Thursday, November 7, 2019, 12:00 P.M. to 1:30 P.M.
Old Colony Planning Council, 70 School Street, Brockton, MA 02301

AGENDA

1. Call to Order and Introductions

2. Public Comments

3. Minutes of October 3, 2019 Meeting

4. Communications

5. Reports
   A. Brockton Area Regional Transit Authority (BAT)
   B. Greater Attleboro-Taunton Regional Transit Authority (GATRA)
   C. South Coast Rail (SCR) Project
   D. MBTA Rail Vision

6. Old Business
   A. FFY 2020-2024 Transportation Improvement Program (TIP) Implementation

7. New Business
   A. Old Colony MPO Congestion Management Process (CMP)
   B. Draft Old Colony Coordinated Public Transit - Human Services Transportation Plan
   C. Procedure for Establishment of Heavy Commercial Vehicle Exclusion Zones
   D. Results of Old Colony MPO Local Signatory Election

8. Other Business
   A. Community Local Technical Assistance Studies
   B. Staff Reviews on ENFs, EIRs and NPCs
   C. Regional Concerns and Local Community Transportation Issues

9. Adjournment

The Old Colony MPO fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. The Old Colony MPO operates without regard to race, color, or national origin (including limited English proficiency), age, sex, disability, ancestry, ethnicity, gender, gender identity or expression, sexual orientation, religion, creed, veteran's status, or background. Any person who believes that they or any specific class of persons to be subject to discrimination prohibited by Title VI may by themselves or by a representative file a written complaint with the Old Colony MPO. Complaints are to be filed no later than 180 days from the date
of the alleged discrimination. This meeting is accessible to people with disabilities and those with limited English proficiency. Accessibility accommodations and language services will be provided free of charge, upon request, as available. Please contact 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 Ciaramella 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.

Attachment(s)
None
Summary

Old Colony JTC to consider approval of October 3, 2019 Old Colony JTC Meeting Minutes.
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
October 3, 2019 at 12:00 P.M.

ATTENDANCE

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<tr>
<th>Town</th>
<th>Name</th>
<th>Agency/Position</th>
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<tr>
<td>Abington</td>
<td>John Stone</td>
<td>MassDOT District 5</td>
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<td>Avon</td>
<td>Bill Fitzgerald</td>
<td>MassDOT</td>
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<td>Bridgewater</td>
<td>Robert Wood</td>
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<td>Brockton</td>
<td>Rob May</td>
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<td>Brockton</td>
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<td>Robert Moran</td>
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<td>Brockton</td>
<td>Shane O’Brien</td>
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<td>Easton</td>
<td>David Field</td>
<td>OCPC</td>
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<td>Hanson</td>
<td>Donald Howard</td>
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<td>Plymouth</td>
<td>Sid Kashi</td>
<td>OCPC</td>
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<td>Stoughton</td>
<td>John Charbonneau</td>
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<td>Stoughton</td>
<td>Joe Scardino</td>
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<td>Whitman</td>
<td>Noreen O’Toole</td>
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<td>BAT</td>
<td>Glenn Geiler</td>
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<td>MassDOT District 5</td>
<td>Cheryll-Ann Senior</td>
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1. Call to Order and Introductions

Chairperson Noreen O’Toole called the meeting to order at 11:58 A.M. and then read the Meeting Accessibility Statement and the Title VI Notice of Protection Statement. Those present then introduced themselves.

2. Public Comments

Vivian Ortiz stated that the application window for the Safe Routes to School (SRTS) Signs and Lines Program is open until October 31, 2019. Examples of a Signs and Lines Project could include the purchase and installation of new signage or pavement markings. The program will provide design services and up to $6,000 in construction funding.

John Charbonneau reported that on October 9, 2019, there will be a MassDOT Design Public Hearing for the proposed Central Street/ Tosca Drive/ Canton Street Intersection Improvements project in Stoughton and then provided the hearing announcement.

3. Minutes of the September 5, 2019 Meeting

Chairperson O’Toole asked if the members had reviewed the minutes of the September 5, 2019 Meeting. The members then voted to endorse the minutes of the September 5, 2019 Old Colony JTC Meeting.
4. Communications

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

- Letter from Mary-Joe Perry to Mayor Moises Rodrigues Regarding MassDOT Project 609520
- Letter from MEMA to Potential Hazard Mitigation Grants Applicants Regarding Funding for Two FEMA Programs
- Letter from FHWA and FTA to Secretary Stephanie Pollack Regarding Old Colony MPO Transportation Planning Process Certification Review
- Letter from FHWA and FTA to Secretary Stephanie Pollack Regarding Approval of the Massachusetts FY 2020 UPWPs
- MAPC Announcement Regarding a Commuter Rail Communities Coalition Meeting
- MassDOT Announcement Regarding the 2019 Moving Together Conference
- List of CTPC Courses for Fall 2019 Hosted by OCPC
- Announcement from the Baker-Polito Administration Regarding Complete Streets Funding Awards

5. Reports

A. Brockton Area Regional Transit Authority (BAT)

Glenn Geiler reported on the following BAT activities:

- BAT will be hosting a customer appreciation event at the Intermodal Centre on October 4, 2019
- The recently implemented additional Stoughton service has seen steady ridership increases
- BAT is currently exploring a connection between Brockton and Taunton. BAT will be working with OCPC on this project

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

Shawn Bailey reported on the following GATRA activities:

- GATRA continues its search for a new Administrator since the current one, Frank Gay, is retiring.

C. South Coast Rail Project

Shawn Bailey reported on the following South Coast Rail activities:

- Culvert replacement and track work continues to go on for Phase 1 of the project.

6. Old Business

A. FFY 2020-2024 Transportation Improvement Program (TIP) Implementation

Charles Kilmer discussed the changes in the FFY 2019-2023 TIP

FFY 2020 Projects:
OLD COLONY JOINT TRANSPORTATION COMMITTEE (JTC)

- PEMBROKE - RESURFACING AND RELATED WORK ON ROUTE 53 (608266)
  - Plans, Specifications, and Estimates (PS&E) received by MassDOT (as of 9/12/2019)

**FFY 2022 Projects:**

- STOUGHTON - INTERSECTION IMPROVEMENTS AND RELATED WORK AT CENTRAL STREET, CANTON STREET AND TOSCA DRIVE (608279)
  - Design Public Hearing scheduled for October 9, 2019

Pam Haznar provided a few updates:

- FFY 2020 - BROCKTON - CORRIDOR IMPROVEMENTS ON ROUTE 123 (BELMONT STREET), FROM ANGUS BEATON DRIVE TO WEST STREET (608088)
  - Expecting 100% Design Package on October 4, 2019

- FFY 2021 - AVON - INTERSECTION IMPROVEMENTS AT HARRISON BOULEVARD AND POND STREET (608086)
  - Comment resolution meeting was held recently
  - The Designer is working towards 100% Design

Charles Kilmer asked if it is possible to move the Harrison Boulevard and Pond Street Project earlier. Pam Haznar stated that 2020 would be difficult seeing, as there is still right of way and design work to be done. Bill Fitzgerald stated that the 100% Design Plans would be submitted in a month or so. The Town meeting vote will be in November.

7. New Business

   **A. Old Colony MPO Federal Certification Overview**

Charles Kilmer stated that FHWA and FTA will be conducting an on-site review on November 6, 2019 from approximately 9:00 AM to 4:00 PM. Comments can be provided via email, or verbal comments can be offered today.

- Rob May stated that this is the best run MPO in the Commonwealth.
- Chairperson O’Toole stated that a lot of work being done at this organization. There are great negotiations and great leadership. OCPC provides what the communities need.
- Bill Fitzgerald stated that OCPC is a great group to work with.
- Jackie Jones stated that SRPEDD has a great working relationship with OCPC.
- Sid Kashi stated that he has been coming to the JTC meetings for the past 20 years. The Staff at OCPC are very professional and the work ethic is number one. OCPC is very quick to complete requests from the town of Plymouth.

Brandon Wilcox then provided an overview of the MPO Certification Review process.

   **B. Brockton - Main Street Corridor Study Overview**

Ray Guarino provided an overview of the Study. The corridor study area begins in the south on Main
Street at the Brockton City Line at the West Bridgewater Town Line, and concludes on North Main Street at the Brockton City Line at the Avon Town Line. The Corridor Study will focus on:

- Traffic volumes, including average daily traffic and peak hour turning movement data for 25 intersections; Traffic speeds and heavy vehicle volumes.
- Traffic congestion and delay within the corridor and at key intersections including peak hour levels-of-service.
- Traffic and transit operations and constraints (turning radii, height and weight restrictions).
- Number and types of crashes and crash rates.
- The condition of the built environment including pavement, sidewalks, pavement markings, traffic control devices and signage.
- Bicycle and pedestrian safety and accommodations, and access to transit.
- Land use and zoning, and the potential changes of the plans to revitalize the downtown.
- The consideration of the impact of transportation on public health.

C. Hanover - Route 139 Corridor Study Overview

Bill McNulty provided an overview of the Route 139 Corridor Study. The corridor study area goes from Columbia Route (Route 53) to the Rockland Town Line. Route 139, with its connection to Route 123 in Rockland, serves as a major east-west arterial through northern Plymouth County connecting the Route 53 Corridor in Hanover to the Route 123, Route 58, Route 18, and Route 27 corridors to the west. This planning level study will result in the development of short term and long term actions that will enhance circulation and traffic flow efficiency and improve safety. Staff will review volume to capacity ratios, levels-of-service, crash analyses, pedestrian and bicycle traffic and infrastructure, pavement conditions, traffic control, and signage and overall physical condition. Public input will be included as part of the project identification process. A draft report for stakeholder and public review is anticipated to be completed and released in the late Spring, with a final report released in early Summer 2020.

D. Development of FFY 2021-2025 Transportation Improvement Program (TIP)

Charles Kilmer discussed key elements of the Draft FFY 2021-2025 Old Colony TIP Development Schedule. Pam Haznar stated that project readiness is very critical. It is recommended that any communities developing projects in next TIP cycle to get the project schedule to Charles Kilmer or Pam Haznar as soon as possible. This will allow for realistic advertising dates and cost estimates. Charles Kilmer then stated that locking in the project cost has made the process of developing the TIP much easier, versus project prices escalating or de-escalating.

E. MBTA Rail Vision

Rob May provided an overview of the MBTA Rail Vision. MBTA Rail Vision will identify cost-effective strategies to transform the existing Commuter Rail system into one that better supports improved mobility and economic competitiveness in Greater Boston. Over the past year, the Rail Vision team has focused on learning about effective Commuter Rail service around the world, identifying service models we can test on our system, and understanding the constraints and opportunities with our current infrastructure. This included:

- Reviewing more than a dozen domestic and international peer rail systems.
OLD COLONY JOINT TRANSPORTATION COMMITTEE (JTC)

- Developing clear objectives for a future MBTA rail system
- Evaluating more than 60 service concepts across all 14 Commuter Rail lines to project potential ridership benefits and required infrastructure changes
- Developing seven service alternatives, featuring a range of service approaches and technologies, to move forward into the next phase of analysis
- Hosting five Advisory Committee meetings to gather feedback about our objectives, service concepts, initial results, and seven service alternatives

Rob May stated that this is a call to action. There has been very little participation from the Old Colony Rail Line network and South Eastern Massachusetts in particular. We need to have political support to move this project forward.

8. Other Business and Public Comment

A. Community Local Technical Assistance Studies

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

**Abington**
- Block Street Traffic Study: Data collection in progress

**Avon**
- Road Safety Audit for Central Street Corridor: Draft Report distributed for review and comment

**Hanson**
- Route 58 Traffic Study: Data analysis underway

**Plymouth**
- Heavy Commercial Vehicle Exclusion (HCVE) Feasibility Study of Rocky Hill Road: Data collection in progress
- Intersection Traffic Study of Court Street (Route 3A) at Cherry Street and Prince Street: Data collection scheduled for Fall 2019

**Stoughton**
- Road Safety Audit for Park Street (Route 27) at Turnpike Street and Turnpike Street at Campanelli Parkway: Data collection scheduled for September 2019
- Traffic Counts with Speed Analysis for Kelsey Drive, Tosca Drive, and Queen Anne Way: Data collection to be scheduled

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 September 25, 2019

**EEA #16082 - Hanson Cranberry Bog Restoration Project (Hanson) (ENF)**
The purpose of this project is to improve water quality and restore aquatic and riparian habitat within the Hanson Bogs. The NRCS has designed this project to focus on removing flow control structures, plugging perimeter and lateral ditches to re-wet the bogs, construction microtopography through much of the bog surfaces, and placing large wood within the stream channel for added habitat complexity. The proposed work will help the cranberry bogs retain the proper hydrology to establish a predominantly native, hydrophytic, woody plant community.

**EEA #16096 - Carver to Kingston Reliability Project (Carver, Kingston, Plympton) (ENF)**
The Project is designed to address certain transmission reliability issues in the South Shore area (an area that runs south of Boston to the Massachusetts southern shoreline), specifically the Kingston Load Pocket area, which includes all or part of the towns of Kingston, Duxbury, Plympton, Carver and Marshfield. The Project consists of construction of a new overhead transmission line and associated structures, along with a short section of underground line, along an existing maintained right-of-way.

**MEPA Certificates**

**EEA #11519 - The Pinehills (Plymouth) (NPC)**
Nearly 20 years following the original permitted withdrawal approval, based on the Project’s current and future buildout, Pinehills is requesting an increase for its withdrawal volume. The proposed change in the Project will have no adverse impact on water supply and wastewater.

C. Regional Concerns and Local Community Transportation Issues

- John Charbonneau expressed concern for the reduction of the statutory speed limit from 30 mph to 25 mph in thickly settled or business districts. Chairperson O’Toole stated that this is optional and that such opting in would need to go before the Board of Selectmen. Bill McNulty stated that if there is an already an existing special speed regulation, the community cannot create the 25 mph zone.

9. Adjournment

The meeting adjourned at 1:24 PM.

Respectfully submitted,

Kyle Mowatt
Kyle Mowatt, Transportation Planner

List of Documents for October 3, 2019 Old Colony JTC Meeting

- Minutes of the September 5, 2019 Old Colony JTC Meeting
- Staff Report for October 3, 2019, Old Colony JTC Meeting Agenda Items
- Rail Vision PowerPoint Presentation
November 7, 2019 Old Colony JTC Meeting
Agenda Item 4
Communications

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 David Mohler from Martin Suuberg Regarding The Conformity Review of the FFY 2020-2024 State & Regional TIPs and the FFY 2020-2024 Long Range Transportation Plans
2) Letter to Bill McNulty from Chief of Police Richard D. Wall Regarding Safety Issues the Intersection of Church and Oak Streets in Pembroke
3) Letter to Pat Ciaramella and Charles Kilmer from David Gagne Regarding Safety Issues on River Street in West Bridgewater
4) Support Letter to Chief Patricia Leavenworth from Pat Ciaramella Regarding MassDOT Project No. 608279
5) Letter to Secretary Stephanie Pollack from Jeffrey McEwen and Perter Butler Regarding FFY 2020-2024 Statewide TIP
6) Letter to Charles Kilmer from Christopher Ahmadjian Regarding Paul Chenard’s Completion of the Baystate Roads Scholar Program
7) List of Rivers and Roads Tier 2 Workshops
September 30, 2019

David Mohler, Executive Director  
Office of Transportation Planning  
Massachusetts Department of Transportation  
Ten Park Plaza, Suite 3170  
Boston, MA  02116-3969

RE: Conformity review of the FFY 2020-2024 State Transportation Improvement Program and Regional Transportation Improvement Programs and FFY 2020-2040 Long Range Regional Transportation Plans

Dear Mr. Mohler:

The Massachusetts Department of Environmental Protection (MassDEP) has reviewed the Massachusetts Department of Transportation’s (MassDOT) proposed State Transportation Improvement Program (STIP) received on August 5, 2019, which reflects the State’s project and programming needs for federal fiscal years (FFY) 2020-2024. The thirteen Metropolitan Planning Organizations’ (MPOs) regional FFY 2020-2024 Transportation Improvement Programs (TIPs) and associated FFY 2020-2040 Regional Transportation Plans (RTPs) were submitted on July 31 and August 30, 2019. This letter is MassDEP’s finding of concurrence with MassDOT’s Certification that the air quality conformity determinations included in the STIP, TIPs, and RTPs satisfy the applicable criteria and procedures in 310 CMR 60.03 and 40 CFR Part 93, and are consistent with the air quality goals of the Massachusetts State Implementation Plan (SIP).

Conformity determinations are required to ensure that STIPs, TIPs and RTPs conform to the State SIP requirements and will not cause or contribute to violations of the National Ambient Air Quality Standards (NAAQS). Section 176 of the Clean Air Act (CAA) requires MPOs and States within non-attainment areas and/or attainment areas with maintenance plans to perform air quality conformity determinations prior to the approval of transportation plans and TIPs. In accordance with 310 CMR 60.03(6)(g), after MassDEP receives MassDOT’s conformity determinations on the STIP, TIPs and RTPs, MassDEP is required to review the conformity determination and issue a finding in writing of concurrence or non-concurrence with MassDOT’s determination. Based on that review, MassDEP observes the following:

This information is available in alternate format. Contact Michelle Waters-Ekanem, Director of Diversity/Civil Rights at 617-292-5751.
TTY# MassRelay Service 1-800-439-2370
MassDEP Website: www.mass.gov/dep
Printed on Recycled Paper
Ozone Standard
MassDOT found that the FFY 2020-2024 STIP and TIPs and the FFY 2020-2040 RTPs demonstrated transportation conformity with the SIP, the Clean Air Act, and the EPA conformity regulations (40 CFR Parts 51 and 93) for the 1997 ozone NAAQS by showing that the applicable requirements in Table 1 in 40 CFR 93.109 have been met, including use of the latest planning assumptions (93.110), consultation (93.112), timely implementation of transportation control measures (93.113) and being fiscally constrained (93.108).

Regional Attainment Areas and Limited Maintenance Plan for Carbon Monoxide Standard
The Lowell, Waltham, Worcester, and Springfield Carbon Monoxide (CO) attainment areas have a SIP-approved limited maintenance plan. Areas with approved limited maintenance plans are “not required to satisfy [a] regional emissions [budget] analysis” since “it would be unreasonable to expect that such an area would experience enough motor vehicle emissions growth for a NAAQS violation to occur” (40 CFR 93.109(e)), but all other applicable conformity requirements in limited maintenance plan areas under 40 CFR 93.109(b) continue to apply. The latest conformity determinations for Lowell, Waltham, Worcester, and Springfield can be found in the respective MPO’s 2020-2024 TIPs.

After reviewing MassDOT’s determination that the transportation plan conforms to the SIP and will not cause mobile source emissions to violate the NAAQS, MassDEP concurs with MassDOT’s Certification of the air quality conformity determinations included in the FFY 2020-2024 STIP and TIPs and FFY 2020-2040 RTPs. If you have any questions regarding MassDEP’s review, please call Sharon Weber of the Bureau of Air and Waste, Division of Air and Climate Programs at (617) 556-1190.

Sincerely,

[Signature]
Martin Suuberg
Commissioner

Cc: Lynne Hamjian and Ariel Garcia, U.S. EPA Region 1
    David Chandler, Federal Highway Administration (FHWA)
    Leah Sirmin, FTA – Region 1, Cambridge, MA
    Steve Woelfel, MassDOT
Bill McNulty  
Old Colony Planning Council (OCPC)  
70 School Street  
Brockton, MA 02301  

Bill,  

The Pembroke Police have received numerous citizen complaints regarding unsafe motor vehicle operation at the intersection of Oak Street and Church Street, Route 139. In response to these complaints our officers have spent many hours on traffic enforcement in the Oak Street area. Officers report that they often observe northbound motor vehicles on Oak Street cross the solid yellow channel lines and drive on the wrong side of the road to access the VERC Mobil Gas Station parking lot at 145 Church Street. (see the attached map of Oak Street at Verc Mobil)  

Officers have also observed northbound vehicle making left hand turns across the low profile concrete island to access VERC and have witnessed vehicles departing Verc onto Oak Street by driving over the low profile concrete island to enter Oak Street and Route 139 Church Street lights.  

In our review of this area it seems that the yellow painted channels and low profile concrete island are not fully performing their intended functions and possibly a more physical barrier such as permanently affixed plastic tubular channelizing devices may be necessary.  

I have discussed this issue with DPW Director Gene Fulmine and it was suggested that we ask the OCPC for it's advice on how to better control traffic at this location  

If you need any further information please contact me at (781) 293-7112.  

Respectfully,  

Chief Richard D Wall
October 8, 2019

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

Via email: pciaramella@icloud.com; ckilmer@ocpcrpa.org

Dear Mr Ciaramella and Mr. Kilmer,

At their October 2, 2019 Board of Selectmen meeting, the Board heard from a group of residents living on River Street that are concerned about speed and commercial traffic. River Street runs parallel to West Center Street (Route 106) and the residents argue, and I am sure are correct, that River Street has become a "cut through street."

Over the summer, in response to earlier complaints from the same residents, the Police Department posted a speed board and collected the data. The speed board confirmed that the average speed was within the posted speed limit of 35 and that the 85th percentile was also below the posted speed limit. Unfortunately, the speed board the Town has does not have the technology to determine commercial volume.

The residents are requesting that the speed limit be reduced and a commercial truck exclusion sign be posted. After hearing from the residents, the Board has asked me to officially request if OCPC can deploy speed strips on River Street, collect the data for commercial versus non-commercial traffic and speed.

Can OCPC accommodate this request? Ideally, the Board is hoping you can conduct the study within the next 30 days.
I have reviewed MassDOT's Manual on Uniform Traffic Control Devices, the most recent version I have on record is from 2012. Is there a newer version? Lastly, if the speed data does not come back providing a mechanism to lower the posted speed, can the Town install speed bumps? Is there a process that needs to be followed?

Thank you for your assistance

Thanks

[Signature]
David L. Gagne
Town Administrator

cc: Board of Selectmen
    Anne Iannitelli, Town Clerk
    Chris Iannitelli, DPW Director
    Vic Flaherty, Police Chief
October 9, 2019

Patricia Leavenworth, P.E., Chief Engineer
MassDOT-Highway Division
10 Park Plaza
Boston, MA 02116-3973

RE: Intersection Improvements and Related Work Project at Canton Street, Central Street, and Tosca Drive/ Project No. 608279

Dear Chief Leavenworth:

On behalf of the Old Colony Planning Council (OCPC), please accept this letter of complete support for the Intersection Improvements and Related Work Project at Canton Street, Central Street, and Tosca Drive (608279) located in the Town of Stoughton. The project will improve vehicular safety and capacity as well as pedestrian and bicycle accessibility, while fostering multi-modal usage and connectivity, and encouraging mode shift.

The proposed project includes roadway geometric improvements, new traffic signals, 4.5' to 5' foot wide concrete sidewalks with ADA-compatible ramps, new pavement, pavement markings, and signage. Additionally, bicycle accommodations consisting of a 2' to 5' foot wide shoulder and shared lane marking are also included in the project. Furthermore, a shared-use path is proposed from the Central Street intersection with Canton Street, along its southern side, extending through the park to the project’s eastern limit, where it meets the proposed shared-use path of the abutting West Elementary School improvement project.

The resultant improvements from this project are consistent with both the 2020-2040 Old Colony Long Range Transportation Plan (LRTP) and the Old Colony Planning Council Regional Policy Plan (RPP). Importantly, funding for implementation of this project is programmed in FFY 2022 of the endorsed FFY 2020-2024 Old Colony Transportation Improvement Program (TIP). As such, OCPC pledges to continue working with the Town of Stoughton and MassDOT in order to make this important project a reality.

In closing, the Old Colony Planning Council extends its complete support for this project, and reiterates the importance of keeping the project on schedule. Should you have any questions, please contact me at 508-583-1833 Extension 202.
Sincerely,

Pasquale Ciaramella
Executive Director

cc:
State Senator Walter Timilty
State Representative William Galvin
State Representative Louis Kafka
Robert O'Regan, Chairman, Stoughton Board of Selectmen
Robin Muksian Grimm, Town Manager, Stoughton
Chief Donna McNamara, Stoughton Police Department
Chief Michael Laracy, Stoughton Fire Department
Thomas Fitzgerald, Director, Stoughton Department of Public Works
Marc Tisdelle, P.E. Town Engineer, Stoughton
John Charbonneau, Town Planner, Stoughton
Mary-Joe Perry, Director, MassDOT District 5
Benjamin Muller, MPO Liaison, MassDOT
Douglas Sylvestre, Stoughton Delegate, Old Colony Planning Council
Forrest Lindwall, Stoughton Alternate, Old Colony Planning Council
Subject: Federal Fiscal Year (FFY) 2020-2024 Statewide Transportation Improvement Program

Dear Secretary Pollack:

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have completed a joint review of the FFY 2020-2024 Massachusetts Statewide Transportation Improvement Program (STIP). Based on this review, FHWA and FTA find that the FFY 2020-2024 STIP and the 2020-2024 Transportation Improvement Programs (TIPs) adopted by the Metropolitan Planning Organizations (MPOs) are based on a transportation planning process that substantially meets the requirements of 23 U.S.C. §§ 134 and 135, 49 U.S.C. §§ 5303 and 5304, and 23 CFR § 450 subparts A, B, and C, pending resolution of the following two corrective action:

- **MassDOT and each MPO should make sure all self-certification statements are up-to-date and all citations reflect current laws and regulations.** Self-certifications by the State and the MPOs are important components of the STIP and TIP development process and are necessary to support the federal planning finding and the STIP approval, as required in 23 CFR § 450.220 and 23 CFR § 450.336. These statements certify that the statewide and metropolitan planning processes are being carried out in accordance with applicable requirements. The State and the MPOs have completed these self-certifications, and FHWA and FTA have reviewed them to support this planning finding. However, not all citations reflect current laws and regulations.

- **MassDOT should develop a methodology to include the operations and maintenance costs of the public transportation system in its analysis in the STIP.** Per 23 CFR § 450.218(m), the STIP should include financial information containing system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain both Federal-aid highways and public transportation for all years of the STIP.

FHWA and FTA have determined the STIP is fiscally constrained. Additionally, FHWA and FTA issued a joint conformity finding on October 10, 2019, stating that the FFY 2020-2024 TIPs and Metropolitan Transportation Plans are in conformity with the State Implementation Plan, are
consistent with the Clean Air Act, and are consistent with the Environmental Protection Agency’s conformity regulations as stated in 40 CFR Parts 51 and 93.

FHWA and FTA have jointly determined that the FFY 2020-2024 STIP substantially meets requirements and is hereby approved, subject to the Corrective Actions to be resolved within the timeframe specified in the Attachment. In support of our determination, attached is a planning finding that contains additional details on the corrective action as well as recommendations and observations to help strengthen the transportation planning and program development process.

Approval of the STIP does not constitute project or grant approval. Both FHWA and FTA may need additional information on some of the projects in the approved STIP when a project agreement or grant submission approval is requested.

We look forward to the continued cooperation of you and your staff in efforts to carry out the statewide and metropolitan planning processes in an effective manner.

Sincerely,

Jeffrey H. McEwen, P.E.
Division Administrator
Federal Highway Administration

cc: Jonathan L. Gulliver, Highway Division Administrator, MassDOT
    David Mohler, OTP Executive Director, MassDOT
    Massachusetts Regional Planning Agencies
    Ariel Garcia, Environmental Protection Specialist, EPA Region 1
    Sharon Weber, Massachusetts DEP

PETER S BUTLER
Regional Administrator
Federal Transit Administration

Digitally signed by
JEFFREY H McEWEN  
Date: 2019.10.15
15:30:07 -04'00'

Digitally signed by PETER S BUTLER  
Date: 2019.10.16 11:40:10 -04'00'
Charles Kilmer  
70 School Street  
Brockton, MA 02301  

Re: **Paul Chenard achieved the rank of Roads Scholar**

Dear Mr. Kilmer,

Congratulations to the Old Colony Planning Council on the success of Paul Chenard! Mr. Chenard has recently completed all of the requirements for our Baystate Roads Scholar Program. This program requires that the applicant attend at least seven of our training workshops. Each workshop requires a minimum of six hours of participation and is always challenging and often quite technical.

Although the name “Roads Scholar” is somewhat humorous and designed to catch attention, Mr. Chenard’s accomplishment is very impressive because he has come to all of our workshops ready to learn with a genuine interest in improving operations within the Old Colony Planning Council. Paul has shown us that he is a professional who is serious about furthering his education and improving the way he accomplishes his work.

We hope you are as pleased with Mr. Chenard’s achievement as we are, and that you will acknowledge his accomplishment within your department. This achievement lends itself very well to articles in local newspapers or community newsletters; his participation will, of course, be announced in our newsletter *M3 Quarterly*. More information about our program is available by contacting me at (413) 545-2604 or visiting our website at: [http://www.mass.gov/baystateroads](http://www.mass.gov/baystateroads)

Sincerely,

Christopher J. Ahmadjian, Ph. D., P.E., MBA  
Associate Director
RIVERS AND ROADS TIER 2 WORKSHOPS

Course Description
The goal of the Rivers & Roads Training Program is to advance an understanding of fluvial geomorphology across the transportation sector, to ultimately develop and implement projects that improve the resiliency of the Commonwealth’s transportation network. Fluvial geomorphology, the study of river shape and form in the landscape, allows us to understand why rivers look and behave the way they do, to predict the shape and response of stream channels over time and during large storms. With this knowledge, we can design culverts, bridges and roadways that are more resilient to severe precipitation events.

Mass DOT Highway Division has based this training program off of the successful Vermont Rivers & Roads program, and has developed Massachusetts specific content through partnership with Milone & MacBroom, Inc., MA Division of Ecological Restoration, MA Division of Fisheries and Wildlife, UMass Amherst, and MA Department of Environmental Protection. This workshop is a one-day classroom session that includes interactive exercises and trainings on a model river flume table. As a prerequisite, participants are required to complete the Tier 1 online introductory training on rivers and the fundamentals of fluvial geomorphology (https://www.umasstransportioncenter.org/umtc/Rivers-and-Roads.asp; approx. 2 hrs).

Target Audience
Anyone who manages, plans, designs or builds roadway infrastructure around rivers and streams.

Instructors
Tim Dexter, MS, Fish and Wildlife Supervisor for Mass DOT Highway Division Environmental Services.
Roy Schiff, PhD, PE, Water Resource Scientist and Engineer with Milone & MacBroom, Inc.
Jessica Clark Louisos, MS, PE, Water Resource Engineer with Milone & MacBroom, Inc.
Noah Slovin, MS, Environmental Scientist and Planner at Milone & MacBroom, Inc.
Douglas Osborne, MS, EIT, Water Resource Engineer with Milone & MacBroom, Inc.
Christine Hatch, PhD, Associate Extension Professor, Geosciences, UMass Amherst
Heidi Davis, PWS, Environmental Analyst, MA Department of Environmental Protection
MA Division of Ecological Restoration Culvert Specialists and Engineers

This event is accessible to people with disabilities and individuals with limited English proficiency. If you need a reasonable accommodation (such as American Sign Language Interpreters, assistive listening devices, handouts in alternate formats, etc.) and/or language assistance (such as translated documents or an interpreter) to fully participate, please contact Cindy Schaedig at 413-588-4549 or cschaedig@ecs.umass.edu at least 14 days prior to the event. Such services are provided free of charge.

This Baystate Roads (ITAP) workshop is a cooperative effort of the Federal Highway Administration, the Massachusetts Department of Transportation and the University of Massachusetts Transportation Center.

Class Dates:
November 13, 2019
Middleborough Town Hall
10 Nickerson St., Middleborough
8:00AM – 3:00PM

November 14, 2019
Westford Highway Department
28 North St., Westford
8:00AM – 3:00PM

November 19, 2019
MA Wildlife Field Headquarters
1 Rabbit Hill Road, Westborough
8:00AM – 3:00PM

November 20, 2019
Scarnon Hall, Banquet Room C
Westfield State University
577 Western Avenue, Westfield
(parking permits will be provided)
8:00AM – 3:00PM

November 21, 2019
Skyline Country Club
405 S. Main, Lanesborough
8:00AM – 3:00PM

Registration Fee:
There is no cost to attend these classes

Cancellations must be received 7 days prior to the workshop.
If you have questions about these workshops, please contact Tim Dexter at timothy.dexter@state.ma.us

BAYSTATE ROADS

UMass Transportation Center, 214 Marston Hall, Amherst, MA 01003
Phone: (413) 545-2604 • Fax: (413) 545-9569
www.UMassTransportationCenter.org
November 7, 2019 Old Colony JTC Meeting
Agenda Item 5A
Brockton Area Transit Authority (BAT)

Summary

Brockton Area Transit to provide report.

Attachment(s)
None
Summary

Greater Attleboro-Taunton Regional Transit Authority to provide report.
**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 continues with the repair or replacement on drainage culverts, bridgework, and track work along the rail line with the aim of completion before winter. Phase 1 of project is nearing 100% design. Advancement of a portion of the northern corridor design to 30% progresses. Ongoing coordination is taking place with communities in the phase 1 construction area.

*Attachment(s)*

*None*
Summary

Massachusetts Bay Transportation Authority (MBTA) Rail Vision is a project that seeks to identify cost-effective strategies to transform the existing Commuter Rail system into one that better supports improved mobility and economic competitiveness in the Greater Boston region. Thorough the evaluation of costs, ridership potential, and operational feasibility of various alternatives, as well as broad public conversation in 2019, will inform the ultimate vision for the future of the Commuter Rail. Over the past year, the Rail Vision team has focused on learning about effective commuter rail service around the world, identifying service models we can test on our system, and understanding the constraints and opportunities with our current infrastructure. Through the review of more than a dozen domestic and international peer commuter rail systems, the Rail Vision team has developed six (6) alternatives

Six (6) Rail Vision Alternatives:
1. Higher Frequency Commuter Rail
2. Regional Rail to Key Stations (Diesel Locomotive)
3. Regional Rail to Key Stations (Electric Locomotive)
4. Urban Rail (Diesel Locomotive)
5. Urban Rail (Electric Locomotive)
6. Full Transformation (All electric commuter rail system)

On November 4 2019, the six Rail Vision alternatives were presented to the MBTA Fiscal and Management Control Board for discussion and review. The Board voted to support the Urban Rail alternative, with electric locomotives being desirable. The Board also supported a resolution of electrifying the Providence/Stoughton lines, Fairmount Lines, and the Lynn to Boston Lines.

The Old Colony Planning Council and the City of Brockton submitted letters to the MBTA expressing their support in improving Commuter Rail service to the City of Brockton and the Old Colony region. It is the opinion of the City of Brockton and the Old Colony Planning Council that Alternative Six Full Transformation should be the preferred alternative.

Attachment(s)
November 4, 2019 Rail Vision Presentation
City of Brockton Rail Vision Support Letter
Old Colony Planning Council Rail Vision Support Letter
Fiscal and Management Control Board Presentation

NOVEMBER 4, 2019
## Review of Operations Assumptions

<table>
<thead>
<tr>
<th>Service Assumptions</th>
<th>Operations Assumptions</th>
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<tbody>
<tr>
<td><strong>On-time performance goal:</strong> 92%</td>
<td><strong>O&amp;M unit costs:</strong> Based on current MBTA cost data, with the exception of electrified service and DMUs (based on experience from other US agencies)*</td>
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<tr>
<td><strong>Span of service:</strong> 6 AM to 12 AM</td>
<td><strong>Staffing:</strong> Average number of staff per train, based on today's staffing requirements</td>
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<td><strong>Service levels:</strong> Bidirectional, at least hourly all day</td>
<td><strong>Maximum speeds:</strong> 79 mph, with the exception of SCR Full Build (100 mph)</td>
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<tr>
<td><strong>Amtrak service:</strong> Based on future NEC service plan, NEC service to include 1 Acela and 1 regional per hour per direction; 7 daily Downeaster round trips</td>
<td><strong>Turn times:</strong> 15-minute minimum for long-distance trips and 10-minute minimum for urban rail trips (both times include recovery)</td>
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<tr>
<td><strong>PTC:</strong> Installed on all lines</td>
<td><strong>Midday servicing:</strong> Required for diesel-powered trains but not electric-powered trains</td>
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<tr>
<td><strong>Platform accessibility:</strong> Defined by alternative, with high-level platforms resulting in lower dwell times</td>
<td><strong>Spare ratios:</strong> Assumed to be 20% for most fleet types (higher for DMUs and small fleets)</td>
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*Note: Costs in the US may differ from costs internationally due to regulations, costs of diesel fuel, cost of electricity, etc.*
Evaluating relative benefits and costs across the alternatives will provide the foundation to build one or more Visions for the future of commuter rail, which may combine features from multiple alternatives to maximize the effectiveness of the MBTA rail network.

<table>
<thead>
<tr>
<th>Review of Alternatives</th>
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<tbody>
<tr>
<td><strong>1: Higher Frequency Commuter Rail</strong></td>
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<tr>
<td><strong>Typical Frequency (Peak/Off-Peak)</strong></td>
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<tr>
<td><strong>Fully Accessible High-Level Platforms</strong></td>
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<tr>
<td><strong>Parking Modeled as Unconstrained</strong></td>
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<td><strong>Electrification</strong></td>
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<td><strong>Major Expansions</strong></td>
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*Note: All text and maps describe a typical application at the system level but may vary to some extent at the line, station, or segment levels. Parking constraints defined on ridership slides for each alternative.*
O&M Costs and Revenues in Alternatives 1-6

- Each alternative results in a change in systemwide revenue and commuter rail O&M costs
- Revenue increases are due to ridership gains, which are partially offset by shifts from higher zone stations to lower zone stations (due to the differences across stations in frequency, unconstrained parking, or fares)
- Systemwide revenues do not account for non-fare revenue sources (e.g., parking)
- O&M costs do not reflect potential changes in O&M costs on other modes (e.g., bus, rapid transit)

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</thead>
<tbody>
<tr>
<td>Incremental MBTA Systemwide Revenues</td>
<td>$29M/Year</td>
<td>$52M/Year</td>
<td>$52M/Year</td>
<td>$58M/Year</td>
<td>$48M/Year</td>
<td>$15M/Year</td>
<td>$80M/Year</td>
</tr>
<tr>
<td>Incremental MBTA Commuter Rail O&amp;M Costs</td>
<td>$130M/Year</td>
<td>$379M/Year</td>
<td>$439M/Year</td>
<td>$333M/Year</td>
<td>$304M/Year</td>
<td>$304M/Year</td>
<td>$643M/Year</td>
</tr>
</tbody>
</table>
Parking Capacity and Demand in Alternatives 1-6

- Ridership increases are partially driven by unconstrained parking for Alternatives 2-6
- Drive access boardings increase in all alternatives
- Drive access comparison to existing capacity demonstrates a need for additional parking to support the projected ridership

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<tbody>
<tr>
<td>Daily Drive Access Boardings (2040)</td>
<td>~43,000 Spaces Exist Today (Includes both Public and Private)</td>
<td>98,100</td>
<td>103,000</td>
<td>112,200</td>
<td>105,400</td>
<td>103,100</td>
</tr>
<tr>
<td>Additional Parking Spaces Required*</td>
<td>~10,000</td>
<td>~15,000</td>
<td>~21,000</td>
<td>~16,000</td>
<td>~16,000</td>
<td>~45,000</td>
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</table>

Note: Parking capacities were estimated for each station based on the Boston MPO 2012-13 Inventory of Park-and-Ride Lots at MBTA Facilities, and was updated based on the MBTA website and further review. Station-level estimates include MBTA facilities as well as municipal and private facilities. Station-level estimates were aggregated to the line-level and compared to line-level drive access boardings, assuming that every two drive access boardings (one inbound and one outbound boarding) requires one parking space. This results in a conservative estimate of the additional parking spaces required as it does not account for potential kiss-and-ride boardings included in the drive access totals, and assumes all drive access boardings are in single-occupancy vehicles. For Alternative 6, drive access boardings on trips traveling through the North South Rail Link were distributed to the line level based on the period-level directional ridership.
Comparison of Alternatives 1-6 – Preliminary Results

<table>
<thead>
<tr>
<th>Alternative 1: Higher Frequency Commuter Rail</th>
<th>Alternative 2: Regional Rail to Key Stations (Diesel)</th>
<th>Alternative 3: Regional Rail to Key Stations (Electric)</th>
<th>Alternative 4: Urban Rail (Diesel)</th>
<th>Alternative 5: Urban Rail (Electric) with Modified Fares</th>
<th>Alternative 6: Full Transformation</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>2040 Ridership (compared to No-Build)</strong></td>
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<tr>
<td>+19,000 daily CR boardings (+13%)</td>
<td>+36,200 daily CR boardings (+24%)</td>
<td>+52,900 daily CR boardings (+35%)</td>
<td>+80,400 daily CR boardings (+53%)</td>
<td>+81,600 daily CR boardings (+54%)</td>
<td>+99,000 daily CR boardings (+66%)</td>
</tr>
<tr>
<td>+5,300 drive access</td>
<td>+10,200 drive access</td>
<td>+19,400 drive access</td>
<td>+12,600 drive access</td>
<td>+10,300 drive access</td>
<td>+20,000 drive access</td>
</tr>
<tr>
<td>+13,700 walk access</td>
<td>+26,000 walk access</td>
<td>+33,500 walk access</td>
<td>+67,800 walk access</td>
<td>+71,300 walk access</td>
<td>+79,000 walk access</td>
</tr>
<tr>
<td>+9,200 new linked transit trips in system</td>
<td>+21,200 new linked transit trips in system</td>
<td>+35,800 new linked transit trips in system</td>
<td>+47,500 new transit trips in system</td>
<td>+47,500 new transit trips in system</td>
<td>+59,100 new transit trips in system</td>
</tr>
<tr>
<td>-Current fares</td>
<td>-Current fares</td>
<td>-Current fares</td>
<td>-Current fares</td>
<td>-Current fares</td>
<td>-Urban rail fares</td>
</tr>
<tr>
<td>-Parking constrained</td>
<td>-Parking unconstrained at most key stations</td>
<td>-Parking unconstrained at urban rail termini</td>
<td>-Parking unconstrained at urban rail termini</td>
<td>-Parking unconstrained at urban rail termini</td>
<td>-Parking unconstrained at urban rail termini</td>
</tr>
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</table>

**Assumptions:**
- Fare Structure
- Parking

**Fleet Needs**

<table>
<thead>
<tr>
<th>Diesel Locomotives</th>
<th>Bi-Level Cab Cars/Coaches</th>
<th>Locomotives</th>
<th>Bi-Level Cab Cars/Coaches</th>
<th>Bi-level EMUs</th>
<th>Diesel Locomotives</th>
<th>Bi-Level Cab Cars/Coaches</th>
<th>Single-level DMUs</th>
<th>Locomotives</th>
<th>Bi-Level Cab Cars/Coaches</th>
<th>Bi-Level EMUs</th>
<th>Bi-Level EMUs</th>
</tr>
</thead>
</table>

**Preliminary Capital Costs (2020$/ 2030$)**

<table>
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<tr>
<th>Alternative 1: Higher Frequency Commuter Rail</th>
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<th>Alternative 4: Urban Rail (Diesel)</th>
<th>Alternative 5: Urban Rail (Electric) with Modified Fares</th>
<th>Alternative 6: Full Transformation</th>
</tr>
</thead>
</table>

**Incremental MBTA Systemwide Revenues (2020$)**

| $29M/Year                                      | $52M/Year                                       | $52M/Year                                         | $58M/Year                       | $48M/Year                                             |
|                                                |                                                  |                                                   |                                 |                                                        |

**Incremental MBTA Commuter Rail O&M Costs (2020$)**

| $130M/Year                                     | $379M/Year                                      | $439M/Year                                       | $333M/year                      | $304M/year                                            |
|                                                |                                                  |                                                   |                                 |                                                        |

*Note: incremental revenues cost do not account for changes in non-fare revenue sources (e.g., parking). Incremental O&M costs do not account for changes in O&M costs on other modes.*
Ongoing Efforts and Next Steps

  - Final documentation and implementation plan forthcoming.
- MBTA Pilot Programs include submissions for rail-related service changes.
- MassDOT Planning and MBTA Systemwide Station Access Study to provide a framework for Access Management Strategy and decision support tool. Expected to be complete June 2020.
- Findings on study on MBTA Commuter Rail fares due to the legislature March 2020. Scope includes the zone structure and possibilities for reverse commute and off-peak pricing.
- In addition, MBTA continues to study low-income fares that includes commuter rail tickets. Report back to FMCB on progress in December 2019.
November 7, 2019 Old Colony JTC Meeting
Agenda Item 6A
FFY 2020-2024 Transportation Improvement Program (TIP) Implementation

Summary

The Transportation Improvement Program projects programmed in Year 1 must be ready for advertisement within that year (design, engineering, permits, and approvals, etc. completed).

FFY 2020 PROJECTS:

- BRIDGEWATER - BROCKTON - RAYNHAM PAVEMENT PRESERVATION AND RELATED WORK ON ROUTE 24 (608820)
  - MassDOT comments on the 75% Package returned to the Design Engineer (as of 09/26/2019).
  - Cost Estimate is $17,851,040.

- BROCKTON - CORRIDOR IMPROVEMENTS ON ROUTE 123 (BELMONT STREET), FROM ANGUS BEATON DRIVE TO WEST STREET (608088)
  - MassDOT comments on the 75% Package returned to the Design Engineer (as of 04/12/2019).
  - Design Public Hearing held April 25, 2018.
  - Cost Estimate is $7,350,265.

- PEMBROKE - RESURFACING AND RELATED WORK ON ROUTE 53 (608266)
  - Plans, Specifications, and Estimates (PS&E) received by MassDOT (as of 09/12/2019).
  - Cost Estimate is $2,725,075.

FFY 2021 PROJECTS:

- AVON - INTERSECTION IMPROVEMENTS AT HARRISON BOULEVARD AND POND STREET (608086)
  - MassDOT comments on the 75% Package returned to the Design Engineer (as of 08/23/2019).
  - Design Public Hearing held February 25, 2019.
  - Cost Estimate is $3,521,954.

- AVON - STOUGHTON - PAVEMENT PRESERVATION AND RELATED WORK ON ROUTE 24 (608496)
  - Project is in the preliminary design phase.
  - Cost Estimate is $6,312,800.

- EASTON - ROUTE 123 (DEPOT STREET) RECONSTRUCTION FROM NEWELL CIRCLE TO ROUTE 138 (607217)
  - MassDOT comments on the 75% Package returned to the Design Engineer (as of 06/21/2019).
Design Public Hearing Held 06/12/2018.
Cost Estimate is $8,375,033.

STOUGHTON - IMPROVEMENTS AT RICHARD WILKINS ELEMENTARY SCHOOL (SRTS) (608829)
- MassDOT comments on the 75% Package returned to the Design Engineer (as of 10/25/2019).
- Cost Estimate is $2,982,944.

FFY 2022 PROJECTS:
- BROCKTON - INTERSECTION IMPROVEMENTS @ CRESCENT STREET (ROUTE 27)/ QUINCY STREET/ MASSASOIT BOULEVARD (606143)
  - 25% Package received by MassDOT (as of 05/04/2015).
  - Cost Estimate is $5,520,744.

STOUGHTON - INTERSECTION IMPROVEMENTS AND RELATED WORK AT CENTRAL STREET, CANTON STREET AND TOSCA DRIVE (608279)
- MassDOT comments on the 25% Package returned to the Design Engineer (as of 11/08/2018).
- Cost Estimate is $3,347,449.

FFY 2023 PROJECTS:
- BROCKTON - ROUTE 123 (CENTRE STREET) AT PLYMOUTH STREET SIGNALIZATION AND GEOMETRIC IMPROVEMENTS (609052)
  - Project is in the preliminary design phase.
  - Cost Estimate is $1,680,000.

PEMBROKE - REHABILITATION OF ROUTE 36 (CENTER STREET) FROM ROUTE 27 TO ROUTE 14 (600380)
- MassDOT comments on the 100% Package returned to the Design Engineer (as of 07/25/2019).
- Cost Estimate is $8,902,501.

FFY 2024 PROJECTS:
- PLYMPTON - BRIDGE REPLACEMENT, WINNETUXET ROAD OVER WINNETUXET RIVER (609435)
  - Project is in the preliminary design phase.
  - Cost Estimate is $2,223,024.

STOUGHTON - CORRIDOR IMPROVEMENTS ON ROUTE 138 (607403)
- MassDOT comments on the 25% Package returned to the Design Engineer (as of 04/01/2019).
- Cost Estimate is $9,155,544.

Attachment(s)
None
A Congestion Management Process (CMP) is defined as “a systematic and regionally accepted approach for managing congestion that provides accurate, up-to-date information on transportation system performance and assesses alternative strategies for congestion management that meet state and local needs” by the Federal Highway Administration’s Congestion Management Process: A Guidebook. A CMP is required in metropolitan areas whose population is 200,000 or greater, which is also referred to as Transportation Management Areas (TMAs). On September 18, 2018, The Old Colony MPO adopted the MassDOT System Performance Measure (PM3) 2020 and 2022 Targets as their own. Such performance measures include Level of Travel Time Reliability, Peak Hour Excessive Delay, and Reduction of On-Road Mobile Source Emissions.

The Old Colony MPO addresses three areas within the CMP: roadways, parking facilities, and transit. Roadways are addressed by requests from municipalities and by corridor studies conducted by OCPC staff on a yearly basis. Roadways, both state and local jurisdiction, that have a V/C ratio (Volume-to-Capacity) of 0.80 or higher, are considered as congested. As stated in the 2018 CMP Report, “the capacity of a road or facility can be thought of as its ability to process traffic, measured in both the physical space available and in time, or the speed in which vehicles can travel (how quickly, measured in time, the vehicle traverses the facility).” The identified congested roadways can be found in Tables 3 and 4 on Pages 12 and 13 of the 2018 CMP Report.

Within the Old Colony Congestion Management Process (CMP), utilization counts at MBTA Commuter Rail stations, the BAT Facility, and Park & Ride lots are conducted in April and October every year. Locations that are greater than or equal to 85% utilized are considered to be congested. The Commuter Origins Study is a quadrennial project and is a part of the Old Colony CMP. Over 6,000 license plates were collected during the April 2019 data collection at all 22 locations. Four Commuter Rail stations and four Park & Ride lots achieved at least an 85% utilization. In total, 88.7% of the license plates that were collected from Commuter Rail and Park & Ride lots were matched, which is a 7.8% increase in matched plates from the 2015 Commuter Origins Study.

As an addition to the report and as a request from the previous Certification Review, OCPC conducted a sample of Passengers Per Seat (PPS) for Brockton Area Transit Authority (BAT). We took the month of October 2017 (month with the highest monthly ridership) and selected a date, morning pulse, and evening pulse to analyze. The date of October 25, 2017 and the 6:00 AM and 3:35 PM pulses were analyzed by total ridership of each line corresponding with the buses that were used (buses have different amount of seats). The results show that the system wide service had 0.65 Passengers Per Seat, system wide without the Ashmont Route had 0.53 PPS, and the Ashmont Route alone had 2.09 PPS. The results can be seen in Tables 6-10 on Pages 15-17 of the 2018 CMP Report.

**Attachment(s)**
- 2009-2019 MBTA Commuter Rail Parking Lot Utilization
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<tbody>
<tr>
<td><strong>Route 24 Corridor</strong></td>
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<td>143</td>
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<td>Plymouth - Route 44, Commerce Way Exit</td>
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<td>16</td>
<td>21</td>
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<td>11</td>
<td>11</td>
<td>24</td>
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<td>28</td>
<td>20</td>
<td>16</td>
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<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
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<td>975</td>
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<td>1,085</td>
<td>1,019</td>
<td>949</td>
<td>1,049</td>
<td>979</td>
<td>928</td>
<td>1,052</td>
<td>1,061</td>
<td>1,026</td>
<td>1,007</td>
<td>952</td>
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<tr>
<td>Total Route 44 Corridor</td>
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<td>8</td>
<td>16</td>
<td>21</td>
<td>12</td>
<td>11</td>
<td>11</td>
<td>24</td>
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<td>0</td>
<td>0</td>
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<tr>
<td>Total All Lots</td>
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<td>38</td>
<td>1,126</td>
<td>1,074</td>
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<td>1,211</td>
<td>1,143</td>
<td>1,217</td>
<td>1,206</td>
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</table>

**Note:** West Bridgewater (Route 24, Exit 16) capacity changed from 140 to 185 starting in April 2011

**Note:** Plymouth - Route 44, Commerce Way Exit no longer exists.

**Note:** Pembroke - Route 3, Exit 12 (Route 139) no longer exists.

**Note:** Kingston - Route 3, Exit 10 moved to a different section of the parking lot in 2019 and now has eight fewer spots

Sources: Old Colony Planning Council (OCPC), Cape Cod Commission (CCC), Massachusetts Department of Transportation (MassDOT) Transit Division
Summary

Old Colony Coordinated Public Transit - Human Service Transportation Plan

The Old Colony Coordinated Public Transit - Human Service Transportation Plan (CHSTP) is a plan that is required to be developed in accordance with Fixing America’s Surface Transportation Act (Fast Act) for those transportation providers that seek to utilize funding from Section 5310 (Elderly and Disabled) program funds. The plan also provides guidance to those wishing to utilize 5310 funding in their quest to fill gaps in existing transit service and reduce the duplication of transportation services currently provided. In addition to filling gaps in service and reducing service duplication, the Old Colony Coordinated Public Transit - Human Service Transportation Plan has sought to help identify transportation needs of individuals with disabilities, older adults, and people with low-incomes. The plan also proposes solutions to identified service needs all awhile promoting inter-agency cooperation to provide needed transportation services in a cost effective way utilizing existing resources.

On October 15th 2019, the Old Colony Metropolitan Planning Organization (MPO) voted to release for twenty-one-day (21) public review and comment the Old Colony Coordinated Public Transit – Human Service Transportation Plan.

Following the close of the twenty-one-day public review and comment period, the Old Colony MPO, will then review the public comments and consider endorsement of the 2019 Draft Old Colony Coordinated Public Transit - Human Service Transportation Plan.

Attachment(s)

Draft Old Colony Coordinated Public Transit - Human Service Transportation Plan
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1.0 Introduction & Background

Introduction
MAP-21 ended on May 31st, 2015 and the U.S. Congress and the Obama Administration enacted its replacement, the “Fixing America’s Surface Transportation Act” (FAST Act). Fast Act funds surface transportation programs until the year 2020. As was a part of MAP-21 requirements, which have been carried through into FACT Act, any local project seeking to use 5310 funding must be part of a Coordinated Human Service Transportation Plan; this Coordinated Human Service Transportation Plan has been developed to guide those seeking to use 5310 funding. This plan addresses needs of the communities and service providers located in the Old Colony Region and focuses specifically on the needs of elderly, disabled, school-aged and low-income populations, and their transportation needs and services.

Serving the Transportation Disadvantaged
People may mistakenly assume that individuals with special transportation needs are only those with disabilities or those using wheelchairs. The term “transportation disadvantaged” covers a much larger population spectrum. Transportation disadvantaged people, otherwise known as individuals with special transportation needs, are those unable to transport themselves due to age, income, or health condition. The transportation disadvantaged have different types of transportation requirements as they travel to health centers, school, work, internships, and social activities.

What is Special Needs Transportation?
The most popular mode of transportation for the people in the Old Colony Region is the private automobile; however, by the very definition of special transportation needs, this is not always an available or viable transportation option.

Special needs transportation is defined as any mode of transportation used by those defined as transportation disadvantaged or with a special transportation need. This includes buses that have regular stops (i.e., fixed-route transit for the general public and schools), specialized services such as vans, cabulances, and taxis that pick up people at the curb or door (i.e., demand response or dial-a-ride), rideshare programs, volunteer driver services, ferries, trains, or any federal, state or local funded transportation mode.

The agencies providing these special transportation services largely fit into three categories: human service transportation, public mass transportation, and student transportation services. However, these designations do not adequately describe the variety of providers or the diversity of people they serve.

In this planning effort, the intent is to use the widest possible interpretation of special needs transportation. This includes transportation services funded and provided by the following:
Massachusetts Executive Office of Health and Human Services (EOHHS)
Federal Transit Administration (FTA)
Local human service departments including programs for children, the elderly, low-income, and disability populations
Public transportation
School districts
For-profit and non-profit contractors
Privately funded employer transportation

**What is Coordinated Special Needs Transportation?**

Coordinated special needs transportation occurs when multiple organizations work together to their mutual benefit, taking advantage of existing infrastructure and systems, gaining economies of scale, eliminating duplication, enhancing efficiency, expanding, and/or improving the quality of service to better address the transportation needs of the special needs population.

Coordination among different transportation service-providers and local governments makes the most efficient use of limited transportation resources by avoiding duplication caused by overlapping individual program efforts and encouraging the use and sharing of existing community resources.

There are many levels of coordination ranging from the basic sharing of training resources to the full integration of services. Examples of coordinated transportation include:

- Building on the existing transportation broker infrastructure to expand ride brokering to programs other than Medicaid
- Establishing feeder services to connect to fixed transit routes
- Identifying obstacles to coordination in the regulatory environment and advocating for change
- Making greater use of technology to find providers and schedule trips
- Finding ways to group riders on the same vehicle when they are sponsored by different funding agencies
- Leveraging purchasing power for vehicles, fuel, maintenance or training
- Improving communication capabilities
- Utilizing school buses for community transportation
- Coordination with other transit providers, both public and private, to address gaps in service coverage
- Utilization of Ride Hail Applications (i.e. Uber, Lyft, etc...) to fill gaps in transportation coverage
Regardless of the type of coordination, it can involve the cooperation of:

- Transportation providers: public transit agencies, school districts, social service agencies, transportation brokers, private providers, and non-profit transportation programs
- Service providers: doctors scheduling medical appointments based on transportation availability, land use planners including mobility options as part of zoning decisions, developers building “walkable” communities
- People with special transportation needs

As such, this plan brings together services providers, funding sources, riders, and the community at large to improve special needs transportation throughout the Old Colony Region.

**Public Participation**

This plan was developed through a cooperative effort utilizing an outreach process that was developed by the Regional Coordinating Council (RCC), which included a survey that engaged multiple organizations in the medical community, non-profits and private transportation fields, organizations whose mission it is to provide social service, public transportation authorities, and the Commonwealth of Massachusetts. The plan was then presented to the Old Colony MPO, Old Colony JTC, and then released for 21 day public review.

**Goals of the Human Services Coordination Plan:**
- Update inventory of current transportation resources in the region
- Identify gaps and needs of current services available
- Identify ways to address the identified gaps and needs
- Prioritize the needs and services to be addressed

**Funding Programs Overview**

There are numerous programs in the “Fixing America’s Surface Transportation Act” (FAST Act) legislation that address many specific transportation needs. The Coordinated Human Services Coordination Plan focuses on the following available programs:

**5310 Formula Grants For The Enhanced Mobility of Seniors and Individuals With Disabilities**

5310 (Formula Grants For The Enhanced Mobility of Seniors and Individuals With Disabilities) is funding allocated for urbanized and rural areas based on the number of seniors and individuals with disabilities within these areas.

What does 5310 funding allow?

- 55% of program funds must be used on capital projects that are:
Public transportation projects developed to meet the needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable.

- 45% of remaining funding can be used for:
  - Public transportation projects that exceed the requirements of ADA.
  - Public transportation projects that improve access to fixed-route service, decreasing the reliance by those individuals with disabilities on complementary paratransit services.
  - Develop alternatives to public transportation that assist seniors and individuals with disabilities.
  - Incremental cost of providing same day service or door-to-door service.
  - Incremental cost of purchasing vehicles to support new accessible taxi, ride sharing and/or vanpooling programs; and mobility management.

**Urbanized Area Formula Grants 5307**

The Urbanized Area Formula Funding program (49 U.S.C. 5307) provides Federal resources available to urbanized areas and Governors for transit capital expenditures, operating assistance and for transportation related planning in urbanized areas. Eligible activities include: planning, engineering, design and evaluation of transit projects, other technical transportation-related studies; capital investments in bus and bus-related activities such as replacement, bus overhaul, crime prevention and security equipment and construction of maintenance and passenger facilities; and capital investments in new and existing fixed guideway systems including rolling stock, vehicle overhaul, track, signals, communications, and computer hardware and software. All preventive maintenance and some Americans with Disabilities Act complementary paratransit service costs are considered capital costs. For urbanized areas with populations less than 200,000, operating assistance is an eligible expense. For urbanized areas with 200,000 in population and over, funds are apportioned and flow directly to a designated recipient selected locally to apply for and receive Federal funds. For urbanized areas under 200,000 in population, the funds are apportioned to the Governor of each state for distribution.

**What does 5307 funding allow?**

- Planning
- Limited Operating Expenses
- Engineering, Design, and Project Evaluation
- Capital
- Vehicle Rehabilitation & Maintenance
- Safety & Security
Formula Grants for Rural Areas 5311
This program provides capital, planning, and operating assistance to support public transportation in rural areas, defined as areas with fewer than 50,000 residents. Funding is based on a formula that uses land area, population, and transit service. As with 5307 program, 5311 has had program elements from the Job Access and Reverse Commute (JARC) program consolidated into it. Activities eligible under the former JARC program, which provided services to low-income individuals to access jobs, are now eligible under the 5311 program. The formula now includes the number of low-income individuals as a factor. There is no minimum or maximum on the amount of funds that can be spent on job access and reverse commute activities.

What does 5311 funding allow?

- Planning
- Capital
- Operating
- Job access and reverse commute projects
- Acquisition of public transportation services

Table 1 displays a summary of the aforementioned funding programs.

**Table 1: Summary of Funding Programs**

<table>
<thead>
<tr>
<th>Program</th>
<th>Description</th>
<th>Funding Breakdown</th>
<th>Action/Steps</th>
</tr>
</thead>
<tbody>
<tr>
<td>5310 Elderly Individuals and Individuals with Disabilities Program</td>
<td>Provides funding through a formula program to increase mobility for the elderly, people with disabilities and special needs.</td>
<td>~ 80% federal funding ~ 20% local matching</td>
<td>Yearly application process through Massachusetts Executive Office of Transportation</td>
</tr>
<tr>
<td>5307 Large Urban Cities and 5311 Rural and Small Urban Areas</td>
<td>Provides capital and operating assistance for public transit systems.</td>
<td>~ 80% federal funding ~ 20% local matching</td>
<td>Yearly application process through Massachusetts Executive Office of Transportation</td>
</tr>
</tbody>
</table>
Demographics of the Region

The Old Colony Region consists of the City of Brockton and the Towns of: Abington, Avon, Bridgewater, Duxbury, East Bridgewater, Easton, Halifax, Hanover, Hanson, Kingston, Pembroke, Plymouth, Plympton, Stoughton, West Bridgewater, and Whitman. Figure 1 is a map of communities in the region.

According to the American Community Survey (ACS) 2013-2017 5-year estimates, the Old Colony region has a population of 373,205. This is a 2.98 percent increase over the 2010 U.S. Decennial Census regional population figure of 362,406. All towns in the region have shown growth in population, with no one town experiencing a large growth spurt. The town with the largest rate of growth in population would be the Town of Stoughton, with a 5.10 percent growth rate when comparing recent ACS population data to that of the 2010 U.S. Decennial Census.

Elderly, disabled, low-income, and youth populations are of the specific interests of the Human Services Coordinated Plan. The following summary breaks down those specific population groups in the region.

A summary of the Old Colony Region:

- 10.8 percent of the population has a disability. A disability is defined by the US Census as “long-lasting physical, mental, or emotional conditions or limitations that affect the ability to perform major life activities”. This population includes both transportation dependent and independent persons.

- 21.8 percent of the population is over age 60. The age of 60 is when many services become available to seniors. They may or may not be transportation dependent at this age.

- 8.5 percent of the population is low-income as defined by the US Census.

- 25.1 percent of the population is between 5-20 years of age. School aged children and many young adults are transportation dependent.

Table 2 shows youth, elderly, low-income, and disabled populations in the region based on the 2017 US Census American Community Survey data. Additionally, the table includes two comparative measures. The first is a comparison of each of the four population segments to the total population of each community. The second comparative measure, of all four-population segments by community, displays each of the four population segments on a regional level.

Using the 2017 US Census American Community Survey data, the region had 31,666 people living below the poverty level. The City of Brockton alone accounts for 4.2 percent of the region's population living under the poverty level with 15,703 residents. Those residents make up 16.5
percent of Brockton’s overall population. Brockton’s youth population makes up 7.1 percent of the regional total, the elderly population is 4.7 percent of the regional total and the disabled population is 3.52 percent of the regional total. Being the largest city in the region, it is reasonable to expect that Brockton would make up the largest share of the regional populations for the youth, elderly, disabled and low-income populations.

Table 2 also displays other interesting figures, one of which is the youth population in the Town of West Bridgewater. West Bridgewater accounts for 0.5 percent of the total youth population in the region, yet the youth account for 23.7 percent, almost a quarter of the town’s total population. The communities where the 60+ populations are over the regional average of 21.8 percent are Avon, Hanover, Hanson, Kingston, Plymouth, Stoughton, and West Bridgewater.

The City of Brockton has the largest disabled population and therefore the largest share of that population regional at 4.7 percent. An interesting figure involves the town of Avon, which makes up 1.2 percent of the regions’ total population, but has a disabled population that is 15.4 percent of the total town population.

The following twelve maps show the current availability of services and the potential needs for services in the region. The maps are a tool to help visualize the presented information and how it affects the region. By looking at both where potential transit users may live and where transit users want to go we can start to put the pieces together in identifying the gaps in the region’s transportation infrastructure.
### Table 2: Regional Demographics based on the American Community Survey (ACS) 2017 5 Year Estimate

<table>
<thead>
<tr>
<th>Town/City</th>
<th>Total Population</th>
<th>Youth (5-20)</th>
<th>Senior (60+)</th>
<th>People with Disabilities</th>
<th>Low-Income Youth (5-20)</th>
<th>Senior (60+)</th>
<th>People with Disabilities</th>
<th>Low-Income</th>
<th>Youth (5-20)</th>
<th>Senior (60+)</th>
<th>People with Disabilities</th>
<th>Low-Income</th>
<th>Youth (5-20)</th>
<th>Senior (60+)</th>
<th>People with Disabilities</th>
<th>Low-Income</th>
<th>Youth (5-20)</th>
<th>Senior (60+)</th>
<th>People with Disabilities</th>
<th>Low-Income</th>
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<tbody>
<tr>
<td>Abington</td>
<td>16,275</td>
<td>3,587</td>
<td>3,377</td>
<td>1,808</td>
<td>5.7%</td>
<td>22.0%</td>
<td>20.7%</td>
<td>11.1%</td>
<td>3.6%</td>
<td>1.0%</td>
<td>0.9%</td>
<td>0.48%</td>
<td>0.2%</td>
<td>22.0%</td>
<td>20.7%</td>
<td>11.1%</td>
<td>3.6%</td>
<td>1.0%</td>
<td>0.9%</td>
<td>0.48%</td>
</tr>
<tr>
<td>Avon</td>
<td>8,468</td>
<td>1,072</td>
<td>688</td>
<td>3.7%</td>
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<td>0.7%</td>
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</tr>
</tbody>
</table>

Total: 373,205 | % of Town/City Population: 25.1% | % of Region Population: 21.8% | Low-Income: 10.8% | % of Total Population: 8.5%
Study Area Communities

Figure 1
Fixed Route and Paratransit Service Coverage

Figure 2
Commuter Rail and Express Bus Service

Figure 3
Distribution of Childcare to Transit

Figure 4
Distribution of Employers with 50+ Employees to Transit
Figure 6
Distribution of Unemployment

Figure 7
Distribution of Households on Public Assistance
Figure 8
Distribution of Population Below Poverty Level

Figure 9
Census 2010 ~ Percent of Households With One or Two Cars

Figure 11

[Map showing percent of households with one or two cars]
2.0 Assessment of Current Transportation Providers and Needs

Both public and private carriers provide human service transportation in the Region. Some agencies focus their services on certain demographics of the population where others offer services to a less defined population, need, or service area. Transportation can be in multiple forms from fixed-route bus services to door-to-door van service and even partnership with ride-hailing smartphone app providers.

Fixed-route service operates in many communities in the Old Colony Region. The Brockton Area Transit Authority (BAT) services the City of Brockton and the adjacent communities of Abington, Avon, Bridgewater, Easton, Rockland, and Stoughton with fixed-route service. Eleven different communities receive some form of paratransit service through a particular program or requirement such as ADA paratransit service from BAT. The fixed-route service is radial, operating on what is called a “Pulse” style transfer system, with most routes beginning and ending at the BAT Intermodal Centre located in Downtown Brockton. BAT offers paratransit service through both its DIAL-A-BAT and required American with Disability Act (ADA) service, which complements its fixed-route service. BAT works with member communities’ Councils on Aging in its service area and with various private operators to coordinate transportation services. The other public transportation services operating in the region are the Greater Attleboro Taunton Regional Transit Authority (GATRA) and the Massachusetts Bay Transportation Authority (MBTA).

In the Old Colony region, GATRA operates the Plymouth Area Link (PAL), which in actuality is a constitution of four different routes that operate within the Town of Plymouth. The four routes that make up the PAL service are the Mayflower Link, Freedom Link, Liberty Link and the Manomet/Cedarville Deviated Link. The Mayflower Link provides service within the Town of Plymouth between Plymouth Center and the Manomet neighborhood. The Freedom Link, which is a circular route operating out of Plymouth Center, services the West Plymouth Plaza, the Kingston MBTA Station, and other industrial parks and commercial retail locations. The last two lines that makeup PAL are the Liberty Link and the Manomet/Cedarville Deviated Link that operates between Manomet Stop and Shop and Cedarville Brunos Corner. GATRA operates the PAL service on a hub and spoke configuration via a pulse style transfer system, which facilitates the ease of transferring between the different routes. TransDev is GATRA’s private operator of the PAL fixed route and its accompanying paratransit service in the PAL service area and for the Plymouth Council on Aging. In addition to PAL service, GATRA also operates the Pembroke Shuttle, which provides service from the Town of Pembroke to the Hanson MBTA Commuter Rail Station, and the Boston Hospital Bus, which provides transportation service from Duxbury, Kingston, Pembroke, and North Plymouth to Boston Hospitals and the Greater South Shore Hospital Area.

The MBTA operates three local bus routes along with Commuter Rail and ADA paratransit service in the Old Colony region. The three bus routes operating in the region are the 240 Avon Square – Ashmont, which has limited service between the Town of Avon and the Ashmont Red Line Station in Boston. Then there is the MBTA 238 Holbrook/Randolph Commuter Rail Station - Quincy Center bus, and the 230 Montello Commuter Rail Station - Quincy Center fixed-route service. The MBTA Commuter Rail services eleven railway station in the region and paratransit ADA service operated along the corridors it’s bus service operates.
BAT and GATRA services are not interlined and a gap does exist between the two fixed-route services. Examples of the gaps in service have been identified in previous studies and have been investigated through surveys and interactions with the public. These studies focused on connecting transit services through medical centers, schools, shopping areas, and commuter rail station, utilizing trip generators to make the service cost-effective.

Beyond public transportation services, there is a mixture of availability and frequency of other service providers utilizing vans, town cars, and other small vehicles. For example, many of the region’s Councils on Aging (COA) have their own vehicles with which they provide service to their communities. These vehicles may be driven by a volunteer or a paid driver from the COA staff, and the vehicles may be a minibus, a van that is lift-equipped or a non-lift equipped vehicle. The available transportation service depends on the community. Some communities can provide services to their seniors and people with disabilities; others struggle to provide basic transportation services to their residents.

In addition to the Councils on Aging, there are private companies that offer a mixture of services. Two of the larger private carriers in the region are Bill’s Taxi/A&A Metro and Habilitation. Both companies offer a mixture of services from contract work with local agencies, such as public schools, and Councils On Aging. These private carriers also make available their services to private citizens as well. Both companies have vans that are lift-equipped and are the only taxi services in the region with the ability to service wheelchair dependent customers.

To facilitate understanding, the following section provides a brief description of some of the major transportation services available in the region. The companies and services described are by no means an exhaustive list of the services available in the region.

**Brockton Area Transit (BAT)**

**Summary of services**

BAT offers fixed-route and paratransit services. The fixed-route service radially covers Brockton along with portions of Abington, Avon, Bridgewater, Easton, Rockland, and Stoughton. BAT provides the required ADA service within the ¾-mile area of the fixed-route corridors via its paratransit service known as DIAL-A-BAT within those communities serviced with fixed-route service. BAT provides demand response and contract services to 11 communities in the transit authority’s service area as well.
Examples of gaps in services

The DIAL-A-BAT covers the entire city of Brockton, as well as limited service to the Towns of Abington, Avon, Bridgewater, Easton, East Bridgewater, West Bridgewater, Whitman, and Stoughton. There continues to be a need for public transit beyond the current service area, specifically in regards to DIAL-A-BAT service. BAT continuously looks for ways it can increase service to underserved populations, through extended hours of operation, and development of new routes while continuing running service that is financially responsible. Capital purchases, including technology, and partnerships with ride-hailing services can help increase BAT’s ability to be efficient with resources and provide better transportation service as well. Communities, where there are residents looking for the establishment of public transit service or see an expansion of service, can join the Authority and pay the assessment to receive BAT service and those looking for more service might want to consider increasing their service assessment.

Additional gaps in service identified in reports such as the Potential Impacts of Ride-Hailing on the Brockton Area Transit Authority were to place such as the Avon Industrial Park and a cluster of businesses in Rockland along Route 3. Besides gaps in service to specific destinations, service needs mentioned in the report were for expanded service hours and expansion of Dial-A-BAT service.

A report released by the Commonwealth, A Vision for the Future of Massachusetts’ Regional Transit Authorities, calls for some improvements to be implemented, policy developments or changes, and other recommendations to enhance the user experience of those utilizing RTAs like BAT. One such recommendation is that RTAs like BAT should seek to improve coordination between partner transit agencies that share the same operating area to provide a seamless transit riding experience. Additionally, the document suggests the RTAs to look towards solutions such as bicycle share, bicycle transportation infrastructure, the use of paratransit vehicles, and working with Ride Hail App services to address the last mile gap some transit user’s experience.

Greater Attleboro Taunton Regional Authority (GATRA)

Summary of service

GATRA is a regional transit authority that oversees a number of fixed-route bus service and its accompanying ADA paratransit service in the Old Colony region. Towns benefiting from GATRA service in the Old Colony region are the Towns of Duxbury, Hanover, Hanson, Kington, Pembroke, and the Town of Plymouth. GATRA provides service to these communities via four transit services; those would be Seaside Area Inter-Link (SAIL), the Plymouth Area Link (PAL), the Pembroke shuttle, and the Wareham-Plymouth Link. The SAIL operates between the communities of Marshfield and Kingston. The PAL route, which is actually four-routes: Freedom Link, Liberty Link, Manomet/Cedarville Deviated Link, and the Mayflower Link, provides fixed-route service within the Town of Plymouth. The Wareham-Plymouth Link provides service between the communities of Wareham and Plymouth Monday through Friday. GATRA contracts with TransDev to operate both their fixed route and paratransit services. GATRA also offers other
services such as a travel-training program to help acclimate new riders to the transportation service.

Examples of gaps in service

The PAL service in Plymouth and Kingston covers a large area, with limited frequency, making it challenging for riders to utilize public transportation for commuting to work, running errands, and medical appointments. Due to a large amount of area covered by the fixed-route service, paratransit service is challenged with covering the service area in the manner deemed required by ADA. Plymouth is, in terms of land area, the largest municipality in the Commonwealth, meaning that transportation service in this community, in particular, is a challenge because of the extensive distance just for trips in town. The southern portions of the Town of Plymouth continue to be more challenging than the northern part to service due to the low density of residents, the vastness of area to serve, and the lack of funding to meet the growing demand for transportation services in this area due to housing growth.

South Shore Community Action Council (SSCAC)

Summary of services

South Shore Community Action Council is a private non-profit agency that provides essential services to the area, one of which is transportation service to communities in and out of the Old Colony Region. SSCAC provides transportation to the elderly, disabled, and low-income participants in SSCAC programs and other state and federal programs. SSCAC fills in the gaps in service for people that often have no other mode of available transportation. SSCAC takes people to adult day health programs, dialysis, doctor and dental visits, non-emergency hospital trips, shopping trips, social/recreational events, employment/welfare to work programs, educational facilities, and service to Metro Boston hospitals. SSCAC has the ability as a private company to service individuals beyond the community boundaries that often are found with other forms of public transportation. SSCAC completes approximately 65,000 trips annually.

Examples of gaps in services

SSCAC serves a variety of clients that often have no other means of transportation. SSCAC struggles with escalating operating costs like other transportation companies. There are more citizens in need of transportation services than SSCAC can service. If additional operational support for the service could be found, this might change this paradigm.

Plymouth & Brockton Street Railway Company

Summary of services

Plymouth and Brockton (P&B) is a private company offering fixed route long-distance service. The routes generally run north-south with trips leaving from Plymouth and Kingston in the Old Colony region with terminus locations in Downtown Boston and Logan Airport. The service
predominantly provides commuter trips and transport to Logan Airport. P&B also runs trips south through Cape Cod. Trips from Plymouth heading north towards Boston begin as early as 3:40 AM, and the last trip leaving Boston traveling south towards Plymouth is at 11:40 PM. Plymouth and Brockton coaches are wheelchair accessible, however, the organization asks passengers using a wheelchair to call the day before they ride for smoother passenger experience. On average, Plymouth & Brockton carries about 24,000 people from the region to points in Boston.

Examples of gaps in service
Plymouth and Brockton are currently at capacity on their peak rush hour service trips. Additional trips to Boston would improve service for the people commuting to Boston and would ease the crush on vehicle trips. P&B continues to express interest in filling an intercity need, with a possibility of connecting the different RTAs. For example, intercity bus service could be established between Plymouth and Brockton, or Brockton and Taunton, Taunton and Plymouth, and then the passenger would either end their destination or connect to a local transportation service. Much like many transportation providers in the Commonwealth, P&B is having trouble recruiting and retaining bus operators, which sometimes results in missed runs or the ability to put additional buses on the road to accommodate ridership demand.

Habilitation Assistance Corporation
Summary of services
Habilitation transportation branch, Access Express, is a private company that provides a variety of services. Services include transportation to adult day care programs, medical appointments, either local or Boston, shopping trips, day habilitation programs, charter trips, paratransit contract for portions of the GATRA and Cape Cod Regional Transit Authority area, and privately scheduled trips.

Services are provided by contracted agreement or by individual arrangement for transportation. The company also offers charter trips with mini-buses; open to anyone who can pay for the services. Access Express provides approximately 2,000 rides a week across its spectrum of transportation programs and needs. The company utilizes a mixture of vehicles consisting mostly of wheelchair lift-equipped vans but is complemented with 15 passenger vans, sedans, and minibuses. The company is licensed both as a taxi service and as a charter service.

Examples of gaps in service
Habilitation Assistance Corporation is at an advantage of being a private company. They receive no operational or capital assistance from the federal or state government. The advantage is that they can choose the services they provide and the contracts that they accept, without concerns of state and federal regulations that are associated with financial assistance. This enables Habilitation to efficiently manage their operational costs because they can modify
their services quickly without waiting for a grant opportunity or conducting public hearings to discuss the changes.

**Taxi Companies**

**Summary of services**

There are many taxi companies in the region with services open to anyone with the ability to pay with no trip restriction. Some of the taxi companies also do contract work with different services in the region.

Only one taxi company in the region, Bills Taxi/A&A Metro Transportation in Bridgewater, is equipped to provide service to individuals in wheelchairs or needing a lift-assisted entry van. Bill’s Taxi is unique in that it provides service through contracts to local universities for special needs transportation and paratransit bus service to the Brockton Area Transit Authority in the Old Colony region.

**Examples of gaps in service**

Similar to other private companies, taxi companies do not receive operational assistance that requires them to run service under prescribed parameters. As a private business, they can adjust swiftly to market conditions, such as higher vehicle fuel costs or increased health care for employees and pass those costs on to their customers. The challenge is that many of these companies do not purchase wheelchair accessible vans because of the additional expense and the lack of demand. Ride-Hailing Apps like Uber and Lyft have also been placing considerable pressure on Taxicab companies in recent years, due to these Ride-Hailing Apps subsiding passenger trips to capture market share and the loss of drivers who have decided to become Ride Hail Apps drivers themselves. Because of the rise of Ride Hail Apps services, many Taxicab companies have gone out of business in the Old Colony Region.

**Commuter Shuttles**

**Summary of services**

Besides Plymouth and Brockton, there is another commuter shuttle service in the region. Bloom Bus Lines, Inc. provides commuter bus service to Boston, with pickups starting in Fall River and at regional pick up locations beginning at the park and ride parking lot at Route 106 and Route 24 in West Bridgewater.

**Examples of gaps in service**

Commuter services are great opportunities to connect urban centers. The challenge is that there are often no other public transportation services available to the park and ride lots that the carriers serve, making intermodal connections difficult. Most commuter bus services, similar to
many commuter rail services, pick up from a park and ride lot, limiting the availability of the transportation services to those with a car. Commuter shuttle fares can also be cost-prohibitive for some potential riders as fares tend to be far greater than local public transit fares. Investigating ways to increase intermodal connections and fare cost offsets for those with modest means would increase the availability and need for this type of service.

**Councils on Aging**

Summary of services

The local Councils on Aging (COA) offer a variety of services depending on the need and the financial support of that particular community. Many COAs receive vehicles through the Mobility Assistance Program (MAP) and BAT often assists COAs in the region with vehicle procurement and other transportation-related issues. A summary of services offered by the local COAs and other public transportation services can be found in Table 3.

Example of gaps in services

The Councils on Aging have some of the most direct access to the elderly and disabled population in a community. They promote a variety of programs to enhance the quality of life, but the challenge usually comes down to money for the purchase, operation, and maintenance of vehicles. This, in turn, limits the more localized connection and puts more pressure on other transportation resources to provide the services for those in need. Additionally, with continued economic pressures, many COA’s transportation programs are the first to receive a reduction in funding when communities’ have to reconcile their annual budgets. Finding ways to maintain transportation to these senior populations should be a consideration in any transportation program.

**Old Colony Area Agency on Aging**

Summary of services

The Old Colony Area Agency on Aging is responsible for the establishment of a comprehensive, coordinated system of community-based supportive services and nutrition services for the elders in our region. To achieve this goal, the Old Colony – AAA’s administers grant funding authorized under the Older Americans Act of 1965. This funding is allocated through the Massachusetts Executive Office of Elder Affairs. One of the many services that the Area Agency on Aging provides is transportation for seniors with volunteer drivers.

Example of gaps in services

The Area Agency on Aging serves 23 communities in southeastern Massachusetts. By serving such a large area, the Agency can provide transportation services beyond community and regional boundaries. According to Old Colony – AAA most recent elder’s, 2016 Elder Needs Assessment Report, transportation continues to be the second greatest need mentioned in a
survey field by the study. In particular, according to study findings, Elders stated they need more door to door transportation service.

Table 3

<table>
<thead>
<tr>
<th>Public Transit Services Providers</th>
<th>BAT Fixed Route</th>
<th>DIAL-A-BAT</th>
<th>GATRA</th>
<th>GATRA Dial-A-Ride</th>
<th>MBTA Commuter Rail</th>
<th>COA Vehicles</th>
<th>COA Trip Type Served</th>
</tr>
</thead>
</table>
3.0 Unmet Service Needs

Despite the national trend of falling public transit ridership in the Commonwealth and the nation overall, there is still a growing need for transportation service among those that are transit-dependent. As Baby Boomers continue to retire, it is expected their demand for more transportation services will increase as well. The challenge is providing this service at a reasonable cost to the community. Door-to-door service tends to be expensive, which is why other transit solutions, such as fixed-route or flex-route services along with public-private partnerships are solutions that should be explored.

Service Gaps and Regional Needs

Through the utilization of in person interviews with human service organizations, municipal governments, and Commonwealth entities, coupled with an online survey fielded to members of the community, a number of service gaps and regional needs have been identified.

Expanded public transportation service area

Public transportation coverage can be robust in some areas of the Old Colony region and other parts have limited service or none at all. The lack of public transportation service can make it hard for those without automobiles or access to one to take care of personal needs, seek or maintain gainful employment, travel to medical appointment, and participate in social activities. Establishing public transportation service in communities without it can have a meaningful impact for those without or limited transportation options.

Expanded public transportation service hours

Public transportation service hours can be a determining factor if a person will be able to utilize public transportation for their transportation needs. Service hours that do not start early enough or end too early, can make it challenging for an individual to use the public transit system for trips outside the usual workday and in some cases impossible for non-traditional work schedule or social activates that do not fall within the service schedule. Expanding service hours or making adjustments to the existing service day could enable individuals to take non-traditional work schedule employment or participate in social actives they might not otherwise be able too.

More transportation options to areas with a concentration of employers

Currently there are areas, such as the Avon Industrial Park, that have large concentrations of employers but do not have public transportation access. The establishment of transportation to these locations can open up employment opportunities and additional shopping and dining destinations.
Connect regional transit authorities to facilitate regional mobility

Currently traveling throughout the Old Colony region can be challenging depending on your location and final destination. While there is a regional connection between the BAT and the MBTA, currently there is no regional connections between GATRA, which operates public transportation service in Plymouth and portions of the South Shore south of the City of Brockton. Making connections between those regional transit authorities not currently connected could facilitate access to jobs, medical trips, travel for social activities and a number of different trip purposes that might not be currently met.

More outreach needed on the availability of travel training in the region and on transportation services offered

Information can be a critical piece in helping an individual decided if they should travel by one mode of transportation or another and for some, an introduction to the public transportation system and other transportation providers could make reluctant riders willing to try public transportation or alternative modes of transport.

Examples of Service Gaps

Reaching out to segments of the population currently being underserved or maybe unaware of public transportation services available can be a challenge. Many of these groups have various needs and limited resources to achieve their organization’s goals. The following organizations are a small example of the type of services needed in the area, but is by no means an exhaustive list.

Brockton Area ARC Inc.

Brockton Area ARC is an organization that provides a variety of services to individuals with disabilities. Examples of these services are job training, job placement, and traveling training. One challenge for the organization is getting people to their jobs. Many of the individuals they service cannot drive and are public transportation dependent, but often jobs are not where public transportation is available.

Councils on Aging

The Councils on Aging have some of the most direct access to the elderly and disabled population in a community. They promote a variety of programs to enhance the quality of life but the challenge usually comes down to available funding to purchase vehicles, to operate these vehicles, and to maintain them in a good state of repair. This limits the more localized connections and puts more pressure on other transportation resources to provide the service needed. Communities in the region that are members of BAT have expressed continued interest in expanding the paratransit service that already exists in their communities. Additionally,
communities in the region that are not members of BAT could be eligible for paratransit services if they were to join the authority.

MassHire

MassHire serves job seekers and employers in Abington, Avon, Bridgewater, Brockton, East Bridgewater, Easton, Hanson, Stoughton, West Bridgewater, and Whitman through its Greater Brockton Career Center and in the Town of Plymouth via its Plymouth Career Center location. MassHire offers a host of services for the job seeker, providing workshops, counseling, and resources to help clients find jobs. They also work with other similar agencies in the unemployment office, transition assistance, and the YouthWorks program. One cited challenge for those looking for employment is transportation to areas of concentrated employment areas and to other large employers that are not along or close to a public transit route.

Veterans

Veterans are in need of transportation to Veteran’s Affairs (VA) Hospitals and Clinics. The combination of continued military efforts and the reduction in overall death rates has increased the number of veterans returning home and utilizing VA services. Many of these former soldiers are transportation dependent and have trouble sometimes finding transportation to access the services available to them at the VA medical facilities and social activities.

Currently, shuttles run by the VA travel from Jamaica Plain and West Roxbury to the VA Hospital in Brockton. The VA Hospital is also serviced by BAT. Even with this service, a gap in services exists for the transportation dependent veterans who struggle to find transportation to the services they need. Veterans that are transportation dependent need to use the same services as the rest of the transportation dependent population, but some Veterans do not have access to public transportation in any form or have very limited access to public transportation or private forms of transportation services. Veterans need to be able to get to services, work, and social activities.

**Strategies to Address Unmet Service Needs**

1. Protect and strengthen existing transportation services
   
   a) Support, strengthen, and maintain the existing network of public and private transportation service providers (protecting the assets communities have invested in)

   b) Continue to pursue funding strategies that leverages local, state, federal and private resources

   c) Allocate available public and private resources to implement plan goals

   d) Continue to provide vehicles to serve the transportation disadvantaged of the Old Colony Region
2. Improve intra-community transportation services

   a) Continue to seek and support the establishment of a system of intra-“community” transportation services that connect population centers with shuttles, vanpools, or ride hail app services that are not currently connected

   b) Continue to support and coordinate participation in ride sharing programs

   c) Continue to provide improved services to human services populations, the elderly and persons with disabilities, and those with low incomes

   d) Focus public transportation on access to social and medical services, jobs, shopping, education and recreation

   e) Encourage and support multi-modal options including pedestrian and bicycle usage

   f) Provide expanded fixed route service to employment centers, educational and residential developments, such as the Union Point/South Weymouth Naval Air Station Redevelopment, South Shore Health Hospital, Massasoit Community College, Bridgewater State University, the Avon industrial Park, and other large-scale job centers and housing developments

3. Increase accessibility to transportation services

   a) Continue to identify “underserved” areas (geography) and population (demographics)

   b) Continue to identify transportation-dependent populations geographically, such as those groups in South Plymouth

   c) Evaluate the effectiveness of existing transportation services

   d) Reengage in developing an ongoing public education program focused on commuting and transportation services

   e) Provide transportation options that are sustainable and environmentally sensitive

   f) Maintain public transportation services that are fast, fair, flexible and frequent

   g) Work with ride hail app services to provide transportation options in communities without or limited public transportation service

4. Coordinate Transportation Services

   a) Continue to seek to coordinate transportation services with surrounding communities outside of the region
b) Continue to work with regional partners through the Regional Coordinating Council (RCC) to connect and interline transportation services to increase regional mobility options

There are many ways to address the four strategies to provide services identified, as unmet service needs. The following are examples of the types of services that would facilitate achieving this strategy.

**System Preservation**
With ever-increasing budget constraints, it is key to keep the system in a good state of repair to avoid costly maintenance corrections later, which could result in transportation service issues. It is paramount to keep seeking funding for transit system preservation to make sure it can meet current and future demand.

**Increased Fixed Route Service Hours**
The region has varied frequency of fixed-route service hours. Increasing service hours makes fixed-route transportation a viable choice in transporting people to jobs, medical appointments, and social engagements.

**Continue Accessibility Enhancement**
Continue to invest in accessibility enhancements such as curb cuts, sidewalks, information kiosks, travel training, signage, and shelters.

**Increased Fixed Route Service Area**
The region also has a varying degree of fixed-route coverage. Some communities are well served by fixed-route service and other areas are not at all. Addressing these concerns based on the population’s needs will help transport people to medical appointments; places of employment, education facilities, and to areas for social engagement.

**Same Day Service**
Same day transportation services, especially those for individuals with disabilities, are available in the region, but limited in their availability and sometimes not at all on certain days, for certain individuals, and in some locations. The ability to provide same day service gives users that need the accessible service increased flexibility in planning their transportation to work, medical appointments, and spur of the moment trips. These type of trips are prime candidates for the use of ride-hail app partnerships and could be the means in which they are met.

**Increased Paratransit Services Hours**
There is always a need for more and longer service hours. As such, it is a challenge to develop a schedule around limited hours of service. Partnerships with private transportation providers and ride-hail app services could fill gaps in service hours for Paratransit services.
Increased Paratransit Service Area
Much like increasing services hours, increasing the service area gives patrons of Paratransit service a greater ability to access the services they need.

Expanding of Volunteer Driver Programs
The continued expansion of the volunteer driver programs can be a low-cost way to meet the transportation needs of community members. Coordination of volunteers is still the biggest challenge.

Continuation of Rider Education Programs
Many individuals new to transit often do not take advantage of programs simply because they are unaware of the services. The continued education of riders about public transportation services can help them become more comfortable with the service and to understand what is expected of them in the role of a customer. An expanded public outreach effort can help keep the public aware of the transportation options available.

Increase the availability of lift accessible vehicles to the disabled population
One problem, in particular, is the availability of lift accessible vehicles within the private carrier sector. Most taxi companies do not have lift-equipped vans for services because the difference in the cost to purchase a lift vehicle versus a non-lift equipped sedans is more than what the company can expect to receive as a return on investment. With the shrinking availability of private transportation providers, such as taxicab companies, it is expected that this situation will stay the same or become worse as more taxicab companies go out of business due to ride-hailing services. Additionally, lift accessible ride-hail app rides are dependent on there being a lift-enabled vehicle in the area and some ride-hail apps do not offer a lift enabled vehicle option.

Expand Paratransit buffer beyond ¾ of a mile
Expanding the Paratransit buffer offers more flexibility in destination choices to the individual dependent upon the service.

Sunday Service
Expanding Sunday service offers more flexibility to those individuals’ dependent on the service.

Promote the use of transit by workers with non-traditional work schedules
Increasing the hours of availability of transit on late nights and weekends increases the accessibility to jobs for workers who work the non-traditional work shifts.

Promotion of the use of transportation vouchers
Promotion of transit or travel utilizing ride-hail apps and taxis by appropriate agencies utilizing transportation vouchers for welfare recipients and eligible low-income individuals can assist getting people to jobs and eventually out of these programs

Employer Sponsored Transportation Solutions
Promote the use of employer-provided transportation including the transit pass benefit program. Transportation benefit programs can benefit both employers and employees.

Expand Reverse Commute Options
Promotion of the use of bus, train, carpool, vans and other transfer services for reverse commute by which workers are transported to suburban job sites.

Promote increased transit connections
Increased transit connections provide more flexibility and options, specifically to transit-dependent populations. It increases accessibility to jobs, medical, and social needs.

4.0 Prioritization of Strategies & Evaluation

Prioritization
1. Maintain current services, system preservation and transportation programs
2. Invest in programs for projects that improve community access and increase ridership
3. Provide incentives for projects that emphasize coordination, collaboration, and transit connectivity
4. Assure access, safety, and security for the individuals, groups, and stakeholders served.
5. Ensure vehicle provision to serve the transportation disadvantaged populations of the Old Colony Region

Evaluation
Projects are evaluated with the following quantitative methods in mind:

- **Maintain Existing Transportation Structure**
  The addition of services may cause new services to struggle if the current transportation infrastructure is struggling to maintain a base level of service.

- **Increase Access to Jobs**
  What is the potential or actual jobs accessed by transit services, including the auxiliary benefits to service? Would the individuals using the service have been able to access the job in another way?

- **Increase Quality of Services**
  Does the proposal increase the quality of services, expanded hours, same day service, and passenger enhancements? Evaluate how and why the services are enhanced. What is the service target population and the expected use?

- **Increase Riders**
How many customers use the service? If the service is an additional offering to complement existing service, how many new riders will be added to the system, in addition to transit riders already utilizing the system?

- **Increase Connectivity to Communities with Improved Access**
  
  Is the service improving intra-regional and inter-regional connectivity?
Procedure for Establishment of Heavy Commercial Vehicle Exclusion (HCVE) Zones

Summary

The Massachusetts Amendments to the USDOT’s Manual on Uniform Traffic Control Devices (MUTCD) allows for the provision for municipalities in the Commonwealth to request the establishment of Heavy Commercial Vehicle Exclusion (HCVE) zones on locally owned and maintained roadways. A heavy vehicle is typically defined as any vehicle or vehicle and trailer combo that has 6 or more tires on 2 or more axles.

Typical reasons for why a municipality may pursue a Heavy Commercial Vehicle Exclusion zone for a roadway in their community include:

1. Preservation of Infrastructure: Exiting heavy vehicle traffic is having a severe impact on the condition of pavement, culverts, and bridges on the roadway.
2. Safety: Excising roadway layout cannot safely accommodate heavy vehicles conflicting with other roadway users.
3. Quality of Life: Noise and pollution from heavy vehicles are creating an excessive burden on residents, particularly in densely developed residential areas and during hours of darkness.

Three primary warrants are considered by MassDOT when a municipality requests the establishment of a Heavy Commercial Vehicle Exclusions Zone on a municipal roadway. One or more of these conditions may be sufficient justification for the establishment of an HCVE.

1. An existing volume of heavy vehicles, typically 5 to 8 percent of total traffic, is reducing the utilization of a facility and is cause for substantial reduction in capacity and/or safety.
2. The condition of the pavement structure of the route to be excluded indicates that further repeated heavy wheel loads will lead to severe deterioration of the roadway.
3. Notwithstanding the foregoing, in certain instances where land is primarily residential in nature and a municipality has requested exclusion only during hours of darkness, a specific night exclusion may be granted.

It should be noted that a posted Heavy Commercial Vehicle Exclusion only applies to through moving heavy vehicles that would not otherwise have business on that roadway. Vehicles such as delivery trucks, construction vehicles, landscaping trailers, utility trucks, and emergency vehicles that service businesses or residential properties on the roadway may still use the roadway as usual.

When a municipality requests the establishment of a Heavy Commercial Vehicle Exclusion Zone, the Massachusetts Department of Transportation requires the municipality provide an engineering study that includes recent traffic data, an assessment of infrastructure condition on both the proposed route for exclusion and proposed alternate route, and an assessment of surrounding zoning and land use. The Old Colony Metropolitan Planning Organization’s Local
Highway Technical Assistance program provides data collection and analysis assistance to communities pursuing a Heavy Commercial Vehicle Exclusion zone for a roadway in their town.

For information about Heavy Commercial Vehicle Exclusion zones or to request assistance through the Old Colony MPO’s Local Highway Technical Assistance program, please contact Bill McNulty (wmcnulty@ocpcrpa.org) at 508.583.1833 extension 207.
(2) After the speed zones, proposed by the local authorities, are reviewed by the Department, they are returned to the municipality for formal adoption by the rule-making body. During this time, the municipality is responsible for any and all hearings required for adoption.

(3) Upon receipt of notice of formal adoption by the municipality, the Department, acting jointly with the Registry, will certify and approve.

(4) Certified regulation is returned to municipality.

(5) Official Speed Limit signs may then be installed in accordance with the specific provisions of the approved speed regulation.

(6) The Special Speed Regulation is then enforceable against violators.

**Section 10A-9   Heavy Commercial Vehicle Exclusion**

A truck exclusion from a municipal way may be authorized provided a suitable alternate route is available. The alternate route shall have an effective width and pavement structure which can safely accommodate the additional truck traffic. In addition the alternate route must meet one of the following conditions:

1. Lie wholly within the community making application,
2. Lie partially in an adjacent community but only on State Highway, or
3. Lie partially in an adjacent community but have the adjacent community’s written approval.

Numbered routes are ineligible for heavy commercial vehicle exclusions, per Board of Commissioners, November 22, 1995.

An engineering study, as outlined in the Data requested below, must be made. In addition, one or more of the following may be sufficient justification for truck exclusion:

1. **Warrants**
   
   A. A volume of heavy commercial vehicles, which usually is in the range of five (5) to eight (8) percent, reduces the utilization of the facility and is cause for a substantial reduction in capacity or safety.

   B. The condition of the pavement structure of the route to be excluded indicates that further repeated heavy wheel loads will result in severe deterioration of the roadway. (subject to Department review)

   C. Notwithstanding the foregoing, in certain instances where land use is primarily residential in nature and a municipality has requested exclusion only during hours of darkness, a specific night exclusion may be granted.
2. **Data**

Before the Department can consider an exclusion proposal, the following data must be submitted by the municipality:

A. A twenty-four hour consecutive count of all vehicles using the subject street. (If the exclusion is requested for only twelve hours, a twelve-hour count will suffice.) The count shall be broken into one-half hour intervals showing:

   1. Commercial vehicles with a carrying capacity over 2½ tons
   2. Other vehicles

B. Map of the area, with the excluded street marked in red, the alternate route in green.

C. Physical characteristics of excluded and alternate streets in question, i.e., length, width, type and condition of surface and sidewalk.

D. Types of buildings or property abutting street (Residential, Business, School, Playground, etc).

E. Zoning of Street (Residential, Industrial, etc.).

F. Proximity of probable alternate route to the proposed excluded route and the additional distance to be traveled using the alternate route.

G. Types of traffic control existing on street.

H. Hours during which exclusion is to be in effect.

I. A written statement from the municipality as to the need for the exclusion, and acknowledgement of acceptance of the responsibility for installation and maintenance of appropriate signage.

**EXEMPTIONS:** Exclusions shall not apply to heavy commercial vehicles going to or coming from places upon said streets for the purpose of making deliveries of goods, materials, or merchandise to or similar collections from abutting land or buildings or adjacent streets or ways to which access cannot otherwise be gained; or to vehicles used in connection with the construction, maintenance and repair of said streets or public utilities therein; or to Federal, State, Municipal or public service corporation owned vehicles.
November 7, 2019 Old Colony JTC Meeting
Agenda Item 7D
Results of Old Colony MPO Signatory Election

Summary

The voting members of the Old Colony Metropolitan Planning Organization (MPO) consist of the following officials or their designees:
- The Mayor of the City of Brockton
- The Chief Elected Official of Plymouth
- The Chief Elected Officials from two (2) communities, other than Brockton or Plymouth to serve two-year terms
- The Secretary and CEO of the Massachusetts Department of Transportation
- The Administrator of the Massachusetts Department of Transportation Highway Division
- The Administrator of Brockton Area Transit Authority
- The President of Old Colony Planning Council

As listed above, the Old Colony MPO structure includes two Signatory Member elected official seats, representing the other communities in the Old Colony Region. Beyond the single requirement that the Signatory Member be an elected member of the Board of Selectmen/Town Council from their community, the following are the guidelines set forth for the election of MPO members:

- No more than one Signatory Member per town
- One Signatory Member representing towns with populations of less than 14,000 (Avon, East Bridgewater, Halifax, Hanover, Hanson, Kingston, Plympton, and West Bridgewater)
- One Signatory Member representing towns with populations greater than 14,000 (Abington, Bridgewater, Duxbury, Easton, Pembroke, Stoughton, and Whitman)

On October 30, 2019, the Old Colony Planning Council Board of Directors conducted the Old Colony MPO Local Signatory Election. From the election, the Town of Whitman, represented by Daniel Salvucci, Vice Chairman, Board of Selectmen, was re-elected by a majority vote to serve a Two-Year Term commencing November 1, 2019 and concluding on October 31, 2021.
Summary

Through Task 3200 (Local Highway Technical Assistance) of the Old Colony Metropolitan Planning Organization (MPO) FFY 2020 Unified Planning Work Program, Old Colony Planning Council provides local traffic planning and technical analysis services to its member communities.

Old Colony Planning Council completed the Road Safety Audit of Central Street in Avon. The final report for the Road Safety Audit has been distributed to the Town and RSA participants.

Old Colony Planning Council has completed a traffic study of Rocky Hill Road in Plymouth. Data and analysis has been distributed to the Town.

The Town of West Bridgewater has requested a traffic study of River Street. Data collection for this traffic study is in progress.

Project Status Updates

**Abington**
- Block Street Traffic Study
  
  *Data analysis in progress.*

**Hanson**
- Route 58 Traffic Study
  
  *Report in development*

**Plymouth**
- Intersection Traffic Study of Court Street (Route 3A) at Cherry Street and Prince Street
  
  *Data collection in progress*

**Stoughton**
- Road Safety Audit for Park Street (Route 27) at Turnpike Street and Turnpike Street at Campanelli Parkway
  
  *Final report in development*

- Traffic Counts with Speed Analysis for Kelsey Drive, Tosca Drive, and Queen Anne Way
  
  *Data collection in progress*

**West Bridgewater**
- River Street Traffic Study
  
  *Data collection in progress*
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.
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

Projects Currently Under Review as of September 25, 2019

EEA # - 16096 Carver to Kingston Reliability Project (Carver, Kingston, Plympton) (ENF)
NSTAR Electric Company d/b/a Eversource Energy (proposes to construct, operate, and maintain an approximately 8-mile overhead transmission line ("New Line") on an existing right-of-way ("ROW") between Eversource's Carver Substation located off Main Street in Carver and its Kingston Substation located on Pembroke Street in Kingston. The New Line, together with the related connections at the Carver and Kingston Substations, are referred to as the "Carver to Kingston Reliability Project" or the "Project."

The Project is designed to address certain transmission reliability issues in the South Shore area (an area that runs south of Boston to the Massachusetts southern shoreline), specifically the Kingston Load Pocket area, which includes all or part of the towns of Kingston, Duxbury, Plympton, Carver and Marshfield.

The New Line will extend approximately 8 miles through Carver, Plympton, and Kingston. The New Line route begins at the Carver Substation and extends north approximately 5 miles to Eversource's Brook Street Substation in Plympton, then continues north approximately 3 miles to the Kingston Substation.
In both stretches, the New Line will parallel an existing transmission line within the existing ROW. The width of the ROW is approximately 150 feet.

The Project consists of construction of a new overhead transmission line and associated structures, along with a short section of underground line, along an existing maintained right-of-way. Selective hazard tree removal may occur along some portions of the ROW in Kingston to accommodate the New Line. The Project also proposes minor work at the Carver Substation tying into an existing terminal. Minor grading may be required for access road improvements and construction work areas.

Comments Due 10/15/2019
For Copies: Vivian Kimball (508) 513-2713
MEPA Analyst: Erin Flaherty Erin Flaherty (617) 626-1128

**EEA # - 16104 Kingston Wastewater Treatment Plant Expansion Project (Kingston) (EENF)**
The Town of Kingston proposes to construct wastewater system improvements in two phases. The first phase includes expansion of an existing wastewater treatment plant (WTP) to increase its capacity from 375,000 gallons per day (gpd) to 700,000 gpd and construction of 0.5 miles sewer main, two (2) pumping stations and a force main to connect the Kingston Collections mall. Phase 2 includes construction of additional effluent recharge basins to increase discharge of treated wastewater to groundwater by 200,000 gpd. The EENF also included the CWMP Phase 1 Report.

The project requires MEPA review through a Mandatory EIR. The Town has requested a Phase 1 Waiver to allow the first phase of the project to proceed before completion of the Draft and Final EIRs. The project requires a Groundwater Discharge Permit, a Sewer Connection/Extension Permit and a Treatment Works Plan Approval from MassDEP. The Town will receive funding from the Clean Water State Revolving Fund.

Comments Due 11/08/2019
For Copies: Magdalena Lofstedt (617) 452-6597
MEPA Analyst: Alex Strysky (617) 626-1025

**EEA # - 16077 Harju Solar Array (Plympton) (NPC)**

The Property is generally bounded by Lake Street to the north, the Plympton/Kingston Town line to the east, and wooded uplands and wetlands to the south and west. The Project includes a ±12 acre conventional ground mounted solar facility located in wooded uplands. The Proponent also proposes to install an aerator in the agricultural reservoir to introduce oxygen into the water, enabling circulation. Improved aeration and circulation of the pond is anticipated to result in a reduction of the floating plant duckweed, which often blocks sunlight over the surface of the pond for portions of the summer. This aeration is expected to result in a net improvement to resource areas by reducing aggressive plant species and nutrient accumulation.

**Change:**
The Proponent proposes to expand the ground-mounted solar array and associated shade management areas in wooded uplands by approximately ± 1.6 acres, resulting in a total limit of work ±
16.1 acres. This proposed modification, a result of the elimination of the ±9 acre floating solar component, including Natural Heritage & Endangered Species Program (NHESP) habitat impacts and mitigation has been discussed with NHESP. Approximately ±0.7 acres of this expanded impact is located with previously identified shade management areas, which is considered "neutral" and not considered an impact to Eastern Box Turtle habitat.

Comments Due 10/29/2019
For Copies: Sarah Stearns (508) 366-0560
MEPA Analyst: Page Czepiga (617) 626-1021

MEPA Certificates

EEA # - 16082 Hanson Cranberry Bog Restoration Project (Hanson) (ENF)
Indian Head Bog is located in Hanson. The Natural Resources Conservation Service (NRCS) placed a conservation easement on this property that is 103.4 acres, 58.8 acres of which was an active cranberry bog at the time NRCS acquired the conservation easement. The Town of Hanson subsequently purchased the property from the bog owner and operator with the intent that it would provide public access and education opportunities in addition to the ecological services associated with wetlands. This property is now part of over 300 acres of contiguous protected land in the headwaters of the North River watershed. The cranberry bog portion of the easement includes a typical cranberry bog complex of wetland soils and sand.

The purpose of this project is to improve water quality and restore aquatic and riparian habitat within the Hanson Bogs. The NRCS has designed this project to focus on removing flow control structures, plugging perimeter and lateral ditches to re-wet the bogs, constructing microtopography through much of the bog surfaces, and placing large wood within the stream channel for added habitat complexity. This project is similar to other dam removal and cranberry bog restoration projects that have been implemented in the region in the last 10 years including the Coonamessett River in Falmouth and Eel River and Tidmarsh Farms in Plymouth.

_Determination that pursuant to the Massachusetts Environmental Policy Act (M.G. L. c. 30, ss. 61-62I) and Sections 11.06 and 11.11 of the MEPA Regulations (301 CMR 11.00), the project does not require an Environmental Impact Report (EIR)._
CERTIFICATE OF THE SECRETARY OF ENERGY AND ENVIRONMENTAL AFFAIRS ON THE EXPANDED ENVIRONMENTAL NOTIFICATION FORM

PROJECT NAME : Hanson Cranberry Bog Restoration Project
PROJECT MUNICIPALITY : Hanson
PROJECT WATERSHED : South Coastal
EEA NUMBER : 16082
PROJECT PROPOSENT : Town of Hanson
DATE NOTICED IN MONITOR : August 21, 2019

Pursuant to the Massachusetts Environmental Policy Act (MEPA; M.G. L. c. 30, ss. 61-621) and Sections 11.06 and 11.11 of the MEPA regulations (301 CMR 11.00), I have reviewed the Expanded Environmental Notification Form (EENF) and hereby determine that it does not require the submission of an Environmental Impact Report (EIR). In a separate Draft Record of Decision (DROD) also issued today, I have proposed to grant a Waiver from the requirement to prepare a mandatory EIR for the project.

Project Description

As described in the EENF, the project consists of the restoration of a retired cranberry bog system to a native stream and wetland ecosystem. The project will accomplish this goal by addressing multiple ecological stressors associated with the former agricultural use. These stressors include an anthropogenic sand layer that separates the ground surface from the water table, a physically altered and simplified stream system with poor habitat value and water quality, and multiple barriers to natural surface hydrology, including berms, water control structures and ditch systems.
The project includes the removal and/or modification of 19 flow control structures, lowering of berms, filling perimeter and lateral ditches to improve hydrology, creation of microtopography on 23.3 acres of the system, and use of large wood within stream channels to improve habitat complexity. The Town will remove the invasive species *Phragmites* from an approximately 3.8-acre area of the impoundment (former reservoir for bog). To prevent the spread of *Phragmites*, the dike that separates the pond from the bogs to the east will remain in place until it is eradicated. Passive recreation will continue throughout the site. Walking paths will be provided on lowered berms. The destabilized sandy upland areas around the bog will be planted with native herbaceous species. Additionally, warm season grasses will be seeded in the areas designated by the Town as scenic vistas to promote a diverse native plant community and to minimize the need for mowing in that area.

**Project Site**

The 58.8-acre site consists of a retired cranberry bog system with 10 bog cells, the bog reservoir, forested swamp and upland areas including a sand borrow pit. NRCS purchased a conservation easement over the site from the former owners. Subsequently, the Town purchased the land for the establishment of the Alton J. Smith Reserve in 2011 with the goal of restoring the bogs to a natural forested swamp and stream system. The site is part of over 300 acres of contiguous protected land at the top of the North River watershed. It is bounded by residential areas to the north, west and south and Indian Head Pond to the east.

Maquan Pond, to the north, feeds the bog system. Indian Head Brook flows from the pond, under Camp Kiwanee Road, to the bog system via the reservoir. It flows out of the reservoir via a ditch at the northeast of the reservoir. Flows continue east through the ditch system and southeast via a meandering channel that flows through two of the bogs, traveling through several structures before reaching its outlet at Indian Head Pond.

The project site is not located in Priority and/or Estimated Habitat as mapped by the Division of Fisheries and Wildlife’s (DFW) Natural Heritage and Endangered Species Program (NHESP) or an Area of Critical Environmental Concern (ACEC). The project site is located in an area of minimal flood hazard according to the Federal Emergency Management Agency’s (FEMA) Flood Insurance Rate Map (FIRM) (Panel No. Number 25023C0211J).

**Environmental Impacts and Mitigation**

Potential environmental impacts are associated with the alteration of wetland resources, an unavoidable component of this bog restoration project. The project will impact 2,550 linear feet (lf) of bank; 1,211,420 sf (27.8 acres) of BVW; and 65,340 sf (1.5 acres) of LUW. Approximately 1.5 acres of LUW will be converted to BVW. This is an environmental restoration project designed to improve wetlands, fish and wildlife habitat, and water quality at the site and within the Indian Head Brook system. The project will provide a significant net environmental benefit and it will include temporary and long-term environmental impacts, particularly to wetland resource areas. Potential environmental impacts are associated with alteration of Indian Head Brook and associated ditch channels, and the abandoned cranberry bogs. The project will restore fisheries habitat, benefiting a wide variety of other species.
including wetland plants, vertebrates, and invertebrates. This project may also buffer these areas from the ecological stresses associated with climate change.

Additional measures to avoid, minimize and mitigate impacts and meet applicable performance standards will be addressed through the permitting process.

**Jurisdiction and Permitting**

The project is subject to MEPA review and preparation of a mandatory EIR pursuant to 301 CMR 11.03(3)(a)(1)(a) because it requires an Agency Action and involves alteration of one or more acres of BVW. The project requires a 401 Water Quality Certification (WQC) from the Massachusetts Department of Environmental Protection (MassDEP).

The project received an Order of Conditions from the Hanson Conservation Commission on June 11, 2013.\(^1\) It requires submittal of a Pre-Construction Notification (PCN) to the U.S. Army Corps of Engineers (ACOE) seeking authorization under the General Permits for Massachusetts. The project also requires a National Pollutant Discharge Elimination System Construction General Permit (NPDES CGP) from the United States Environmental Protection Agency (EPA).

**Waiver Request**

In accordance with Section 11.05(7) of the MEPA regulations, the Proponent submitted an EENF with a request that I waive the requirement for a mandatory EIR. The EENF identified the project’s consistency with the criteria for a Waiver and was subject to an extended comment period pursuant to Section 11.06(1) of the MEPA regulations. MassDEP’s comment letter supports the waiver request and does not identify additional alternatives or mitigation measures that warrant additional analysis through an EIR. Comments from the Massachusetts Department of Public Health (DPH) identify concerns relating to the potential public health impact of the project because it will increase cedar swamp habitat which provides habitat for mosquitos responsible for the spread of vector-borne diseases, specifically Eastern Equine Encephalitis (EEE). I appreciate DPH’s comments on this issue and sensitivity to ongoing efforts to address EEE.

**Review of the EENF**

The EENF included supporting documentation that identified potential environmental impacts, described the nature of the project, and provided information to demonstrate consistency with the request for a Waiver of the EIR. The EENF identified baseline environmental conditions and provided a vegetation map and earthen embankment structures.

**Alternatives Analysis**

The EENF include an evaluation of the following alternatives: No Action Alternative; Passive Restoration Alternative; Channel Reconstruction and Full Wetland Restoration

\(^{1}\) An extension of the Order of Conditions was recorded on May 16, 2019.
Alternative; and Proactive Modest Restoration Alternative (Preferred Alternative). The No Action Alternative would eliminate impacts to wetland resources associated with construction period activities; however, berms and flow control structures would remain in place without benefits proposed by the restoration project. The wide and shallow riverine environment would offer minimal fish habitat and no in-stream cover. Natural flow of water and sediment would continue to be compromised resulting in poor fish passage, higher water temperatures and lower dissolved oxygen.

The Passive Restoration Alternative would include the removal and management of flow control structures to maintain water levels. This alternative would not address degraded in-channel habitat and fish passage would remain blocked within most of the site. The bog surface would remain compacted with sand and would take significantly longer to reestablish the microtopographic features and habitat variability proposed in the Preferred Alternative. The Channel Reconstruction and Full Wetland Restoration Alternative would include lengthening, narrowing and deepening the river channel and placement of large wood throughout the system to enhance habitat. All berms and flow control structures would be removed. Off-channel open water areas would be created and microtopography would be completed throughout the bog surface. These designs are preferable from an ecological restoration perspective; however, resources are not available to implement this Alternative. The Preferred Alternative, as described herein, meets project goals with available funding from NRCS.

Wetlands, Waterways, Water Quality

While the project will improve the overall ecosystem functions of the site on a long-term basis, it will result in unavoidable impacts including permanent conversion of wetland resource areas. Impacts to Bank are associated with the placement of large wood along the stream banks in an effort to increase habitat complexity. The large wood will consist of trees, root wads and stumps supplied by the Town. The majority of impacts to BVW are associated with microtopography work that is intended to disrupt the monoculture of cranberry vegetation and promote diverse BVW vegetation. Impacts to LUW are associated with the filling of portions of the perimeter and lateral ditch system. The Hanson Conservation Commission reviewed the project for its consistency with the Wetlands Protection Act (WPA), the Wetlands Regulations (310 CMR 10.00), and associated performance standards and issued an Order of Conditions on June 11, 2013 which was extended on May 16, 2019 and remains valid. The project requires a 401 WQC for filling the ditch system. MassDEP will review the project to determine its consistency with the 401 WQC regulations (314 CMR 9.00). I refer the Town to comments from MassDEP that identify additional analysis required for the permitting process. Comments from MassDEP acknowledges that portions of the site may be subject to Chapter 91 (c. 91) jurisdiction and that the Preferred Alternative is limited to lowering of dikes and the removal of existing flow control boards. The project does not include dredging within a jurisdictional waterway and/or construction of new structures. Therefore, MassDEP has determined that the project, as proposed in the EENF, is not subject to c. 91.
Climate Change and Resiliency

Executive Order 569: Establishing an Integrated Climate Change Strategy for the Commonwealth (EO 569) was issued on September 16, 2016. EO 569 recognizes the serious threat presented by climate change and directs state agencies to develop and implement an integrated strategy that leverages state resources to combat climate change and prepare for its impacts. The Order seeks to ensure that Massachusetts will meet greenhouse gas emissions reduction limits established under the Global Warming Solution Act of 2008 (GWSA) and will work to prepare state government and cities and towns for the impacts of climate change.

I commend the Town for pursuing designation through the Commonwealth’s Municipal Vulnerability Preparedness (MVP) Program. The MVP program is a community-driven process to define natural and climate-related hazards, identify existing and future vulnerabilities and strengths of infrastructure, environmental resources and vulnerable populations, and develop, prioritize and implement specific actions the Town can take to reduce risk and build resilience.

Adaptation and Resiliency

The protection and restoration of wetlands plays an increasingly important role in promoting ecosystem resiliency and mitigating climate change impacts. The restoration of the bog system to a more natural stream and wetland ecosystems achieves resiliency in several ways. The selective removal of flow control structures will allow for the more natural movement of water, improving fish passage, and removing aging and undersized infrastructure, a common liability in storm events. Additionally, the microtopography work will break up the sand substrate which will improve the bog’s stormwater storage capacity and will generally reduce downstream discharge and increase groundwater replenishment.

Effects of climate change can include changes in disease patterns and a possible increase of vector-borne diseases (including Lyme disease, Eastern Equine Encephalitis and West Nile virus) as ticks and mosquitoes adapt to changing conditions. As described in comments from MDPH, the project is increasing habitat for vector-borne disease carrying mosquitoes. However, it is anticipated that the enhanced habitat will increase the prevalence of fish, amphibians, birds, bats and insects which feed on mosquito larvae and mosquitoes which may help to combat mosquito populations within the restored swamp and stream system.²

Greenhouse Gas (GHG) Emissions

This project is subject to review under the May 2010 MEPA Greenhouse Gas Emission (GHG) Policy and Protocol (“the Policy”) because it exceeds thresholds for a mandatory EIR. The GHG Policy specifically includes a de minimis exemption for projects that are expected to produce minimal GHG emissions. As an ecological restoration project involving earthen berm removal and restoration of natural processes, GHG emissions will be limited to the construction

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² The Town addressed the project’s adaptation and resiliency in an e-mail which was circulated to the electronic distribution on September 17, 2019.
period of the project. Restored peat wetland has the potential to become a significant carbon and nutrient sink which may offset construction period GHG emissions. As such, this project falls under the GHG Policy’s de minimis exemption; therefore, the Town was not required to prepare a GHG analysis.

Construction Period

The project must comply with the Solid Waste and Air Pollution Control regulations, pursuant to M.G.L. c.40, s.54. All construction activities should be undertaken in compliance with the conditions of all State and local permits. If oil and/or hazardous materials are found during construction, the Town should notify MassDEP in accordance with the Massachusetts Contingency Plan (310 CMR 40.00). Asphalt, brick and concrete (ABC) rubble, such as the rubble generated by the demolition the water control structures must be handled in accordance with the Solid Waste regulations (310 CRM 19.00). MassDEP enforces Waste Ban regulations (310 CMR 19.017) that restrict certain recyclable materials from disposal. As of 2014, commercial organic material has been banned from disposal or incineration or transfer for disposal at a solid waste disposal facility. As described in the ENF, the project includes the removal of Phragmites. If the Proponent intends to dispose of the invasive species Phragmites, a waiver may be required. MassDEP may allow a facility or person to temporarily dispose or temporarily contract for disposal of restricted materials, with prior notification and approval of the Department under certain circumstances in accordance with 310 CMR 19.017(5): Exceptions.

Mitigation

The EENF identified permitting requirements and measures that will be employed to avoid, minimize and mitigate environmental impacts. The Town will comply with the Order of Conditions issued by the Hanson Conservation Commission. It will obtain a 401 WQC from MassDEP and comply with all conditions of the Permit. Measures to avoid, minimize and mitigate impacts include:

- Staging and maintenance of construction vehicles and equipment in a designated area outside of wetland resource areas to prevent leakage of fuel or other fluids.
- Phragmites removal within an approximately 3.8-acre area.
- Preparation and implementation of a SWPPP in accordance with the NPDES CGP to outline best management practices (BMPs) to control erosion and sedimentation during the construction period.
- Coordination with the Plymouth Mosquito Control Project for monitoring and vector control.

Conclusion

Based on a review of the information provided in the EENF and consultation with the relevant public agencies, I find that the potential impacts of this project do not warrant further
MEPA review. Outstanding issues may be addressed during the local, State, and federal permitting processes.

I have also issued today a DROD proposing to grant a Waiver from the requirement to prepare an EIR for the project. In accordance with 301 CMR 11.15(2), the DROD will be published in the next edition of the Environmental Monitor on October 9, 2019 which will commence the public comment period. The public comment period lasts for 14 days and will end on October 23, 2019. Based on written comments received concerning the DROD, I shall issue a Final Record of Decision (FROD) or a Scope within seven days after the close of the public comment period, in accordance with 301 CMR 11.15(6).

September 27, 2019

Kathleen A. Theoharides

Date

Comments received:

09/19/2019  Massachusetts Department of Public Health (MDPH) Bureau of Environmental Health (BEH)
09/20/2019  Massachusetts Department of Environmental Protection (MassDEP) Southeast Regional Office (SERO)

KAT/EFF/eff
Programmed in FFY 2022.
Project is in the preliminary design phase.
Project coordination meeting held at MassDOT District 5 (01/26/2017)
Cost Estimate is $5,040,000.

- STOUGHTON- INTERSECTION IMPROVEMENTS AND RELATED WORK AT CENTRAL STREET, CANTON STREET AND TOSCA DRIVE (608279)
  Programmed in FFY 2022.
  MassDOT comments on the 25% Package have been returned to the Design Engineer (as of 11/08/2018).
  Cost Estimate is $3,360,000

- STOUGHTON - RECONSTRUCTION OF TURNPIKE STREET (607214)
  Currently not programmed.
  Project is in the preliminary design phase.
  Cost Estimate is $12,000,250.

Attachment(s)
None
November 7, 2019 Old Colony JTC Meeting
Agenda Item 8C
Regional Concerns and Local Community Transportation Issues

Summary

Regional Concerns and Local Community Transportation Issues Discussion.

Attachment(s)
None