02780 for internal distribution to: Ms. Pamela Haznar, P.E., Project Development Engineer.

Thank you for your anticipated compliance to the requirements contained in this letter. Failure to carefully follow the above requirements may jeopardize your project's success and eventual advertisement for construction. We look forward to working with you as this project progresses. If you have any questions or need additional information, please contact me or Pamela Haznar, P.E., District Project Development Engineer at (508) 884-4239.

Sincerely,

Mary-Joe Perry
District Highway Director

TJK/tjk
Cc/MJP
End:  Attachment A, Municipal Signature page
Right-of-Way Guidelines & Sample Municipal Project Agreement

cc:

PRH, District Project Development Engineer
Jonathan Gulliver, Highway Administrator
Patricia A. Leavenworth, P.E., Chief Engineer
Charles Klimer, AICP, Asst. Director/Transportation Program Manager, OCPC
John F. Stone, Director, Department of Public Works, Town of Abington
John F. Keenan, State Senator, Norfolk and Plymouth District
Alyson M. Sullivan, State Representative, 7th Plymouth District

Ecc:

Benjamin Muller, Office of Transportation Planning
Marie Rose, Director of Roadway Project Management
ATTACHMENT A

Municipality's Acknowledgement of Project Eligibility Notification

MassDOT - Highway Division Project 609440: Intersection improvements at Hancock Street and Chestnut Street

CITY/TOWN OF ________Abington_________

________________________________________
(Signature/Date)

________________________________________
(Name-Printed)

________________________________________
(Title)

This form must be signed and mailed to: Ms. Mary-Joe Perry, MassDOT District 5 Highway Director, 1000 County Street, Taunton, MA 02780

And distributed internally to: Ms. Pamela Haznar, P.E., Project Development Engineer
The Honorable Bill Carpenter  
Mayor  
City of Brockton  
45 School Street  
Brockton, MA  02301

Subject: MassDOT Highway Division Project 609410: Intersection improvements and related work at Centre Street (Route 123), Cary Street and Lyman Street – Project Eligibility Notification

Dear Mayor Carpenter:

Please be advised that MassDOT’s Project Review Committee has approved a project involving intersection improvements, multi-modal accommodation and safety within the City of Brockton. This project has been assigned a project number of 609410. MassDOT will now begin the project development process for this project. Please note, the timeframe for advertisement of construction bids for this project shall be contingent upon the duration of the project development process and availability of funding for construction. It should also be noted that Project Review Committee approval is not a commitment of state or federal funding to the project. MassDOT, in conjunction with the Old Colony Planning Council continually evaluates transportation needs and priorities; therefore, the estimated advertisement date may change significantly as the project development process progresses.

You may monitor this project’s progress through the MassDOT public web site at: www.mhd.state.ma.us/projectinfo. Thank you for your support of transportation system improvements. If you have any questions regarding this project approval, or would like additional information, please contact Pamela Haznar, P.E., District Project Development Engineer at (508) 884-4239.

Sincerely,

Mary Joe Berry  
District Highway Director

TJK/tjk  
Cc:/MJP  
cc: [letter only]:  
Pamela Haznar, P.E., District Project Development Engineer  
Jonathan Gulliver, Highway Administrator  
Patricia A. Leavenworth, P.E., Chief Engineer  
Charles Kilmer, Asst. Director/Transportation Program Manager, OCPC  
Lawrence Rowley, Commissioner, Department of Public Works, City of Brockton  
Senator Michael D. Brady, 2nd Plymouth and Bristol District  
Representative Michelle M. Dubois, 10th Plymouth District  
Ecc: [letter only]:  
Ben Muller, Office of Transportation Planning  
Marie Rose, Director of Roadway Project Management
May 30, 2019

Charles Kilmer  
Assistant Director / Transportation Program Manager  
Old Colony Planning Council  
70 School Street  
Brockton, MA 02301

Re: Roadway Safety Audit Request

Dear Mr. Kilmer:

On behalf of the Town of Stoughton, I am writing to request the completion of a Roadway Safety Audit (RSA) for the intersection of Park Street (Route 27) at Turnpike Street to include Turnpike Street at Campanelli Parkway and the surrounding area by the staff of OCPC. According to Mass DOT, as of 2018, Park Street (Route 27) north of Turnpike Street had an Average Daily Traffic (ADT) count of 24,026. Further, in a memorandum dated February 11, 2019 from Greenman-Pederson, Inc., existing deficiencies were identified such as poor alignment that poses difficulties for heavy vehicle maneuverability and limited sight distance, which may contribute to the crash rate for the intersection. The memo also mentions a failing level of service (LOS F) that was measured during both the A.M. and P.M. peak periods. Lastly, the memo identified a lack of sidewalks along Turnpike Street and faded pavement markings.

At the recent Spring Town Meeting, the Town allocated $375,000 for the design of improvements to the intersection, which shows the Town’s commitment to improving safety at this location.

If you have any questions regarding this request or require further information, please contact me at (508) 341-1300 x9201 or at jcharbonneau@stoughton-ma.gov. Thank you for your consideration and I look forward to working with OCPC staff on this project.

Sincerely,

John M. Charbonneau  
Town Planner

Cc: Pasquale Ciaramella, Executive Director  
Marc Tisdelle, Town Engineer  
Robin Mukstian, Town Manager
Dear Hazard Mitigation Partners,

FEMA is seeking public comment on its New Pre-Disaster Hazard Mitigation Grant Program. I encourage you to share your ideas with FEMA on ways the national programs can be improved to maximize resiliency and risk reduction. This is an excellent opportunity to shape this brand new federal grant program, FEMA is calling BRIC (Building Resilient Infrastructure and Communities). Information on how to submit your comments is included below. Please share with others.

If you are not already receiving these eBrief’s from FEMA, consider signing up for FEMA Gov Delivery Service: https://public.govdelivery.com/accounts/USDHSFEMA/subscriber/new

Sincerely,

Sarah J. White
State Hazard Mitigation Officer
Massachusetts Emergency Management Agency
Sarah.White@mass.gov
Desk: 508-820-2053
resilientMA
Special Message:

- FEMA Seeks Public Comment for New Pre-Disaster Hazard Mitigation Grant Program

FEMA Seeks Public Comment for New Pre-Disaster Hazard Mitigation Grant Program

This week, the Federal Emergency Management Agency (FEMA) is announcing an invitation for the public to comment on the development and implementation of Disaster Recovery Reform Act (DRRA) Section 1234: National Public Infrastructure Pre-Disaster Hazard Mitigation Grant Program. Building Resilient Infrastructure and Communities (BRIC) will focus on reducing the nation’s risk by funding public infrastructure projects that increase a community’s resilience before a disaster.

Communities from all levels of government federal, state, local, tribal, and territorial, as well as key stakeholders, including private businesses, citizens, vulnerable and at-risk populations, critical infrastructure sectors, and non-profit, academic, and philanthropic organizations are encouraged to provide comment. The development of the BRIC program – and how as a nation we can deliver those outcomes – is vital.

Ideascale

Comments will be accepted from May 20 through July 15, 2019, on IdeaScale at https://fema.ideascale.com/a/campaign-home/61112 or by email at BUILDBRIC@fema.dhs.gov.

Webinar Series

FEMA will also host a webinar series during the month of June to provide a brief overview of the different topic areas that are important for the development of the BRIC program. Each session will include an opportunity for stakeholders to comment through the chat platform.

For detailed information of each session, visit https://www.fema.gov/drra-bric. The call-in information is the same for each webinar:

Phone: 1-800-320-4330 Code: 338559#
- **Webinar 1:** Infrastructure Mitigation Projects and Community Lifelines  
  *Thursday June 6, 2019 (2 - 4 p.m. ET)*

- **Webinar 2:** Hazard Mitigation Planning, Grant Application & Evaluation, Risk Informed Funding  
  *Thursday June 13, 2019 (2 - 4 p.m. ET)*

- **Webinar 3:** Funding & Resource Management and Benefit-Cost Analysis  
  *Thursday June 20, 2019 (2 - 4 p.m. ET)*

- **Webinar 4:** Building Codes and Enforcement and Capacity and Capability  
  *Tuesday June 25, 2019 (2 - 4 p.m. ET)*

MassDOT is preparing the next five-year capital plan, a spending plan that will guide investments in our transportation system between 2020 and 2024. The Capital Investment Plan (CIP) determines how we prioritize and fund our investments, covering all transportation projects – everything from highway and municipal projects to regional airports, rail and transit, including the MBTA and Regional Transit Authorities as well as bicycle and pedestrian projects across the Commonwealth.

JOIN US AND BE HEARD

We want to hear from you about your priorities for transportation projects both local and statewide. Tell us how we can improve our transportation systems, enhance our transportation capacity where needed, and build new projects to help communities prosper and get residents where they need to go. Representatives from MassDOT will inform attendees on how to get involved at the local and state level, provide a draft overview of the 2020 – 2024 CIP and record your input about your transportation needs and capital priorities. Please help spread the word about these Capital Investment Plan meetings to friends, family and business associates. Make your voice heard. Your participation is critical to meeting your transportation needs.

CIP PUBLIC MEETING SCHEDULE

- **BOSTON** - Tuesday, May 21st – 6:30pm
  Transportation Building - 10 Park Plaza Board Room
  *This meeting will be streamed live and recorded for future viewing

- **DANVERS** - Tuesday, May 21st – 6:00pm
  Danvers Senior Center
  25 Stone St.

- **FALMOUTH** - Wednesday, May 22nd – 6:30pm
  Falmouth Library (Hermann Foundation Room)
  300 Main St.

- **BRAINTREE** - Thursday, May 23rd – 6:30pm
  Thayer Public Library
  798 Washington St.

- **FALL RIVER** - Thursday, May 23rd – 6:30pm
  Fall River Library (Large meeting room)
  104 North Main St.

- **PITTSFIELD** - Tuesday, May 28th – 6:00pm
  Berkshire Regional Planning Commission
  1 Fenn St, #201

- **NATICK** - Wednesday, May 29th – 6:30pm
  Natick Town Hall (Selectmen Room)
  13 East Central St.

- **LOWELL** - Thursday, May 30th – 6:30pm
  Pollard Library (Community Meeting Room)
  401 Merrimack St.

- **LEOMINSTER** - Monday, June 3rd – 6:30pm
  Leominster City Hall (Auditorium)
  25 West St.

- **ROXBURY** - Tuesday, June 4th – 6:30pm
  Bolling Municipal Building
  2300 Washington St.

- **WORCESTER** - Wednesday, June 5th – 6:30pm
  Worcester City Hall (South Meeting Room)
  455 Main St.

- **SPRINGFIELD** - Thursday, June 6th – 6:00pm
  Springfield Library (Mason Square Branch)
  765 State St.

**CAN'T MAKE A MEETING? POST YOUR IDEAS AT** [WWW.MASS.GOV/CIP](http://WWW.MASS.GOV/CIP) **OR EMAIL COMMENTS TO** [MASSCIP@STATE.MA.US](mailto:MASSCIP@STATE.MA.US)

Meeting locations are accessible to people with disabilities and those with limited English proficiency. Accessibility accommodations and language services will be provided free of charge upon request, and as available. Requests should be submitted within ten days of the meeting at which services will be required, if at all possible. Such services include documents in alternative formats, translated documents, assistive listening devices, and interpreters (including American Sign Language). For more information or to request reasonable accommodation and/or language services, please contact Michele Mualem at (617) 369-9027 or michelle.t.mualem@dot.state.ma.us.
Join us for a meeting of the

Commuter Rail Communities Coalition

Monday, June 10 | 10 a.m. - Noon

Braintree Town Hall
1 John F. Kennedy Memorial Drive | Braintree, MA 02184

We are holding the next meeting of the Commuter Rail Communities Coalition on Monday, June 10, from 10 a.m. to noon in Braintree Town Hall.

Click here for driving directions.
Click here for public transit directions.

http://events.r20.constantcontact.com/register/event?oeidk=a07eubc7dgt0fde9162&llr=iafo... 6/5/2019
This summit is catered to public and private sector individuals from Washington, D.C. to Maine and beyond who are involved with and/or interested in various CAV activities in their city, state, organization or firm. A variety of issues and topics will be discussed at the Summit, including: policy, human factors, infrastructure, freight, cybersecurity, connected vehicle technologies and automated vehicle mobility.

Our expert CAV speakers and panelists come from the following organizations, listed alphabetically: Adnet Technologies, Applied Information, CDM Smith, EasyMile, Connecticut DOT, Consumer Reports, Federal Motor Carrier Safety Administration, Ford Smart Mobility, Georgia DOT, IBI Group, INRIX, I-95 Corridor Coalition, Maryland DOT, Massachusetts DOT, May Mobility, MIT AgeLab, Ohio Turnpike and Infrastructure Commission, Pennsylvania DOT, Qualcomm Technologies Inc., Rhode Island DOT, The NEXT Education, Toyota, TransCore, Venable LLP, Volvo Group North America, Uber, and USDOT Volpe Center. The full agenda and more info about the summit is available online.

Seating is limited. We encourage you & your colleagues to register today - https://www.necavsummit.com.

For any questions regarding the summit, please don’t hesitate to reach out.

Thanks,
Pete

Peter J. Calcaterra
Office of Strategic Planning and Projects
Bureau of Policy and Planning
Connecticut Department of Transportation
2800 Berlin Turnpike
Newington, CT 06131-7546
860-594-2166
GATRA Consumer Advisory Committee

ALL ARE WELCOME TO ATTEND ON:

Wednesday, June 19, 2019 at 10:00 AM
Center for Active Living
44 Nook Road
Plymouth, MA

Questions?
Call Joanne at 508-823-8828 ext.275

Be a part of the GATRA Consumer Committee. Share your ideas, concerns and questions with GATRA. Help to improve the Dial-a-Ride and PAL Bus Service.
NEPTA 2019 Biennial Conference and Transportation Expo Event
Tuesday, June 25, 2019 8:00 AM -
Thursday, June 27, 2019 3:30 PM (Eastern Time)

Crowne Plaza Providence-Warwick (Airport)
(401) 732-6000
801 Greenwich Avenue
Warwick, Rhode Island 02886
United States

Map and Directions

Event Home Event Contact Information
Share on Facebook Tweet this on Twitter Update your LinkedIn Network

Terms of Use
Your Privacy Rights
About Event

© 2019

Quick, easy and affordable online event registration and event management software for all event sizes.
Summary of Proposed Workforce Transportation Program
MassDOT Rail & Transit Division

Program Resources and Goals:

Starting in October 2019 (FFY20) MassDOT plans to redirect some $1,580,000 in Federal funds, plus a state match, from general commuter education to specific workforce services. The federal funds will come from MassDOT’s statewide allocation of Congestion Mitigation and Air Quality (CMAQ) funds, so a fundamental goal of the program will be air quality improvements linked to a reduction in congestion and single occupancy vehicle usage. The particular focus will be workforce transportation—i.e., how to get more workers to their jobs with less air pollution.

The new program will provide grants to provide new and financially sustainable transportation options for MA workers. Examples of possible projects could be: first mile-last mile links between one or more employment sites and a commuter rail station or other transit center; a subscription service to an office park or manufacturing facility; lift equipped van services to a vocational rehabilitation center. Grants will be competitive. Applicants are expected to include employers, Transportation Management Associates, municipalities and Regional Transit Authorities. Partnerships will be encouraged.

Applications will be scored based on criteria that will be developed during the Outreach process. Scoring is likely to look at questions such as:

- How does the project define "success"?
- How will the project improve travel options for workers?
- How many workers are expected to benefit?
- How cost effective will the service be?
- Will the service be financially sustainable after the grant ends?
- Will the service increase transit equity in the region and the Commonwealth?
- How will the service improve air quality and/or reduce congestion?

Outreach:

Listening sessions will be held at several locations in the state during May and June. This outreach is designed to help MassDOT shape the program in a way that is responsive to workforce needs and that maximizes employer participation. Questions such as workforce size and locations, schedule flexibility, and links to transit will be discussed, as well as the role of seed funding and the opportunity to leverage private funds. MassDOT’s approach to pilots will be explained, along with the federal requirements for the funding that MassDOT will be using for this program.

Schedule:

In June, MassDOT expects to wind up the Outreach and issue a Request for Grant Proposals. The Request will include Guidelines and an Application form. MassDOT will concurrently offer training on the technical requirements of the CMAQ program and information on what is expected of a Federal grantee. MassDOT expects to accept Grant applications beginning in July and to announce awards in the fall of 2019.
NOTICE OF MEETING
10:00 A.M., Tuesday, June 18, 2019
Old Colony Planning Council (OCPC)
70 School Street, Brockton, MA

AGENDA

1. Call to Order and Introductions

2. Public Comments

3. Minutes of May 21, 2019 Old Colony MPO Meeting

4. Brockton Area Transit (BAT) Report

5. MassDOT District 5 Update on Projects Under Design or Construction

6. Draft FFY 2019 Old Colony Unified Planning Work Program (UPWP) Budget Reallocation 1
   ▪ Review, Consultation, and Potential Approval

7. Draft FFY 2020 Old Colony Unified Planning Work Program (UPWP)
   ▪ Review and Potential Release to Public Review and Comment Period

8. Draft FFY 2020-2040 Old Colony Long Range Transportation Plan (LRTP)
   ▪ Review and Potential Release to Public Review and Comment Period

9. Administrative Matters, Other Business, and Date and Time of Next Meeting(s)

10. 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 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. Please contact Pat Ciaramella at 508-583-1833 Extension 202 for more information.

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. Such services include documents in alternate formats, translated documents, assistive listening devices, and interpreters (including American Sign Language). For more information or to request reasonable accommodation and/or language services please, contact Pat Ciaramella at 508-583-1833 Extension 202.

* If this information is needed in another language, please contact Pat Ciaramella at 508-583-1833 Extension 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).
June 6, 2019 Old Colony JTC Meeting
Agenda Item 5A
Brockton Area Transit Authority (BAT)
- Disadvantaged Business Enterprise (DBE) Goal

Summary

Brockton Area Transit to provide report.

Attachment(s)
FFY 2018-2020 BAT DBE Goal
Legal Notice
BROCKTON AREA TRANSIT AUTHORITY

DBE GOAL

Notice is hereby given that the Brockton Area Transit Authority (BAT) has established a Disadvantaged Business Enterprise (DBE) Participation Goal in accordance with U.S. Department of Transportation Regulations at 49 CFR Part 26.

BAT’s goal for DBE participation for Federal Fiscal Years 2018-2020 shall be 2.3 percent of funds expended in U.S. Department of Transportation assisted contracts.

The goal, description of the methodology used to determine the goal, and BAT’s DBE Program Plan are available for inspection between 9:00 a.m. and 4:00 p.m., Monday through Friday at the BAT office at 155 Court St., Brockton, MA 02302. The goal and Plan will be available for thirty (30) days following the date of this notice. Comments on the goal and Plan will be accepted for forty-five (45) days from the date of publication of this notice. Comments may be sent to BAT at the above address or the Federal Transit Administration (FTA), Volpe Center at 55 Broadway, Cambridge, MA 02142.

Michael J. Lambert
Administrator
May 31, 2019

c:dbeforeal
Greater Attleboro-Taunton Regional Transit Authority (GATRA)

Summary

Greater Attleboro-Taunton Regional Transit Authority to provide report.
June 6, 2019 Old Colony JTC Meeting
Agenda Item 5C
South Coast Rail Project (SCR)

Summary

The South Coast Rail project will restore commuter rail service between Boston and the Massachusetts South Coast. Since service to this region ended in 1959, Taunton, Fall River and New Bedford are the only major cities within 50 miles of Boston lacking transit access to the City and other communities.

The MassDOT, the MBTA and the Program Management/ Construction Management (PM/ CM) team are continuing the development of environmental permitting and design for South Coast Rail. In September 2016, the team hosted six public meetings on the current design status of the Stoughton Electric route and presented a possible new Middleborough Option.

During March 2017, MassDOT filed a SCR Notice of Project Change (NPC) to adopt a phased approach to provide early service, years before revenue service is currently considered to be possible. Phase 1 will provide service from New Bedford, Fall River and Taunton to Boston by building the Southern Triangle, and using the Middleborough Secondary line and the existing Middleborough/ Lakeville Commuter Rail line. For Phase 2, MassDOT will continue to advance the full Stoughton Electric Alternative design.

In late May 2017, Secretary Matthew Beaton of the Executive Office of Energy and Environmental Affairs (EOEEA) issued a Certificate on the Notice of Project Change. The Certificate on the NPC required the preparation of a Draft Supplemental Environmental Impact Report (DSEIR). It has been announced the project has received required final federal permits from the Army Corp of Engineers and the finance plan is complete. Additionally, other permitting milestones met this year include Chapter 91 licenses, MassDEP 401 Permit and Mass Coastal Zone Management Consistency Review. South Coast Rail will be fully funded in the Commonwealth’s Capital Investment Plan (CIP) and is expected to start service late in 2023 according to reviews done by three independent reviewers. Early action construction will begin in the next week or two on the repair or replacement on drainage culverts along the rail line. Additionally, the project will construct six wetland impact mitigation areas along the rail line and repurpose the old granite from those drainage culverts being replaced for the use of making artificial reefs.

Attachment(s)
None
Summary

The Transportation Improvement Program is a five-year program of capital improvements and operating assistance for the transportation system. Projects programmed in Year 1 must be ready for implementation within that year. Therefore, design, engineering, proper permits, approvals and so on must be complete or near completion.

### FFY 2019 PROJECTS:

- **ABINGTON/ BROCKTON - NORTH QUINCY STREET, CHESTNUT STREET, AND BOUNDARY AVENUE ROUNDABOUT AND GEOMETRIC IMPROVEMENTS (608143)**
  - MassDOT comments on the 100% Package have been returned to the Design Engineer (as of 12/11/2018).
  - Design Public Hearing held 01/30/2018.
  - Cost Estimate is $2,121,017.

- **EAST BRIDGEWATER - RESURFACING AND SIDEWALK CONSTRUCTION ON BEDFORD STREET (ROUTE 18), FROM WHITMAN STREET (ROUTE 106) TO CENTRAL STREET (607941)**
  - MassDOT comments on the 100% Package have been returned to the Design Engineer (as of 03/04/2019).
  - Design Public Hearing held April 4, 2018.
  - Cost Estimate is $9,023,732.

### FFY 2020 PROJECTS:

- **AVON - INTERSECTION IMPROVEMENTS AT HARRISON BOULEVARD AND POND STREET (608086)**
  - MassDOT comments on the 25% Package have been returned to the Design Engineer (as of 05/24/2017).
  - Design Public Hearing held February 25, 2019.
  - Cost Estimate is $3,888,000.

- **BROCKTON - CORRIDOR IMPROVEMENTS ON ROUTE 123 (BELMONT STREET), FROM ANGUS BEATON DRIVE TO WEST STREET (608088)**
  - MassDOT comments on the 75% Package have been returned to the Design Engineer (as of 04/12/2019).
  - Design Public Hearing held April 25, 2018.
  - Cost Estimate is $6,219,537.

- **BROCKTON - INTERSECTION IMPROVEMENTS @ CRESCENT STREET (ROUTE 27)/ QUINCY STREET/ MASSASOIT BOULEVARD (606143)**
  - 25% Design Plans have been received by MassDOT (as of 05/04/2015).
Cost Estimate is $3,966,289.

**FFY 2021 PROJECTS:**

- **EASTON - ROUTE 123 (DEPOT STREET) RECONSTRUCTION FROM NEWELL CIRCLE TO ROUTE 138 (607217)**
  - 75% Package received by MassDOT 03/08/2019.
  - Design Public Hearing Held 06/12/2018.
  - Cost Estimate is $7,890,479.

- **KINGSTON - BRIDGE REPLACEMENT, K-01-014, SMITHS LANE OVER ROUTE 3 (PILGRIM HIGHWAY) (608615)**
  - Project is in the preliminary design phase.
  - Cost Estimate is $12,788,000.

- **STOUGHTON - IMPROVEMENTS AT WEST ELEMENTARY SCHOOL (SRTS) (608829)**
  - Project is in the preliminary design phase.
  - Cost Estimate is $2,226,600.

**FFY 2022 PROJECTS:**

- **BRIDGEWATER - BROCKTON - PAVEMENT PRESERVATION AND RELATED WORK ON ROUTE 24 (608820)**
  - Project is in the preliminary design phase.
  - Cost Estimate is $9,674,112.

- **STOUGHTON - CORRIDOR IMPROVEMENTS ON ROUTE 138 (607403)**
  - MassDOT comments on the 25% Package have been returned to the Design Engineer (as of 04/01/2018).
  - Cost Estimate is $5,040,000.

- **STOUGHTON - INTERSECTION IMPROVEMENTS AND RELATED WORK AT CENTRAL STREET, CANTON STREET AND TOSCA DRIVE (608279)**
  - MassDOT comments on the 25% Package have been returned to the Design Engineer (as of 11/08/2018).
  - Cost Estimate is $3,360,000.

**FFY 2023 PROJECTS:**

- **AVON - STOUGHTON - PAVEMENT PRESERVATION AND RELATED WORK ON ROUTE 24 (608496)**
  - Project is in the preliminary design phase.
  - Cost Estimate is $7,227,264.

- **BROCKTON - ROUTE 123 (CENTRE STREET) AT PLYMOUTH STREET SIGNALIZATION AND GEOMETRIC IMPROVEMENTS (609052)**
  - Project is in the preliminary design phase.
  - Cost Estimate is $1,740,000.
- PEMBROKE - REHABILITATION OF ROUTE 36 (CENTER STREET) FROM ROUTE 27 TO ROUTE 14 (600380)
  - 100% Package received by MassDOT 04/08/2019).
  - Cost Estimate is $8,039,445.
June 6, 2019 Old Colony JTC Meeting
Agenda Item 7A
Recycling and Solid Waste
  ▪ John Hite, Conservation Law Foundation (CLF)

Summary


Attachment(s)
Presentation - A Waste System that Works
A Waste System That Works

Improving Recycling and Reducing Taxpayer Cost

John Hite
Conservation Law Foundation

May 15, 2019

False vs. Real Zero Waste Solutions

- Unavoidable dangers of landfills and incinerators
- PAYT, composting, textiles, cardboard
- Ongoing regulatory and market solutions
- Plastics – why must they be banned?
China Sword and Single Stream

- Chinese National Sword exposed flaws in single stream, and municipalities are paying for it!
- Boston, Worcester, Newton are paying massive contamination fees
- Education alone won’t solve the crisis – we need to change what is produced

A good recycling system provides...

- Easy and comprehensive recycling for goods and products entering our homes and businesses
- Clarity between municipalities, haulers and Material Recycling Facilities re: what is recyclable
- Clean and sorted material that can be used to its highest and best use – not downcycled
- A reliable funding structure
How we get there

- Widespread collection programs for recycling and composting
- Legally mandated recycling goals
- Financial incentives to encourage recycling, such as bottle deposits, PAYT
- Funding for infrastructure and programs, both through government funding and producer responsibility

Producer Responsibility (EPR)

Producer Responsibility extends the involvement of a producer to the post-consumer stage of a product’s life-cycle, making the producer responsible for the actual management or funding of end-of-life care.
### Existing Producer Responsibility Programs

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*Programs also in California, Washington, Oregon, Indiana, Pennsylvania, Virginia, North Carolina, South Carolina, Iowa, Illinois, New York, New Jersey, Minnesota, and Maryland*

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### Producer Responsibility for Packaging and Printed Paper

- **Covers materials in recycling bin**
- **Includes funding for resident education**
- **Excludes** bottle bill containers
- **Paid for by producers:**
  1. Name brand manufacturer
  2. Owner or licensee of trademark
  3. First importer
  4. Retailer which elects to pay financial responsibility for name brand product
Benefits of Producer Responsibility for Packaging

- Shifts costs from municipalities to producers and consumers
- Sets recycling targets
- Incentivizes efficiency throughout recycling system
- Encourages standardized list of accepted materials across the Commonwealth
- Fee schedule drives eco-design in products
- Provides cleaner, reliable recycled content

What it means for municipalities

- Trash and trash reduction are still municipal responsibility
- Report recycling data to Sustainable Packaging Board (SPB)
- Communicate with hauler and SPB re: education
- Receive reimbursement from SPB for recycling costs
Please contact me!

John Hite
Policy Analyst, Zero Waste Project
Conservation Law Foundation

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Twitter: @JohniHite
Report of Nominating Committee and Election of Old Colony JTC Officers (2019-2020)

Summary

The term of office for the Old Colony JTC Chairman and Vice-Chairman is one year (July 1 to June 30). As such, the Nominating Committee is asked to report on their recommendations for the election of Officers to serve the July 1, 2019 to June 30, 2020 term. Following the recommendations, the Old Colony JTC is asked to vote for Old Colony JTC Officers to serve the July 1, 2019 to June 30, 2020 term.

2018-2019 Old Colony JTC Officers

- Chairperson - Noreen O’Toole, Whitman
- Vice Chairperson - Daniel Salvucci, Whitman
June 6, 2019 Old Colony JTC Meeting

Agenda Item 7C

Draft Old Colony Joint Transportation Committee (JTC) By-laws

Summary

The process of updating the Old Colony Joint Transportation Committee (JTC) By-laws is underway. As such, a draft version of the JTC By-laws, dated May 1, 2019, has been prepared, and is being made available for potential approval.

Attachment(s)

Draft Old Colony Joint Transportation Committee (JTC) By-laws
DRAFT By-laws for the

Old Colony
Joint Transportation Planning Committee (JTC)

Serving the
Old Colony Massachusetts Metropolitan Planning Organization (MPO)
And
Old Colony Planning Council (OCPC)

DRAFT - May 1, 2019

Approved June 6, 1972
Amended (Revised) XX, XX, 2019
1.0 - INTRODUCTION

On June 6, 1972, the Secretary of Transportation and Construction, the Commissioner of the Department of Public Works and the President of the Old Colony Planning Council signed a Memorandum of Understanding, which established the Joint Transportation Committee (JTC).

The Joint Transportation Committee (JTC) serves as the Transportation Policy Advisory Group for the Region and advises the Old Colony Metropolitan Planning Organization (MPO) members on policy matters concerning transportation plans and programs, and provides proactive public participation in the transportation planning and program process. The principal mission of the JTC is to foster broad participation in the transportation planning process by maintaining a forum that brings together representatives of cities and towns, other public agencies, transportation providers, and citizens concerned with the transportation planning process. The JTC thereby facilitates, wherever possible, the consistency of transportation plans and programs for the Region with the policies, priorities, and plans of affected state and regional agencies, providers of public transportation, local communities, private groups, and individuals within the Region.

The Old Colony MPO transportation planning staff employed through OCPC provides technical assistance and guidance on transportation issues in support of the JTC. The OCPC staff prepares technical reports for the JTC, promotes discussion on transportation related directives and policies, and provides all staff functions needed to meet the responsibilities and purpose of the JTC.

The JTC Chairperson is a non-voting member, participates in all of the Old Colony MPO meetings, and has the opportunity to comment and provide advice on matters being discussed. The JTC Chairperson or Vice Chairperson shall be on any advisory committees created by the Old Colony MPO with the same standing as other members of the advisory committee.

It is the objective of the JTC to be part of a transportation planning process that:

1. Is ultimately responsible to those at the State and local level who have authority to implement transportation plans;
2. Is oriented towards resolving issues and controversies, and provides a forum for consensus building and dispute airing, and resolution. Includes a technical arm through the Old Colony MPO transportation planning staff to support decision-making, while emphasizing the key role elected officials have in decision making;
3. Integrates all transportation modes for a balanced planning effort;
4. Recognizes both the short and long term impacts of proposals on the overall transportation plan for the Region;
5. Supports wide and effective participation at the local level, both public and private, both municipal and regional, without diluting the ultimate capacity to take decisive action;
6. Works cooperatively with the Advisory Boards of the regional transit authorities and other transportation entities; and
7. Through the efforts of the Old Colony MPO transportation planning staff, provides for the formulation of the Unified Planning Work Program (UPWP) for the development of transportation plans, prepares a Transportation Improvement Program (TIP) for the distribution of transportation funding, prepare a Long Range Transportation Plan (LRTP) to determine transportation needs, and other continuing transportation planning activities within the context of comprehensive development planning established at the local, regional and state levels of government.

All plans, programs, and studies are developed in compliance with federal nondiscrimination laws including Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987 and all related statutes and regulations. Title VI prohibits discrimination on the grounds of race, color, national origin (including limited English proficiency), as well as on the grounds of age, gender or disability. Additionally, related federal and/or state laws provide similar protections on the basis of a person’s religion, sexual orientation, veteran’s status and other protected characteristics and requires that no one be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity or service receiving federal assistance.

The Old Colony MPO also ensures that every effort will be made to prevent the discrimination of low-income and minority populations in any of its programs or activities in accordance with Executive Order 12898, 3 C.F.R. 859 (1995) entitled “Federal Actions to Address Environmental Justice in Minority Populations and in Low-Income Populations.”

2.0 - PURPOSE

The purpose of the organization shall be as set forth in the MOU relating to the Comprehensive, Continuing, and Cooperative (3C) Transportation Planning Process agreed to by all of the members of the Old Colony Metropolitan Planning Organization (Old Colony MPO). To accomplish the objectives of the 3C process, the MPO has established a special committee known as the Old Colony Joint Transportation Committee (JTC) to serve as the Transportation Policy Advisory Group for the Old Colony Region, in accordance with earlier agreements. The functions of the Old Colony JTC are:

1. To advise the Old Colony MPO on matters of policy affecting the conduct of the 3C transportation planning and programming process for the Region.
2. To advise the Old Colony MPO on regional transportation documents as may from time to time be required by state or federal laws and regulations.

3. To foster broad and robust participation in the transportation planning and programming process by maintaining a forum that brings together representatives of municipalities, citizens concerned with the transportation planning and programming process, other public agencies, and transportation providers, thereby facilitating, wherever possible, the consistency of transportation plans and programs for the Old Colony Region with the policies, priorities, and plans of affected state and regional agencies, local communities, private groups and individuals within the Old Colony Region. Consistent with the provisions of this Memorandum of Understanding, the Old Colony JTC shall adopt by-laws and other procedures as may be necessary to govern its operation.

3.0 - ARTICLE I - ORGANIZATION

The name of the organization shall be the Joint Transportation Committee (JTC) and the geographic scope of its planning responsibilities shall coincide with the boundaries of the Old Colony Planning Council District.

4.0 - ARTICLE II - MEMBERSHIP

As a general policy, membership of the Old Colony Joint Transportation Committee will be inclusive rather than exclusive. The composition of the JTC shall be drawn from, but not limited to, the following sources:

1. Representatives of OCPC and the city and towns within the region. OCPC will invite mayors, town councilors, or selectmen of each community in the region to designate at least one representative to the JTC.

2. Representatives of the Massachusetts Department of Transportation - Office of Transportation Planning.

3. A representative of the Massachusetts Department of Transportation - District 5.

4. A representative of the Brockton Transportation Authority (BAT) as appointed by its Advisory Board.
5. Representatives of public providers of transportation, public and private institutions, and associations including special interest groups appointed by mutual agreement of the Chairperson and OCPC.

6. In addition, provisions shall be made for the addition of other members, such as elected officials, by the mutual agreement of the Secretary, the Department, and OCPC.

It is understood that delegates and/or alternates to the JTC shall inform their respective appointing authorities of the activities of the JTC.

**5.0 - ARTICLE III - OFFICERS**

The officers of the JTC shall consist of a “Chairperson” and a “Vice-Chairperson,” who shall be elected from and by the Municipal Representatives.

1. The representatives of the JTC shall elect the Chairperson for a term of one year beginning each July. The power of the Chairperson shall be as follows:
   a. To preside at all meetings of the JTC;
   b. To call special meetings of the JTC as appropriate;
   c. To appoint Chairpersons of Task Forces;
   d. To facilitate the consensus-building process by eliciting comments and directing full discussion of all matters brought before the JTC, in the manner set forth in “Business Procedures;”
   e. To have such other discretionary powers as the JTC shall deem necessary;
   f. To designate the order in which the Vice Chairperson would preside in the absence of the Chairperson; and
   g. To represent the JTC at meetings of the Old Colony MPO.

2. The representatives of the respective areas of the JTC shall elect one Vice Chairperson for a term of one year beginning each July. The duties of the Vice Chairperson shall be as follows:
   a. To preside at JTC meetings and otherwise assume the duties of the Chairperson in his absence in the order in which Chairperson has designated;
   b. To organize needed Task Forces, invite public participation, and recommend to the Chairpersons those persons who would qualify as Task Force members; and,
   c. To assist in the administration and preparation of all matters to be placed before the JTC relative to the functional area which each represents.

**6.0 - ARTICLE IV - GENERAL PROCEDURES**
1. Meetings - Meetings of the JTC are of two types:
   a. Regular meetings are those meetings held at regular intervals to consider the
      general business of transportation matters brought to the attention of the
      JTC, and to consider new business.
      
      i. Regular meetings of the JTC shall be held on the first Thursday of each
         month at 12:00 p.m. unless otherwise agreed to by the membership. The
         location of the meeting will be part of the Notice of the Meeting.
      
      ii. Regular meetings of the JTC may be publicized at a minimum of five (5)
          days in advance through the distribution of a press release containing a
          statement of the intended subject for the meeting to be sent to all area
          news media.
      
      iii. All members of the JTC shall be sent notices of regular meetings of the
           JTC electronically at least seven (7) days before the meeting. Such notice
           shall include the agenda approved by the Chairperson, minutes of the
           previous meeting and any special reports the Chairperson deems
           appropriate. Any other individuals may request in writing annually to be
           placed on the mailing list and shall be sent notices of the meetings.
           Requests for postal mail notifications will also be honored.
      
      iv. In cases where the Chairperson deems it necessary to publicize a regular
          meeting, they may request that the Old Colony MPO transportation
          planning staff place newspaper advertisements stating date, time, place,
          and nature of the meeting and invite public participation.
   
   b. Special meetings are those meetings called by the Chairperson of the JTC to
      consider immediate issues and problems demanding the attention of the JTC.
      
      i. The Chairperson shall cause a Special meeting to be held by mailing
         information on the date, time, place, and nature of the meeting at least
         seven (7) days in advance to all members of the JTC and others included in
         the mailing list.
      
      ii. The Chairperson may send a press release at least five (5) days before a
          Special meeting stating the date, time, place, nature of the meeting, and
invite public participation.

c. All meetings of the JTC are open to the public.

d. A quorum is not necessary for any meeting of the JTC. However, if any JTC voting member feels that there is not adequate or appropriate representation of the group present to decide an issue, that member may advise the group and the Chairperson may postpone the issue until the next meeting.

2. Business Procedures

a. Any person attending a meeting of the Joint Transportation Committee has the right to speak. The Chairperson shall appropriately recognize all attendees, grant the floor, and terminate discussion after a reasonable time.

b. Every attempt will be made to solicit opinions and comments from all persons present at the meeting who wish to participate in discussions.

c. Primary responsibility for facilitating the consensus-building process lies with the Chairperson of the Joint Transportation Committee. The Chairperson will accomplish this by:

   i. Keeping matters on the floor focused on the issues currently under discussion.

   ii. Actively encouraging full debate and discussion of issues until the positions of the various proponents and opponents are clarified.

   iii. Continually re-stating the major differing opinions offered on the floor including the possible impact of the various alternatives so that all participants are knowledgeable of all positions and opinions on a particular matter.

   iv. Directing the discussion by focusing on opposing viewpoints and attempting to build a compromise or consensus position for the whole group.
v. Where consensus is not forthcoming, to terminate discussion after a reasonable time by publicly restating all differing positions, and confirming from their original sources the accuracy of these statement summaries.

vi. Referring such issues as determined above or differing opinions on an issue to the individual members for their further referral to higher authority to obtain additional information and clarification before the next regular or special Joint Transportation Committee meeting.

vii. Finally, the Chairperson may refer a problem or issue to the appropriate existing Task Force or create a new Task Force for its discussion and recommendation for action by the Joint Transportation Committee.

viii. Upon the resolution of an issue the Chairperson will cause to be drafted a position for the entire Joint Transportation Committee. Such statement will put forth the consensus mutually arrived at and accepted by all present, or failing a consensus, will clearly set forth the major positions taken by various participants.

ix. The consensus statements of the Joint Transportation Committee will be forwarded by the Chairperson to the major participatory bodies for their review and action and to the general membership via the mailing list.

x. Generally, matters will not be decided by vote. Exceptions to this rule are matters of Joint Transportation Committee internal business such as the election of a Chairperson, Vice-Chairperson and Secretary, the approval of the minutes of a previous meeting and amendments to the By-laws. In such cases, the Chairperson shall direct a voice vote on the matter, and finding significant opposition shall re-open discussion of that matter until a consensus position is reached.
d. The Joint Transportation Committee in light of the provisions set forth in the By-laws shall decide upon additional questions of policy and procedure.

e. The By-laws will be circulated at least biennially among all mayors and selectmen of the Old Colony Planning Council District for their review.

f. Amendments

i. By-law amendment proposals may be generated by a consensus at a Joint Transportation Committee meeting, the Chairperson of the Joint Transportation Committee on their initiative or a significant Joint Transportation Committee membership or participant demand.

ii. Amendment(s) to the By-laws shall be accomplished by the Chairperson causing them to be circulated at least 14 days before a regular meeting. Every attempt shall be made to ensure that all members are aware of proposed amendments. At the regular meeting, the proposed amendment shall be voted upon by voice vote and failing significant approval such that the Chairperson finds a consensus is not present, shall fail to be accepted.

7.0 - ARTICLE V - OVERVIEW OF THE PLANNING AND DECISION-MAKING PROCESS

The planning and decision-making process will be concerned with both short and long-term planning and with necessary decisions requiring action.

1. Policy will be agreed upon and issues resolved wherever possible by consensus or voting of the JTC. Only through an open and broadly based participatory process can broad public consent or consensus for major decisions be obtained. Where basic disagreement occurs which cannot be reconciled by the JTC, those matters will immediately be referred to the Old Colony MPO for resolution and then be referred back to the JTC, if appropriate.

2. Transportation activities are multi-modal. All facilities and services for travel will be treated as part of a single system, each component to be planned in a manner most
effectively utilizing its special characteristics in combination with other elements. Local transit services, bus and rail transit, operational and regulatory measures, harbor development and maintenance, airport facility development and other possible modes of transportation will be included as well as the more conventional focus of transportation planning, major line haul highway and transit investments.

3. The process will be concerned with both short and long-term plans. The integration of short and long-term planning can infuse immediate decisions with concern for the full range of their unintended by-products and long-term implications. It can also keep long-range planning more attuned to considerations of political feasibility and responsive to changing community values.

4. Staged decision-making - A major consequence of the integration of short and long-term planning is the need to reach decisions on the implementation of some projects during the course of long-range planning rather than to leave all decisions to the end.

5. Resolution - Final decisions on all key elements in the planning process, including selection among various program alternatives, must necessarily be reserved for appropriate elected and appointed officials. This recognizes the unique and comprehensive responsibilities of such officials beyond the particular jurisdiction of any one participant. In order to put meaning into the consensus process, all official participants anticipate following, insofar as they are able, the consensus recommendations of the JTC, as outlined in the Old Colony MPO MOU. This commitment creates an incentive for those in the consensus process to reach agreement in order to substantially influence decisions. It also places a responsibility on the state, regional and municipal representatives, as well as those representing private groups, to represent accurately the interests and positions of the people for whom they are speaking; while participating creatively in a dynamic process of design, evaluation, and negotiation.

8.0 - ARTICLE VI - FEDERAL CERTIFICATION REQUIREMENTS

Conducting and maintaining the transportation planning process in accordance with federal regulations requires the development and approval of plans, programs, and studies on a regular basis. These documents are prepared by the OCPC staff in conjunction with state and federal funding agencies, reviewed by the JTC, revised as necessary, and submitted for formal adoption to the Old Colony MPO. They are prepared in conformance with the objectives for the transportation planning process described in the introduction, including compliance with Title
VI and all related statutes and regulations, as well as the executive order concerning environmental justice in minority and low-income populations.

1. Unified Planning Work Program (UPWP) - The UPWP described the scope and cost of the work tasks of the OCPC transportation and transit staff in several elements. The UPWP is also a budgeting tool, and each task includes the approximate cost of each service or study and an appropriate schedule for performing these tasks. For detailed information regarding administrative procedures and budgets, please refer to the current UPWP. The UPWP is used by OCPC, the MassDOT (OTP), FHWA, FTA, and BAT as the scope of services for the contract for planning services, and can be adjusted or amended during the program year as determined by the Old Colony MPO and funding agencies.

2. Transportation Improvement Program (TIP) - The TIP is a programming document that lists all the transportation projects in the Old Colony region by federal funding category. Regional priorities for projects are recommended by the JTC for approval by the Old Colony MPO. The Old Colony MPO approved TIP is forwarded to MassDOT OTP where it is combined with the TIPs produced by all of the MPOs throughout the state. The resulting document, referred to as the State Transportation Improvement Program (STIP), is forwarded to FHWA, FTA, and the Environmental Protection Agency (EPA) for approval. Only after this approval can federal transportation funds be obligated for projects in the TIP.

TIP projects are evaluated as to their potential for improving safety issues, traffic congestion, multi-modal connections, livability and sustainable development, as well as community impact using the Transportation Evaluation Criteria. Transit projects in the TIP are evaluated on their importance to the continued and efficient operation of public transportation (transit) service that meets the needs of areas and residents served.

Federal legislation establishes performance-based planning requirements that provide more efficient investment of transportation funds. These requirements focus on national transportation goals, increase the accountability and transparency of the federal highway and transit programs, and improve investment decisions through performance-based planning and programming.

All of these factors are considered in programming the use of transportation funds. For detailed information, regarding administrative procedures, such as changes to project schedules and costs, and financial constraints, please refer to the current TIP. Projects are grouped by expected year of implementation; that is, they are grouped according to a balance of the likely completion date of the engineering design, and the factors that
determine the project’s importance. The complexity of the engineering design, i.e. complexity, wetlands issues, and land taking issues must also be considered; because design completion dictates when construction funds are needed. When there are more projects than funding allows, the transportation evaluation criteria scoring becomes the deciding factor.

3. Long Range Transportation Plan (LRTP) - The LRTP provides a comprehensive look at the needs of the Region for highway and transit improvements. It highlights the major transportation issues and provides both short-range and long-range guidance to local elected officials, the JTC, and eventually to the state and federal implementing agencies. There must be reasonable opportunity for public comment on the LRTP before it is approved. The development of the LRTP and TIP by the Old Colony MPO provides our local communities direct access to the transportation decision-making process.

The LRTP identifies all transportation facilities, includes a financial plan that demonstrates how it can be implemented, and assesses capital investments necessary for the existing transportation system, and makes efficient use of the existing system to relieve congestion. The LRTP also demonstrates conformity with the State Implementation Plan (SIP) for air quality improvements. The projects in the TIP must be consistent with the Long Range Transportation Plan.

4. Air Quality Conformity - The Old Colony MPO must determine that the Long Range Transportation Plan is in conformance with the Massachusetts State Implementation Plan (SIP). This assures that no goals, directives, recommendations or projects that are identified in the LRTP have an adverse impact on the SIP. The SIP is the official document, which lists committed strategies to meet the requirements of the Clean Air Act Amendments through investments in transportation.

5. Public Participation Program (PPP) - The PPP defines all public notification and involvement techniques that are utilized in creation of the TIP, LRTP, transportation studies and FTA Section 5307 grants to BAT. Federal regulations state, “the metropolitan transportation planning process shall include a proactive public involvement process that provides complete information, timely public notice, full public access to key decisions and supports early and continuing involvement of the public in developing plans and TIPs.”
All public participation includes compliance with Title VI and all related statutes and regulations, as well as the executive order concerning Environmental Justice in minority and low-income populations.
June 6, 2019 Old Colony JTC Meeting
Agenda Item 7D
2020 Old Colony Long Range Transportation Plan (LRTP)
-Update and Preferred Set of Projects

Summary

Through the FFY 2019 Unified Planning Work Program, the Old Colony Planning Council is preparing the 2020 Old Colony MPO Long Range Transportation Plan (LRTP). To guide planning efforts and transportation investment, the Old Colony LRTP has identified goals, objectives, and performance measures.

Regional discretionary funding is allocated to Metropolitan Planning Organizations on a federal fiscal year basis. The LRTP will allocate regional discretionary funding into the following categories:

- Reconstruction, resurfacing, and rehabilitation, of Federal-Aid eligible roadways
- Intersection Safety and Improvements
- Traffic Flow and Mobility Improvements
- Infrastructure (Signage, Guardrails, etc.) Improvements
- Transportation Alternatives Program (Bicycle and Pedestrian)

Tables 1, 2, and 3 contain the recommended preferred set of highway improvement projects as presented in the Old Colony Long Range Transportation Plan. These projects are anticipated to assist the region and the state in satisfying performance metric goals in PM1, PM2, and PM3.

Table 1 contains recommended projects for federal fiscal years 2020 through 2024. These projects compose the current the Draft FFY 2020 through 2024 Old Colony Transportation Improvement Program. These projects have identified funding program years, and have a high level of confidence in project readiness and advancement within the timeframe of this TIP.

Table 2 contains recommended projects for federal fiscal years 2025 through 2029. Anticipated funding levels have been projected by MassDOT, and the Old Colony Planning Council has a reasonable amount of confidence that many of these projects will be ready to advance in the FFY 2025 through 2029 time frame.

Table 3 contains recommended projects that do not have identified funding, are large in scope, and regionally significant for mobility and economic vitality of the region. Most of these projects are in concept form only at this point, and are considered illustrative in the Long Range Transportation Plan. Table 4 contains recommended illustrative regionally significant transit projects.

The Old Colony Planning Council is also working with the Brockton Area Transit Authority to determine fleet replacement needs for a system wide state of good repair through 2040. Vehicle procurement needs through 2024 have been identified and programmed. South Coast Rail expansion is also included in the Long Range Transportation Plan. Funding has been identified for Phase 1, while cost estimates and funding sources still need to be identified for Phase 2.
### Table 1: Recommended Projects FFY 2020 – 2024

<table>
<thead>
<tr>
<th>FFY</th>
<th>PROJECT ID</th>
<th>PROJECT DESCRIPTION</th>
<th>Cost Estimate</th>
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<tbody>
<tr>
<td>2020</td>
<td>608088</td>
<td>BROCKTON - CORRIDOR IMPROVEMENTS ON ROUTE 123 (BELMONT STREET), FROM ANGUS BEATON DRIVE TO WEST STREET</td>
<td>$7,350,265</td>
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<td>2020</td>
<td>608266</td>
<td>PEMBROKE - RESURFACING AND RELATED WORK ON ROUTE 53</td>
<td>$2,725,075</td>
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<td>2020</td>
<td>608820</td>
<td>BRIDGEWATER - BROCKTON - PAVEMENT PRESERVATION AND RELATED WORK ON ROUTE 24</td>
<td>$17,851,040</td>
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<td>2021</td>
<td>607217</td>
<td>EASTON - ROUTE 123 (DEPOT STREET) RECONSTRUCTION FROM NEWELL CIRCLE TO ROUTE 138 (old price was 7743189)</td>
<td>$10,066,911</td>
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<td>2021</td>
<td>608086</td>
<td>AVON - INTERSECTION IMPROVEMENTS AT HARRISON BOULEVARD AND POND STREET</td>
<td>$3,521,954</td>
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<td>2021</td>
<td>608496</td>
<td>AVON - STOUGHTON - PAVEMENT PRESERVATION AND RELATED WORK ON ROUTE 24</td>
<td>$6,312,800</td>
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<td>608829</td>
<td>STOUGHTON - IMPROVEMENTS AT WEST ELEMENTARY SCHOOL (SRTS)</td>
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<td>2022</td>
<td>606143</td>
<td>BROCKTON - INTERSECTION IMPROVEMENTS @ CRESCENT STREET (ROUTE 27)/ QUINCY STREET/ MASSASOIT BOULEVARD</td>
<td>$5,520,744</td>
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<td>2022</td>
<td>608279</td>
<td>STOUGHTON - INTERSECTION IMPROVEMENTS AND RELATED WORK AT CENTRAL STREET, CANTON STREET AND TOSCA DRIVE</td>
<td>$3,347,448</td>
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<td>2023</td>
<td>609052</td>
<td>BROCKTON - ROUTE 123 (CENTRE STREET) AT PLYMOUTH STREET SIGNALIZATION AND GEOMETRIC IMPROVEMENTS</td>
<td>$1,680,000</td>
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<td>2023</td>
<td>600380</td>
<td>PEMBROKE - REHABILITATION OF ROUTE 36 (CENTER STREET) FROM ROUTE 27 TO ROUTE 14</td>
<td>$8,902,501</td>
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<td>2024</td>
<td>607403</td>
<td>STOUGHTON - CORRIDOR IMPROVEMENTS ON ROUTE 138</td>
<td>$9,155,544</td>
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<td>2024</td>
<td>609435</td>
<td>PLYMPTON-BRIDGE REPLACEMENT, WINNETUXET ROAD OVER WINNETUXET RIVER</td>
<td>$2,223,024</td>
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</table>

**TOTAL PROGRAMMED IN YEAR OF EXPENDITURE DOLLARS (ESTIMATED):** $81,640,251

**TOTAL REGIONAL FUNDING AVAILABLE (INCLUDES $35 M IN PROJECT SPECIFIC STATEWIDE FUNDING):** $107,754,099
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<th>FFY</th>
<th>PROJECT ID#</th>
<th>PROJECT DESCRIPTION</th>
<th>COST ESTIMATE</th>
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<tr>
<td>2025-2029</td>
<td>609440</td>
<td>ABINGTON - HANCOCK STREET AT CHESTNUT STREET SIGNALIZATION AND GEOMETRIC IMPROVEMENTS</td>
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<td>BROCKTON - DOWNTOWN BROCKTON TWO-WAY TRAFFIC CIRCULATION</td>
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<td>2025-2029</td>
<td>PRE - PRC</td>
<td>BROCKTON - FOREST AVENUE CORRIDOR (MAIN STREET TO BELMONT STREET)</td>
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<td>2025-2029</td>
<td>607818</td>
<td>BROCKTON - IMPROVEMENTS AND RELATED WORK ON CRESCENT STREET (ROUTE 27), INCLUDING REPLACEMENT OF GROVE STREET BRIDGE, R-25-005, OVER SAUSIBURY PLAIN RIVER</td>
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<td>2025-2029</td>
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<td>BROCKTON - INTERSECTION IMPROVEMENTS AND RELATED WORK AT CENTRE STREET (ROUTE 123), CARY STREET AND LYMAN STREET</td>
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<td>2025-2029</td>
<td>606002</td>
<td>DUXBURY - SIGNAL INSTALLATION @ ROUTE 3 (NB &amp; SB) RAMPS &amp; ROUTE 3A (TREMONT STREET)</td>
<td>$3,360,000</td>
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<td>2025-2029</td>
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<td>EASTON - CORRIDOR IMPROVEMENTS ON ROUTE 138 INCLUDING INTERSECTION IMPROVEMENTS AT ROUTE 138 (WASHINGTON STREET) AND ELM STREET</td>
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<td>2025-2029</td>
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<td>STOUGHTON - CANTON STREET (ROUTE 27) &amp; SCHOOL STREET SIGNALIZATION AND GEOMETRIC IMPROVEMENTS</td>
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**TOTAL PROGRAMMED IN YEAR OF EXPENDITURE DOLLARS (ESTIMATED):**  $118,182,611

**TOTAL REGIONAL FUNDING TARGET (FORECAST):**  $122,381,541
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<td>Plymouth - Route 3/ Route 3A Exit 2 State Road and Herring Pond Road</td>
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<td>Plymouth - Route 25 Interchange at Bourne Road</td>
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<td>Region - Route 3 Capacity Enhancement from Route 18 (Weymouth) to Long</td>
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<td>Pond Road (Plymouth)</td>
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<td>Region - Route 24 Capacity Enhancement and Upgrade to Interstate</td>
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### Table 4: Regionally Significant Illustrative Transit Projects

| Region - South Coast Rail Project Phase 1                              | $1.047 billion  |
| Region - South Coast Rail Project Phase 2                              | $2.3 billion    |

The Draft Old Colony Long Range Transportation Plan is anticipated to be released the week of June 10, 2019. The Draft Plan will be distributed (link to Old Colony Planning Council website where Plan will be made available for viewing and download) with the materials for the June 18, 2019 Old Colony Metropolitan Planning Organization meeting, at which a release to a 21 day public review period is anticipated. Endorsement of the Final Old Colony Long Range Transportation Plan is on schedule for Endorsement on July 16, 2019.

For information about local technical assistance studies prepared by OCPC, please direct inquiries to Bill McNulty (wmcnulty@ocpcrpa.org) at 508.583.1833 extension 207.
June 6, 2019 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 2019 Unified Planning Work Program, Old Colony Planning Council provides local traffic planning and technical analysis services to its member communities.

The Final Report for a Road Safety Audit of Island Street in the Towns of Stoughton and Canton has been completed. The Final Report has been distributed to the Town of Stoughton, the Road Safety Audit team, and the Massachusetts Department of Transportation.

Old Colony Planning Council completed a traffic study of Pleasant Street in the Town of Whitman. Data, analysis, and findings have been distributed to the Town.

Old Colony Planning Council has provided the Town of Easton a count of pedestrians crossing Central Street at two crosswalks to assist the Town in planning crosswalk locations.

A traffic study of Plymouth Street (Route 106) in Halifax in the vicinity of the Town Hall has been completed. Data, analysis, and findings have been distributed to the Town.

The Town of West Bridgewater requested traffic data for the intersection of West Center Street (Route 106) at Howard Street. This data has been collected and distributed to the Town.

The Town of Hanson has requested a Road Safety Audit for Route 58 in the area of two consecutive horizontal curves. Data collection will be conducted this summer.

The Town of Pembroke has requested a traffic study of Curve Street. Data collection will be scheduled this summer.

The Town of Stoughton has requested a Road Safety Audit of the intersection of Park Street (Route 27) at Turnpike Street, up to and including the intersection of Turnpike Street and Campanelli Parkway. Old Colony Planning Council is working with the Town on scheduling data collection.

Project Status Updates

Avon

- Road Safety Audit for Central Street Corridor
  
  Data analysis in progress. Road Safety Audit to be scheduled.

Brockton

- Road Safety Audit for North Main Street at Oak Street and Howard Street
  
  Final Report in development
• Road Safety Audit for Montello Street (Route 28) at East Nilsson Street
  Data collection and analysis in progress. Road Safety Audit to be scheduled.
• Centre Street (Route 123) at Plymouth Street Data collection
  Data collection in progress

Hanover
• Traffic Study for Winter Street
  Analysis and report development underway

Hanson
• Route 58 Road Safety Audit
  Data collection to be scheduled

Pembroke
• Pembroke Center Traffic Study
  Data collected; Analysis and report preparation underway
• Curve Street Traffic Study
  Data collection scheduled Summer 2019

Stoughton
• Heavy Commercial Vehicle Exclusion Study for Station Street and Peters Drive
  Report in development
• Road Safety Audit for Park Street (Route 27) at Turnpike Street and Turnpike Street at
  Campanelli Parkway
  Data collection to be scheduled

West Bridgewater
• North Main Street (Route 28) at Matfield Street Road Safety Audit
  Data collection and analysis in progress. Road Safety Audit to be scheduled.

For information about local technical assistance studies prepared by OCPC, please direct inquiries

to Bill McNulty (wmcnulty@ccpcrpa.org) at 508.583.1833 extension 207.
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

Environmental Notification Forms (ENFs)

Any agency or person may comment on the project, its alternatives, its potential environmental impacts, mitigation measures, and whether to require an EIR and, if so, what to require in the scope. Comments must be filed within 20 days following publication of the ENF in the Environmental Monitor (or 30 days if the proponent has filed an Expanded ENF requesting a Single EIR or Special Review Procedure), unless the public comment period is extended.

Environmental Impact Reports (EIRs)

Any agency or person may comment on the project, its alternatives, its potential environmental impacts, mitigation measures, and the adequacy of the EIR, provided that the subject matter of the comment is within the scope. Comments must be filed within 30 days of the publication of the availability of the EIR in the Environmental Monitor, unless the public comment period is extended.
Notices of Project Change (NPCs)
Any agency or person may submit written comments concerning the need for and nature of any further MEPA review within 20 days of the publication notice of the NPC, unless the public comment period is extended.

Projects Currently Under Review as of May 22, 2019

EEA # 16032 - Hanover Crossing (Hanover) (ENF)
The Hanover Mall was built in the late 1960s and early 1970s and is located on an approximately 106.4 acre parcel on Washington Street (Route 53) in Hanover and Norwell. The Mall also includes an approximately 5.6 acre secondary parcel located south of the main mall property. Third Herring Brook runs through the property and generally defines the Town boundary. The property consists of an aging enclosed mall with outparcel developments containing approximately 833,781 s.f. of commercial space and approximately 3,509 parking spaces. Access to the property is through four driveways on Washington Street and two on Mill Street. The property is located within the town's Planned Shopping Center Zoning District.

The proposed project entails the removal of the majority of the existing enclosed mall and the construction of a new mixed-use lifestyle center consisting of approximately 506,035 s.f. of retail, an approximately 92,500 s.f. grocery store, and a 297 unit apartment complex with total parking of 3,700 spaces. The project is expected to generate an additional 3,032 vehicle trips per day. The development will utilize the existing driveways. New infrastructure including water, sewer, and stormwater will be constructed to service the new development. An existing wastewater treatment plant will be relocated and upgraded to service the project.

The Project will use of all feasible means to avoid potential environmental impacts. Those means include: constructing only the minimum parking necessary, construction of an extensive stormwater system to avoid impacts to adjacent resource areas; implementing traffic related mitigation including TDM measures and new signal timing to avoid "Transportation" impacts; creating pedestrian friendly environment; replacement of existing aging water infrastructure and fixtures with a modern water system; the implementation of a GHG reduction program to ensure compliance with the GHG policy, replacement of an aging wastewater treatment facility with a new state of the art facility that will be located further from Third Herring Brook and cooperating in the removal of Peterson Pond dam located on the property.

The project will be constructed in phases. Phase 1 will involve the construction of the new wastewater treatment facility that will replace the existing 1970s era system. The relocation will allow the remainder of the site to be developed. Phase 2 will entail the remaining project including the residential and commercial components of the project will be built at the same time.

Comment Period Ends 06/21/2019
For Copies: David Kelly (781) 843-4333
MEPA Analyst: Purvi Patel (617) 626-1029
EEA # 16023 - Sylvia Place Pond Dam Breach (Kingston) (ENF)
The Sylvia Place Pond Dam is along the Furnace Brook within the Stewart/Pearson Preserve. Sylvia Place Pond Dam is an intermediate-sized significant-hazard earth embankment dam that is regulated (jurisdictional) by the Department of Conservation and Recreation (DCR) Office of Dam Safety (ODS). Outfall from the Furnace/Trout Brook discharges to the Jones River. The dam is located off Sylvia Place Road and Elm Street (Route 80), set back approximately 550 feet off the road.

Sylvia Place Pond Dam is approximately 275 feet long, and the crest is approximately 8 feet wide on average. The height of dam is approximately 20 feet, and the dam has an estimated maximum storage capacity of 47 acre-feet and a normal pool storage capacity of 28 acre-feet. The crest consists of a footpath along the vegetated shoulders with overly steep slopes. The spillway outlet control structure consists of a concrete broad-crested weir leading to an open channel with concrete/stone masonry sides and a concrete fish ladder. The spillway and fish ladder discharge to a natural channel.

The project consists of breaching the existing dam and abandoning the existing fish ladder. The restoration approach stemmed from the need to rehabilitate the deteriorating fish ladder and eroding earth embankment dam in accordance with the DCR ODS. Hydraulic modeling of the Sylvia Place Pond Dam has been completed. With spillway capacity limited to 25 cubic feet per second (cfs), the dam is subject to potential overtopping in the event of runoff generated by a 2-year, 24-hour, or less, storm event. The Sylvia Place Pond Breach Project consists of the following:

- Tree and root removal to facilitate construction access to the dam.
- Removal of a section of existing embankment near the fish ladder to lower the pond outlet.
- Plan to dewater Sylvia Place Pond to prevent downstream flooding during construction. Use of excavated material to fill in and abandon the existing fish ladder and spillway.
- Hydro seeding the exposed pond edge.
- Creating an open channel to connect the lowered pond to the existing inlet stream, which feeds Bryant Mill Pond.
- Erosion control by grading the new channel and stabilizing with a riprap base under natural streambed material.

The lower outlet will reduced the spillway design flood impoundment volume of Sylvia Place Pond Dam to approximately 14 acre-feet, therefore it may no longer be under the jurisdiction of DCR ODS.

Comment Period Ends 06/07/2019
For Copies: Ryan Trahan (617) 657-0200
MEPA Analyst: Erin Flaherty (617) 626-1128

MEPA Certificates

EEA # 11924 - The Oasis at Plymouth (Plymouth) (NPC)
The proposed project is located at the end of Home Depot Drive (Off of Long Pond Road) in Plymouth. In September 2014, the Secretary's certificate accounted for a Notice of Project change (NPC) to include a 396,000 s.f. (gross building area) of destination retail for a factory outlet mall. The certificate also includes the construction of an on-site multi-story parking garage and infrastructure supporting approximately 1,995 parking spaces. The 2014 certificate is reflective of the historical 1999 ENF, SEIR, a
2000 NPC, 2010 NPC, and a supplemental EIR in 2011. The time line of MEPA permitting focused on a retail shopping center and restaurant services. MassDOT issued a Section 61 findings report for off-site improvements in support of the project.

The application under the current NPC is to remove the factory outlet mall (and supporting infrastructure) components in their entirety and replace them with a 320 unit residential development to be constructed within six (6) residential buildings. A central clubhouse, amenity parking garages, and maintenance space shall also be provided. While the gross square footage of the development at 548,448 square feet is larger than the 2014 certificate at 396,000 square feet, it is due to the four (4)-story nature of each structure. The residential development density is less than proposed under the previous certificate. Six hundred forty-nine (649) parking spaces are proposed with 100 spaces located within 13 freestanding garage structures. The project as currently proposed lessens the anticipated traffic on the roadway corridor. The combination of the existing site traffic plus the proposed expansion traffic shows that the total daily traffic generation will be 6,230 trips less than the currently MEPA approved project on a weekday daily basis and 13,270 trips less on a Saturday daily basis.

The mitigation measures proposed exceed those permitted under the previous NPC and are an accommodation to address local traffic concerns based on discussions with the Town administration. To mitigate the project’s traffic impacts, the same geometric and traffic control improvements will be implemented along Long Pond Road as were proposed for the factory outlet center. The project application includes a roadway widening of the private road of Home Depot Drive to allow for additional queuing and turn lanes. The southbound off ramps at Exit 5 off MassDOT Route 3 is being widened to provide dedicated turn lanes. An exit ramp signal is proposed with pedestrian accommodations and refuge areas.

In addition, several transportation demand management strategies will be implemented to reduce the volume of traffic generated by the project. The proposed project is implementing a traffic management program to lessen the required vehicle trips as part of this project. Proximity to bus routes, park and ride facilities, carpool programs, and commuter rail stations allow for additional forms of travel. With the implementation of these measures, the impacts of the project on Long Pond Road and its major intersections will be minimized with minimal changes in delay and level of service predicted over the No-Build conditions.

A draft Section 61 finding supersedes the Section 61 issued on January 22, 2015. The Findings specifically outline traffic mitigation measures for the Home Depot Drive, Long Pond Road, and Route 3 Southbound interchanges affected by this project.

* Determination that pursuant to the Massachusetts Environmental Policy Act (M.G. L. c. 30, ss. 61-62I) and Sections 11.10 of the MEPA Regulations (301 CMR 11.00), the project does not require a Supplemental Environmental Impact Report (SEIR). The project may proceed to State Permitting.*

**Attachment(s)**

MEPA Certificate - EEA # 11924 - The Oasis at Plymouth (Plymouth) (NPC)
May 10, 2019

CERTIFICATE OF THE SECRETARY OF ENERGY AND ENVIRONMENTAL AFFAIRS ON THE NOTICE OF PROJECT CHANGE

PROJECT NAME : The Oasis at Plymouth (formerly Home Depot Drive Plaza)
PROJECT MUNICIPALITY : Plymouth
PROJECT WATERSHED : South Coastal
EEA NUMBER : 11924
PROJECT PROponent : RRSP Acquisitions, LLC
DATE NOTICED IN MONITOR : March 20, 2019

Pursuant to the Massachusetts Environmental Policy Act (G. L. c. 30, ss. 61-62I) and Section 11.10 of the MEPA regulations (301 CMR 11.00), I have reviewed the Notice of Project Change (NPC) and hereby determine that it does not require a Supplemental Environmental Impact Report (EIR).

Project Change Description

The project change consists of the construction of a 320-unit affordable housing development proposed pursuant to Chapter 40B. It will include six four-story buildings with a combined gross floor area of 548,224 square feet (sf) and 25 percent of the units will be designated as affordable. It includes a clubhouse with outdoor swimming pool, 649 parking spaces, driveways and associated utility and stormwater management systems. Access to the site will be from Home Depot Drive, which will be widened to allow for additional queuing and turning lanes. The project will occupy approximately 19 acres of the 24.6-acre site; the remaining 14.2 acres will be reserved for future commercial development, including a potential build-out of approximately 70,000 square feet of medical office use or other uses allowed by zoning.
Procedural History

Development of the site was first reviewed by MEPA in 1999. The original project included a 133,220-square foot (sf) Home Depot store and an undefined amount of office, motel and restaurant space proposed in two phases. Prior MEPA review included an Expanded Environmental Notification Form (EENF) and a Single Environmental Impact Report (EIR) for the Home Depot Plaza, identified as Phase 1, in 1999; a NPC in 2000 for Phase 2; and a Supplemental EIR in 2001. The NPC proposed the construction of approximately 100,000 sf of retail and restaurant space and a gas station/convenience store with a carwash. A total of 211,350 sf of retail space, including the Home Depot, a 130-room hotel, and the gas station/convenience store have been constructed. All required improvements and off-site traffic mitigation were completed prior to occupancy.

In 2008, an NPC was submitted that identified the addition of an adjacent 2.9-acre parcel to the project site. The Proponent proposed to construct a 63,417-sf medical center and proposed to expand the Home Depot Plaza parking lot by 206 spaces to provide shared parking between uses. The Certificate on the NPC issued on June 6, 2008 indicated that no further MEPA review was required. A NPC submitted in 2010, which described the replacement of the medical center with a 27,750-sf automobile dealership and 206 new parking spaces, was deemed insignificant because it would not increase environmental impacts compared to the previously reviewed project. The automobile dealership has been constructed and occupied.

Another NPC was filed in 2014 that identified a change in the Proponent and project changes, including the construction of a 396,000-sf factory outlet center and 1,995 new parking spaces. As described in the NPC, the new Proponent purchased 39.2 acres of land on Home Depot Drive from the previous Proponent (Harald, LLC). Of this acreage, 22.9 acres were the subject of previous review under MEPA; 16.3 acres had not been subject to MEPA review. A Certificate on the NPC, issued on May 23, 2014, required the submission of a Single EIR.

Project Site

The project site is bounded by Route 3 to the north, commercial development to the south and east, and residential development to the west. The project will be located at the end of Home Depot Drive, a private access drive for Home Depot, a Hilton Garden Inn, and AutoFair Honda of Plymouth. Home Depot Drive provides access and egress to Long Pond Road, a public roadway that connects to the northbound and southbound ramps of Route 3.

Environmental Impacts and Mitigation

Environmental impacts associated with the project change include the alteration of 19 acres of land, creation of 14.9 acres of impervious area, generation of 4,340 average daily trips (adt), use of 85,000 gallons per day (gpd) of water, and generation of 85,000 gpd of wastewater.

Measures to avoid, minimize and mitigate Damage to the Environment include improvements to local roadways and intersections, bicycle and pedestrian facilities, Transportation Demand Management (TDM) measures, construction of a stormwater management system that will improve water quality and reduce pre-development peak discharge
rates and volumes, and energy-efficient building design measures to minimize Greenhouse Gas (GHG) emissions.

**Jurisdiction and Permitting**

The project as previously reviewed was subject to a mandatory EIR pursuant to Sections 11.03(1)(a)(2), 11.03(6)(a)(6) and 11.03(6)(a)(7) of the MEPA regulations because it proposed to create more than 10 acres of new impervious surface, generate more than 3,000 new adt, and create more than 1,000 new parking spaces. The project required a Vehicular Access Permit from the Massachusetts Department of Transportation (MassDOT) for indirect access to Route 3 via Long Pond Road, and a Sewer Connection Permit from the Massachusetts Department of Environmental Protection (MassDEP). The project change requires a new Vehicular Access Permit from MassDOT, however, it does not exceed mandatory EIR thresholds.

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

**Review of the NPC**

The NPC described site conditions, the proposed project and its programmatic and physical elements. It included existing and proposed conditions plans, identified environmental resources and potential impacts and included a transportation study. During MEPA review, the Proponent provided additional information regarding project alternatives and a GHG analysis.

**Alternatives Analysis**

The NPC reviewed three alternatives to the Preferred Alternative, including No Build, Factory Outlet Mall and Automotive/Retail alternatives. The No Build alternative would be comprised of a cleared site with terraced grading plateaus and a graded roadway to attract prospective tenants. The Town of Plymouth granted a permit to the Proponent to make these alterations to the site in 2017. The No Build would avoid additional impervious area, traffic, water use and wastewater generation, however, it is not consistent with the Proponent’s goals.

The Factory Outlet Mall alternative was reviewed by MEPA in 2014. This alternative would include approximately 541,380 sf retail in a two-story complex with a freestanding 3-story garage structure. It would create 35.5 acres of impervious area, generate approximately 9,680 weekday adt and 14,910 Saturday vehicle trips, add approximately 2,000 parking spaces, use 20,000 gpd of water and generate 10,000 gpd of wastewater. This alternative would increase traffic impacts, land alteration and impervious area compared to the Preferred Alternative and lower water use and wastewater generation. This alternative remains a viable option for site development.

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1 On April 25, 2014, MassDEP revised regulations at 314 CMR 7.00 that changed the thresholds for sewer extension permits. As a result, the project does not require a Sewer Extension Permit.
The Automotive/Retail Alternative would include six pad sites with 135,300 gsf for automotive sales and retail space and 1,843 parking spaces. It would alter approximately 26.6 acres of land, create approximately 20 acres of impervious area, generate approximately 5,000 adt, use 3,500 gpd of water and generate 7,000 gpd of wastewater. It would have similar traffic impacts, but create more parking and impervious area. According to the NPC, this alternative is not feasible because there is not sufficient demand for retail space in the area.

The Preferred Alternative will meet the project goal of providing additional housing, will minimize traffic compared to the Factory Outlet Mall and will provide adequate mitigation to maintain acceptable roadway operations.

Traffic and Transportation

The NPC included a Transportation Impact Assessment (TIA) prepared in conformance with the MassDOT/EEA Transportation Impact Assessment Guidelines. It described existing and proposed traffic volumes and operations; roadway, pedestrian, and bicycle conditions; public transit service; site access conditions; and roadway safety issues. The TIA provided intersection capacity analyses documenting traffic conditions under Existing 2018, No Build 2025 and Build 2025 scenarios. It identified mitigation, including roadway improvements and TDM measures that will be implemented to minimize impacts to the local transportation network. The TIA study area includes the following six intersections:

- South Street at Obery Street;
- Long Pond Road at Route 3 Northbound Ramps;
- Long Pond Road at Route 3 Southbound Ramps;
- Long Pond Road at Home Depot Drive/County Road;
- Long Pond Road at Shops at 5 Driveway;
- Long Pond Road at Holman Road;
- Long Pond Road at Camelot Drive; and
- Home Depot Driveway at Hotel/Honda Dealership Access Driveways.

Access to the site will be provided by a westward extension of Home Depot Drive to the clubhouse. The access road will include one 12-ft travel lane in each direction, separated by a six-foot wide landscaped island.

Trip Generation

The TIA included a trip generation estimate based on the Institute of Transportation Engineers (ITE)'s Trip Generation Manual (10th Edition). Based on ITE trip rates for Land Use Codes (LUC) 221 (Multi-Family Housing-Mid-Rise) and 730 (Medical-Dental Office Building), the project will generate 4,340 weekday adt and 1,990 vehicle trips on an average Saturday, including 436 trips during the Saturday midday peak period. These trip generation estimates were adjusted to account for internal capture between the two uses. As adjusted, the project is expected to generate 4,000 net new average weekday vehicle trips, including 270 trips during the morning peak hour and 351 trips during the evening peak hour, and 1,800 net new vehicle trips.
on an average Saturday, including 410 trips during the Saturday midday peak hour. The Factory Outlet Mall would have generated 9,680 adt and 14,910 Saturday trips, including 501 trips during the weekday evening peak period and 1,380 trips during the Saturday midday peak period. With the exception of weekday morning peak hour trips, the residential project will reduce traffic impacts within the study area.

Traffic Operations

The TIA reviewed traffic operations under 2018 Existing, 2025 No Build, and 2025 Build scenarios. It provided capacity analyses and level-of-service (LOS) designations for each intersection at peak periods. For unsignalized intersections, LOS reflects conditions experienced by traffic on side streets attempting to enter the intersection. The LOS for signalized intersections reflects overall operating conditions, with LOS A denoting limited delays and LOS F denoting long delays and congestion; LOS D is considered acceptable for urban intersections.

The 2025 No Build condition includes a background traffic growth rate of 0.5 percent per year and traffic associated with three development projects proposed in the area and additional build-out of a small section of the adjacent Home Depot Plaza. The 2025 Build condition reflects the addition of project-generated trips to the No Build scenario. Modelling of the 2025 No Build and 2025 Build scenarios included planned roadway improvements by MassDOT and the Town of Plymouth along Obrey Street and recently-completed changes to the intersection of Long Pond Road at Home Depot Drive and County Drive that were completed in connection with a private development.

Two study area intersections under State jurisdiction, Long Pond Road/Route 3 Southbound Ramps and Long Pond Road/Home Depot Drive/County Road, are expected to operate at LOS E or F under 2025 Build conditions. The intersection of Long Pond Road at Route 3 Southbound Ramps currently operates at LOS F and will continue to do so under future conditions with longer delays. Project-generated traffic will degrade operations from LOS C to LOS E in the weekday evening peak period Long Pond Road/Home Depot Drive/County Road. The project will degrade conditions to LOS F at certain approaches to the Home Depot Drive at Hotel/Honda Dealership Access Driveways during the Saturday midday peak period. The NPC identified mitigation measures to improve Long Pond Road/Home Depot Drive/County Road to LOS D or better during all peak periods.

Safety

The NPC reviewed crash rates at study area intersections from 2014 to 2016. Long Pond Road/Route 3 Northbound Ramps is the only intersection with crash rates above the statewide and MassDOT District 5 averages. In addition, this intersection is listed as a Highway Safety Improvement Program (HSIP)-eligible intersection. A Road Safety Audit (RSA) was conducted on a segment of Long Pond Road that included its intersections with the Northbound Ramps, the Southbound Ramps, and Home Depot Drive and County Road. A separate project in the area has implemented many of the RSA recommendations.
Mitigation

The transportation mitigation measures proposed in the NPC are listed in the Mitigation/Draft Section 61 Findings below. The Proponent should consider additional TDM measures, including one or more electric vehicle charging stations and preferential parking for electric vehicles. The Proponent should continue to coordinate with the Greater Attleboro-Taunton Regional Transit Authority (GATRA) regarding the potential for providing bus service to the site and should preserve space for a future bus stop at the site. I encourage the Proponent to further reduce the parking supply by land banking spaces on site and constructing remaining spaces only when warranted by demand.

Greenhouse Gas Emissions

The NPC included a GHG analysis based on the MEPA Greenhouse Gas Policy and Protocol ("the Policy"). The Policy requires projects to quantify carbon dioxide (CO₂) emissions and identify measures to avoid, minimize or mitigate such emissions. The analysis quantified the direct and indirect CO₂ emissions associated with the project's energy use (stationary sources) and transportation-related emissions (mobile sources). The NPC outlined and committed to mitigation measures to reduce GHG emissions.

The stationary source GHG analysis evaluated CO₂ emissions for two alternatives as required by the Policy, a Base Case and the Mitigation Case. The Base Case was designed to meet the minimum energy requirements of the 9th Edition of the Massachusetts Building Code. The Mitigation Case includes additional energy-efficiency design measures to minimize GHG emissions. The GHG analysis used eQuest version 3.65 modeling software to quantify emissions from the project’s stationary sources. The project’s overall stationary-source CO₂ emissions were estimated at 1,339.3 tons per year (tpy) in the Base Case. The mitigation measures included in the Mitigation Case will reduce GHG emissions to 1,128.3 tpy, a reduction of 211 tpy (15.7 percent). Proposed energy efficiency measures are listed in the Mitigation section below.

The NPC evaluated the feasibility of using Passivehouse (PH) design in the residential buildings. According to the NPC, the use of PH would reduce total energy demand by 37 percent, but this alternative is infeasible because it would increase capital costs by 5 to 6 percent (approximately $3.6 to $4.3 million). The NPC estimated that the project could be eligible for financial incentives of up to $820,000, which would not offset the cost of financing the additional building costs. The NPC included an analysis of cold climate air source heat pumps (ASHP) for the residential buildings. The analysis indicated that the use of ASHP would minimize GHG emissions by 30 tpy, but would increase the cost of energy compared to gas heat.

The NPC reviewed the feasibility of installing a 660-kiloWatt (kW) rooftop solar photovoltaic (PV) system over 50 percent of the roof area. The analysis indicated that a system of this size would generate 786 megawatt-hours (MWh) per year and minimize GHG emissions by 268 tpy. The NPC concluded that financial incentives potentially available through the Solar Massachusetts Renewable Target (SMART) Program could make a rooftop PV system financially feasible. The Proponent will construct 50 percent of the roof area as PV-ready for a potential third-party PV installation.

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Comments from the Department of Energy Resources (DOER) emphasize the significant opportunity to reduce GHG emissions by prioritizing an aggressive electrification approach coupled with PH design of the residential buildings. This approach would maximize the number of end uses that are served with electricity to take advantage of the projected long-term declining emission rates of the Commonwealth’s electrical grid. DOER’s comment letter identifies a pathway to achieve reductions in GHG emissions of up to 71 percent compared to buildings constructed to meet the Building Code through the use of ASHP, constructing the residential buildings to PH standards and installing a PV system over 80 percent of the roof area. Based on the anticipated reductions in the grid emissions factor over time as renewable energy generation increases, DOER estimated that the project’s GHG emissions could be less than 300 tpy by the year 2050. I encourage the Proponent to review DOER’s comment letter, which provides information on potential financial incentives to offset the costs of PH, rooftop PV and ASHP and identifies potential modelling errors in the GHG analysis presented in the NPC.

The NPC analyzed the project’s mobile-source emissions using the EPA’s MOVES emissions model and traffic data from the traffic analysis. Emissions in the traffic study area were calculated for the 2025 No-Build, 2025 Build and 2025 Build with TDM scenarios. Based on projected future background traffic volumes on the roadway network and an emissions factor provided by the model, the 2025 No Build emissions will be 3,047.9 tpy. Under the 2025 Build conditions, emissions will be 3,285.3 tpy, of which 237.4 tpy is attributable to project-related trips. According to the NPC, the implementation of TDM measures will reduce the project’s mobile-source GHG emissions to 232.7 tpy, a reduction of two percent.

In the Mitigation Case, overall GHG emissions are estimated at 1,361 tpy from stationary and mobile sources, which is a reduction of 215.7 tpy (or 14 percent) from the Base Case of 1,576.7 tpy.

**Stormwater**

The project will add 14.9 acres of impervious area. The project includes the construction of a stormwater management system that has been designed to meet the Stormwater Management Standards (SMS) of the Wetlands Regulations (310 CMR 10.00). According to the NPC, the stormwater management system includes Best Management Practices (BMPs), such as deep-sump hooded catch basins, a proprietary water treatment device and an infiltration basin, that will remove at least 80 percent of the Total Suspended Solids (TSS) in stormwater and maintain pre-development peak flow and discharge rates.

**Water and Wastewater**

The project will generate approximately 65,000 gpd of wastewater. According to the NPC, the Proponent has requested that the Town permit the site to discharge 85,000 gpd into the municipal wastewater system. Wastewater from the site must be pumped to the municipal sanitary collection system by a pump located at the end of Home Depot Drive. The wastewater pump is privately owned and has an available capacity of 32,000 gpd. The NPC acknowledged that it will be necessary to upgrade the pump station as the site approaches it full build-out.
The Proponent has also requested that the Town supply up to 85,000 gpd of drinking water to the site. According to the NPC, the site is located in an area where water pressure is low and the Town operates in a water deficit. The Proponent will assess the construction of a water system booster pump to increase the base service pressures to the site.

Construction

The Proponent should review MassDEP’s comments regarding requirements for demolition and construction. The project should be managed in accordance with applicable MassDEP Solid Waste and Air Pollution Control regulations pursuant to M.G.L. c.40, §54. The Proponent should set an aggressive goal for recycling asphalt, brick and concrete (ABC) and other building and demolition materials. The Proponent will prepare a Stormwater Pollution Prevention Plan (SWPPP) to meet EPA NPDES Construction General Permit requirements. I encourage the Proponent and its contractors to comply with MassDEP’s Diesel Retrofit Program (DRP) and restrict on and off-road idling to the maximum extent practicable. All construction activities should be undertaken in compliance with the conditions of all State and local permits.

Mitigation/Section 61 Findings

The Proponent will provide a self-certification to the MEPA Office upon completion of construction. The self-certification should be provided to the MEPA Office at the completion of each building or group of buildings. It should be signed by an appropriate professional (e.g. engineer, architect, transportation planner, general contractor) indicating that all of the GHG mitigation measures, or equivalent measures that are designed to collectively achieve identified reductions in stationary source GHG emission and transportation-related measures, have been incorporated into the project.

The following measures are proposed to avoid, minimize and mitigate project impacts.

GHG Emissions

- Building envelopes with insulation and window U-values above Code, including R49 roof insulation, R=21 + R21 continuous insulation in the walls and windows with U-values of 0.25;
- Use of cool roofs;
- High-efficiency space heating, and cooling systems exceeding Building Code requirements;
- Reduced lighting power densities;
- Energy-efficient LED lighting;
- Energy Star hot water heaters;
- Energy Star appliances; and,
- At least 50 percent of the roof area will be constructed to be solar-ready.
Traffic and Transportation

The following measures were previously required by MassDOT:

- Widening of the Home Depot Drive approach to provide a left-turn lane, a shared left-turn/through lane, and an exclusive right-turn lane;
- Split-phasing the Home Depot Drive and County Drive approaches; and,
- Installation of additional signal heads to accommodate the new lane arrangement, with new signal heads featuring retroreflective back plates.

Safety-related measures at this intersection include:

- Installation of a "No Turn on Red" sign on the County Road approach;
- Replacement and updating of pedestrian signal heads to provide countdowns;
- Installation of Accessible Pedestrian Signal (APS)-style push buttons; and,
- Installation of pedestrian warning signs on the Long Pond Road southbound right-turn lane approach to Home Depot Drive.

Long Pond Road at Route 3 Southbound Ramps

- Widening of the Route 3 Southbound Ramps approach to provide a double right-turn lane under traffic signal control;
- Installation of a pedestrian signal for crossing the Route 3 Southbound Ramps approach including countdown pedestrian signal heads, APS-style push buttons, and new wheelchair ramps with detectable warning panels; and,
- Installation of pedestrian warning signals prior to the Long Pond Road southbound channelized right-turn lane to warn motorists of uncontrolled pedestrian crossings.

Home Depot Drive at Hotel and Honda Dealership Access Driveways

- Interim improvements will include improved striping, pavement marking and signage
- Monitoring of traffic operations at the intersection of Long Pond Road at Home Depot Drive when the residential units are occupied at the 50 percent and 100 percent levels and after the medical office is occupied
- Implementation of corrective measures if necessary, including widening of Home Depot Drive to properly align the westbound at the intersection, eliminating the stop control on the Home Depot Drive approaches, signalizing the intersection, or constructing a mini-roundabout.

Long Pond Road

- Signal timing and coordination changes, including updated signal clearance times; and,
- Additional and updated directional signage at various approaches of Home Depot Drive and Long Pond Road.
As requested by MassDOT, the Home Depot Drive redesign should provide adequate bicycle and pedestrian accommodations.

Transportation Demand Management

The TIA identified TDM measures that will be implemented to encourage and facilitate the use of non-vehicular modes of transportation by residents of the site. The Proponent will implement the following TDM measures:

- Designation of an on-site transportation coordinator to encourage residents and employees use alternate modes of transportation, including ridesharing and carpooling;
- Provision of safe bicycle parking within project site buildings;
- Encourage the medical office use to offer direct deposit to its employees; and,
- Installation of 6 to 12 electric (ev) charging stations.

Transportation Monitoring Program

In addition to the monitoring proposed at the Long Pond Road at Home Depot Drive intersection, the Proponent will conduct annual traffic monitoring for a period of five years beginning six months after occupancy of the project at the site driveway. The goal of the monitoring program is to evaluate the transportation-related assumptions made in the TIA, the adequacy of mitigation measures, and the effectiveness of the TDM program. The monitoring program will include:

- Simultaneous automatic traffic recorder (ATR) counts at the site driveway for a continuous 24-hour period over a seven day period; and,
- Weekday morning and evening and Saturday midday peak hour turning movement counts (TMC).

Stormwater

- Construct a stormwater management system meeting the requirements of the SMS that will include deep-ump catch basins, water quality units and infiltration basins and manage stormwater during the construction period.

Conclusion

The NPC has sufficiently described the changes to the project and demonstrated that associated impacts will be avoided, minimized and/or mitigated to the extent practicable. Based on review of the ENF and comments received, and in consultation with State Agencies, I have determined that a Supplemental EIR is not warranted. The project may proceed to State permitting.
Comments received:

04/29/2019  Pioneer Valley Planning Commission (PVPC)
04/30/2019  Massachusetts Department of Environmental Protection (MassDEP)/Western Regional Office (WERO)
04/30/2019  Natural Heritage and Endangered Species Program (NHESP)

KAT/AJS/ajs
Regional Concerns and Local Community Transportation Issues Discussion.
The Benefits of Walking and Bicycling

By walking or bicycling you can:

- Improve your mood.
- Control your weight.
- Reduce your risk of cardiovascular disease.
- Reduce your risk for type 2 diabetes and metabolic syndrome.
- Reduce your risk of some cancers.
- Strengthen your bones and muscles.
- Improve the quality of your sleep.
- Increase your chances of living longer.

- It’s free!
- A 15-minute bicycle ride to and from work five times a week burns off 11 lbs of fat in a year and walking an extra 20 minutes each day will burn off 7 lbs of fat in a year.
- Inactivity is a factor in 10% of all deaths and 25% of chronic disease related-deaths.
- People who bicycle for 30 minutes, five days a week take about half as many sick days as those who don’t.
- Employees who exercise before work or at lunchtime improve their time and workload management, and boost their motivation and ability to deal with stress.
- People who walk or bicycle to work report greater feelings of freedom, relaxation, and excitement than car commuters.
Bicycle Safety

- Bicyclists may use the full travel lane or choose to ride to the right of other traffic.
- Bicyclists must obey all traffic laws, signs, and signals. Remember that when you are on the road you are considered a vehicle.
- Pass other vehicles with care. Avoid passing trucks and buses on the right. Pass on the left or wait for them to move.
- Ride in the same direction as other traffic, not against it, unless you are in a bicycle lane specially marked for riding in the opposite direction.
- Stay far enough away from parked cars to avoid doors as they are opening.
- LOOK before turning or changing lanes, and use hand signals unless both hands are needed for bike operation.
- Ride in a straight, predictable line and do not weave between lanes or around parked cars.
- Yield to pedestrians and use a bell or give an audible shout out.
- Use lights at night–white light in front, red light in back. Add reflectors and bright clothing to increase visibility.
- Helmets are required for bicyclists age 16 and younger, and are recommended for adults.
- Bicyclists may ride two abreast, but should get into single file to help faster traffic pass when it is safe to do so.

Pedestrian Safety

- Before you cross a roadway, stop at the curb, LOOK right, and LOOK left again for traffic. Be especially alert at intersections that allow vehicles to turn right on red and crossing multiple lanes of traffic where drivers in adjacent lanes may not see you.
- If you must enter the street from between parked cars, stop and LOOK both ways before crossing.
- State law requires you to use a crosswalk when one is available. If an intersection has a traffic signal, wait for the WALK signal to activate. Do not cross if the signal says DON’T WALK.
- Keep in mind that nearly one in five road user deaths involves a pedestrian.
- Use a sidewalk when one is available. When there is no sidewalk, you should walk on the shoulder and face traffic so you can see vehicles approaching.
- When walking or running at night wear light-colored, lights and/or reflective strips so that drivers can see you better.

Safety for Motorists Sharing Roadways with Bicyclists and Pedestrians

- You must yield to pedestrians entering or using a crosswalk in your travel path.
- You must yield to pedestrians and bicyclists when turning into a driveway or parking lot.
- Drivers and passengers should LOOK before opening a door–hitting a bicyclist or pedestrian with a door, or even causing them to swerve out of the way, could result in a $100 ticket.
- Never let your vehicle block a crosswalk.
- Never pass a vehicle that is stopped or slowing for a pedestrian.
- Be careful when backing up. Blind spots can hide people or objects behind your vehicle.
- LOOK carefully and yield to approaching pedestrians and bicyclists before turning left. Always LOOK for pedestrians and bicyclists on your right before pulling over or turning right.
- Slow down and give bicyclists at least 3 ft. of space when passing. If you cannot pass safely, switch lanes or wait for a safe opportunity to pass. Bicyclists do not have to move over for motorists when it is unsafe to do so.
- Bicyclists are not required to ride to the right of the road, in bike lanes, or on the sidewalk. Riding too far to the right can be unsafe, and riding on the sidewalk is illegal and dangerous in many places.

Road Markings and Signals

Shared Lane Markings (Sharrows) indicate that the travel lane must be shared by bicycles and motor vehicles. Everyone should be cautious and patient in shared lanes.

Bicycle Lanes are pavement markings designating that portion of the roadway for preferential use by bicyclists. Protected Bicycle Lanes (or Cycletracks) may be separated from the roadway by a curb, barriers, or even parked cars–use extra care at intersections and driveways.

Bike Boxes are pavement markings that enhance the visibility of bicyclists at intersections and reduce the risk of turning conflicts between motorists and bicyclists by allowing bicyclists to position themselves ahead of vehicles. Motorists should stay behind a Bike Box until the light turns green and any bicyclists clear the intersection.

Flashing Signals with Countdowns give pedestrians and drivers an indication of the remaining crossing time. Pedestrians who are already in the crosswalk when the countdown reaches zero have the right-of-way.