Thursday, December 5, 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 November 7, 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. Development of FFY 2021-2025 Transportation Improvement Program (TIP)
      ▪ Updates from Project Proponents (Communities, Consultants, and MassDOT) on
        Projects Under Design
   B. Guidance for Communities on ADA Self-Evaluation & ADA Transition Plans
   C. Update and Discussion on State and Regional Bicycle Initiatives

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

9. Adjournment

The Old Colony MPO fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. The Old Colony MPO operates without regard to race, color, or national origin (including limited English proficiency), age, sex, disability, ancestry, ethnicity, gender, gender identity or expression, sexual orientation, religion, creed, veteran's status, or background. Any person who believes that they or any specific class of persons to be subject to discrimination prohibited by Title VI may by themselves
or by a representative file a written complaint with the Old Colony MPO. Complaints are to be filed no later than 180 days from the date of the alleged discrimination. This meeting is accessible to people with disabilities and those with limited English proficiency. Accessibility accommodations and language services will be provided free of charge, upon request, as available. Please contact Mary Waldron at 508-583-1833 Extension 202 for more information.

- If this information is needed in another language, please contact Mary Waldron at 508-583-1833 Extension 202.
- Si se necesita esta información en otro idioma, por favor póngase en contacto con Mary Waldron al 508-583-1833 extensión 202.
- Si yo bezwen enfòmasyon sa a nan lòt lang, tanpri kontakte Mary Waldron nan 508-583-1833 Ekstansyon 202.

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

Public comments.
Agenda Item 3
Minutes of November 7, 2019 Meeting

Summary

Old Colony JTC to consider approval of November 7, 2019 Old Colony JTC Meeting Minutes.

Attachment(s)
Minutes of November 7, 2019 Old Colony JTC Meeting
1. Call to Order and Introductions

Chairperson Noreen O’Toole called the meeting to order at 12:03 P.M. and then read the Meeting Accessibility Statement and the Title VI Notice of Protection Statement. Those present then introduced themselves.

- Chairperson O’Toole recognized the retiring Pat Ciaramella for all the wonderful work he has done for the past 42 years at OCPC
- Don Howard thanked Pat Ciaramella for everything that he has done for the town of Hanson

2. Public Comments

There were no public comments at this time.

3. Minutes of the October 3, 2019 Meeting

Chairperson O’Toole asked if the members had reviewed the minutes of the October 3, 2019 Meeting. The members then voted to endorse the minutes of the October 3, 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 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

Letter to Bill McNulty from Chief of Police Richard Wall Regarding Safety Issues at the Intersection of Church and Oak Streets in Pembroke

Letter to Pat Ciaramella and Charles Kilmer from David Gagne Regarding Safety Issues on River Street in West Bridgewater

Support Letter to Chief Patricia Leavenworth from Pat Ciaramella Regarding MassDOT Project 608279 in Stoughton

Letter to Secretary Stephanie Pollack from Jeffrey McEwen and Perter Butler Regarding FFY 2020-2024 Statewide TIP

Letter to Charles Kilmer from Christopher Ahmadjian Regarding Paul Chenard’s Completion of the Baystate Roads Scholar Program

List of Rivers and Roads Tier 2 Workshops

5. Reports

A. Brockton Area Regional Transit Authority (BAT)

There was no report from BAT at this time.

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

Shawn Bailey reported on the following GATRA activities:

- GATRA is still searching for new Administrator
- GATRA is still looking for a site for its new bus terminal

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

D. MBTA Rail Vision

Shawn Bailey provided an overview of the MBTA Rail Vision. Over the past year, the Rail Vision team has focused on learning about effective commuter rail service around the world, identifying service models that can test the system, and understanding the constraints and opportunities with the current infrastructure. On November 4, 2019, 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 Brockton and the Old Colony region. It is the opinion of the City of Brockton and the OCPC that Alternative Six Full Transformation should be the preferred alternative.
6. Old Business

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

Charles Kilmer and Cheryll-Ann Senior discussed the projects for the FFY 2020-2024 TIP.

**FFY 2020**
- BROCKTON - CORRIDOR IMPROVEMENTS ON ROUTE 123 (BELMONT STREET), FROM ANGUS BEATON DRIVE TO WEST STREET (608088)
  - At 75% Design
  - 100% Design Plans are due on December 3

**FFY 2021**
- 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)

**FFY 2022**
- STOUGHTON - INTERSECTION IMPROVEMENTS AND RELATED WORK AT CENTRAL STREET, CANTON STREET AND TOSCA DRIVE (608279)
  - Design Public Hearing held 10/9/2019
  - 75% Design Plans are due February 14

**FFY 2024**
- STOUGHTON - CORRIDOR IMPROVEMENTS ON ROUTE 138 (607403)
  - Revised schedule moves 75% design submission into June of 2021 (previously January of 2021)

7. New Business

A. Old Colony MPO Congestion Management Process (CMP)

Shawn Bailey provided an overview of the Old Colony MPO CMP. 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. State and local jurisdiction Roadways that have a V/C ratio (Volume-to-Capacity) of 0.80 or higher are considered to be congested.

Within the 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. 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 BAT.

B. Draft Old Colony Coordinated Public Transit – Human Services Transportation Plan
Shawn Bailey provided an overview of the Draft Old Colony Coordinated Public Transit - Human Services Transportation Plan. The 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 CHSTP has sought to help identify transportation needs of individuals with disabilities, older adults, and people with low incomes. The plan also proposes solutions to identify service needs all awhile promoting inter-agency cooperation to provide needed transportation services in a cost effective way utilizing existing resources. On October 15, 2019, the Old Colony MPO voted to release for 21-day review and comment period.

Chairperson O’Toole asked if there is a motion to endorse the CHSTP. A motion was made and was seconded. The Old Colony JTC then voted unanimously to endorse the CHSTP.

C. Procedure for Establishment of Heavy Commercial Vehicle Exclusion Zones

Bill McNulty provided an overview on the procedure for the establishment of heavy commercial vehicle exclusion zone. 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: Existing heavy vehicle traffic is having a severe impact on the condition of pavement, culverts, and bridges on the roadway.
2. Safety: Existing 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 Exclusion 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.

Chairperson O’Toole stated that the entrance to Whitman off Route 18 had heavy vehicle traffic traveling through downtown. Since getting the exclusion, it has made a huge difference in the downtown. The signage is great on Route 18.

D. Results of Old Colony MPO Local Signatory Election

On October 30, 2019, the Old Colony Planning Council Board of Directors conducted the Old Colony MPO Local Signatory Election from among the interested candidates. 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.

Charles Kilmer then congratulated Dan Salvucci on being re-elected.

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 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

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 #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.

**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 to increase its capacity from 375,000 gallons per day to 700 gallons per day and construction of .5 miles of sewer main, two pumping stations and a force main to connect the Kingston Collection mall. Phase 2 includes construction of additional effluent recharge basins to increase discharge of treated wastewater to groundwater by 200,000 gpd.

**EEA #16077 - Harju Solar Array (Plympton) (NPC)**
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 in the water, enabling circulation. Improved aeration and circulation of the pond is anticipated to result in a reduction of the floating plan duckweed, which often blocks sunlight over the surface of the pond for portions of the summer.

**MEPA Certificates**

**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.

### C. Regional Concerns and Local Community Transportation Issues

There are no regional concerns or local community transportation issues at this time.

### 9. Adjournment

The meeting adjourned at 12:35 PM.

Respectfully submitted,

Kyle Mowatt
Kyle Mowatt
Transportation Planner

**List of Documents for November 7, 2019 Old Colony JTC Meeting**
- Minutes of the October 3, 2019 Old Colony JTC Meeting
- Staff Report for November 7, 2019, Old Colony JTC Meeting Agenda Items
December 5, 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) Mass.gov Article Regarding Governor Baker’s Recently Signed Legislation Requiring Hands-Free Use of Electronic Devices While Driving
2) Announcement Regarding New MassTrails Grants
Governor Baker Signs Legislation Requiring Hands-Free Use of Electronic Devices While Driving

BOSTON — Today, Governor Charlie Baker signed legislation to improve road safety in the Commonwealth, which stipulates that no motor vehicle operator may use electronic devices while driving unless the technology is being used hands-free. The legislation, which adopts recommendations from the Commonwealth’s Strategic Highway Safety Plan, also sets forth penalties for violating the law and requires that law enforcement officers report data on violations so the information can be shared with the public.

Governor Baker was joined at the signing ceremony by Lt. Governor Karyn Polito, state leaders, officials with the National Transportation Safety Board, and representatives from advocacy groups, including, the Vision Zero Coalition, Safe Roads Alliance, LivableStreets Alliance, WalkBoston, MassBike and Boston Cyclists Union. The Governor acknowledged the work of stakeholders for efforts to get hands-free legislation passed and thanked the families of victims for sharing their personal stories during legislative hearings.

“Our Administration is committed to keeping the Commonwealth’s network of roads safe, and this legislation will substantially reduce distracted driving and hold operators accountable when they are looking at an electronic device instead of looking at the road ahead,” said Governor Baker. “We are especially grateful for the many advocates and families that passionately fought to bring this bill to fruition, are thankful for the Legislature’s collaboration on this bill and look forward to continued efforts to improve road safety in Massachusetts.”

“The Commonwealth and its communities have a shared obligation to keep roads safe for all users, and the new hands-free law is another important step as we seek to fulfill that
responsibility,” said Lt. Governor Polito. “This commonsense legislation makes clear that in order to operate a vehicle safely, individuals must put safe driving first – ahead of reading emails or texting a friend.”

Under the new law, titled An Act requiring the hands-free use of mobile telephones while driving, operators of motor vehicles cannot use an electronic device unless the device is being used in hands-free mode. Operators cannot read or view text or look at images or video, unless what is being viewed on the device is helping with navigation and the device is mounted in an appropriate location. They also cannot make phone calls unless they are able to do so without holding the phone, utilizing technology such as Bluetooth.

The new law permits the use of electronic devices if they are being used in response to an emergency, necessary for first responders to do their jobs. It also permits use if operators are stationary and not in active lanes of travel.

Punishment for violating the hands-free law includes a $100 fine for a first offense, $250 fine for a second offense and $500 fine for a third or subsequent offense. A third or subsequent offense will count as a surchargeable incident. Operators who commit a second or subsequent offense are required to complete an educational program focused on distracted driving prevention.

“The hands-free legislation is now law in Massachusetts thanks to the tireless work of advocates and victims’ families,” said Transportation Secretary and CEO Stephanie Pollack. “Legislators were moved to action after hearing the personal stories of people who have lost loved ones in traffic crashes. Advocacy groups were with the families every step of the way and marshaled support for this bill. I would like to thank the Vision Zero Coalition, Safe Roads Alliance, LiveableStreets, WalkBoston and many other pedestrian and bicycle advocacy groups for their efforts and I look forward to continuing our collaboration to get additional road safety bills passed during the next legislative session.”

“This important reform shows how seriously we take roadway safety,” said Secretary of Public Safety and Security Thomas Turco. “A distracted driver is a dangerous driver. This law will help keep drivers’ attention on the road and give law enforcement an additional tool to deter risky behavior.”

“As first responders to serious crashes across the state every day, Massachusetts State Troopers know too well the consequences of distracted driving, and we thank the Baker-
Polito Administration and the Legislature for this important new tool to help us combat this dangerous behavior,” said Colonel and Superintendent of the Massachusetts State Police Christopher S. Mason. “Today is a day that will make our roads safer.”

“This legislation will protect pedestrians and drivers on our roads by keeping mobile devices out of the hands of those who operate vehicles,” said House Speaker Robert A. DeLeo. “Additionally, this legislation establishes a new implicit bias training program for any jurisdiction deemed by an analysis of data to have engaged in racial or gender profiling.”

“There are too many heartbreaking stories of those who lost loved ones to distracted driving, and so I’m proud to see this bill signed into law,” said Senate President Karen E. Spilka. "This bill strikes a balance between increased enforcement and increased transparency, requiring more demographic data to be released to the public than ever before so that we can ensure this law is being enforced equitably across the Commonwealth. I'd like to thank Senator Boncore, Senator Brownsberger, and everyone involved for their hard work to get this done."

“This bill will improve the safety of our streets and promote transparency in law enforcement,” said Senator Joe Boncore, Chair of the Joint Committee on Transportation. “Distracted driving is an epidemic, and this bill will save lives. Further, by updating our data collection laws, we will better understand and improve our communities’ interactions with public safety officials.”

“The final bill is a major public safety improvement for the residents of Massachusetts,” said Representative Bill Straus, Chair of the Joint Committee on Transportation. “Distracted driving has caused too many unnecessary tragedies and I am pleased that our state will now join the ranks of other states who have adopted a ban on holding a phone while driving.”

Safe Roads Alliance President Emily Stein added, “It is such a relief to finally see a hands-free bill pass in our Commonwealth. It is a proud, emotional, and hopeful moment, and I ask that all drivers in Massachusetts pause for a moment too, and understand how distracted driving can impact so many precious lives on our roads. I fought for stronger distracted driving laws for my dad, who was killed in 2011, and also for the
hundreds of lives that are lost, and the thousands of people who endure life-long injuries because of something so preventable. This law will save lives.”

“We are grateful for the leadership and partnership of the Baker-Polito Administration in moving this life-saving law forward,” said Stacy Thompson, LivableStreets Alliance Executive Director. “This is an important step toward achieving Vision Zero in Massachusetts and we look forward to working with the Administration and Legislature to advance several other critical road safety bills in the new year.”

Stacey Beuttell, Executive Director of WalkBoston, added, “WalkBoston is pleased that this legislation has been signed; this law will encourage people driving to focus solely on that task, making streets safer for people walking & running in communities across Massachusetts. We’re hopeful that this long-awaited signing will kick off a focus on traffic safety for this next legislative session.”

“We applaud the Legislature and Governor Baker’s Administration for delivering this bill to the people of Massachusetts,” said Becca Wolfson, Executive Director of Boston Cyclists Union. “The regional rise in bike ridership means there are more vulnerable road users than ever in Massachusetts, and this law will curb distracted driving and make streets safer for everyone.”

The hands-free law takes effect ninety days after passage and has reporting requirements for law enforcement officers who make traffic stops. They must make note of data, including the age, race and gender of individuals issued a warning or citation. The Registry of Motor Vehicles will house the data and the Secretary of Public Safety’s office will annually release the information to the public. The new law sets forth a process in the event there are suspicions a law enforcement entity may be engaging in racial profiling.

The hands-free legislation is one proposal included in a comprehensive road-safety package filed earlier this year by the Baker-Polito Administration. That proposal includes measures to improve work zone safety, require the use of ignition interlock devices for first time offenders, and the creation of a framework to regulate new technology like electronic scooters and other low-speed mobility devices. For additional information, please visit: https://www.mass.gov/news/baker-polito-administration-files-legislation-to-improve-road-safety

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WHAT IS MASSTRAILS?

MassTrails is an inter-agency initiative that provides resources, guidance, and now matching grants to communities, public entities, and non-profit organizations to design, create, and maintain the diverse network of trails, trail networks, and trails experiences used and enjoyed by Massachusetts residents and visitors. The grants will generally range from $10,000-$100,000, with higher priority projects receiving grants up to $300,000. MassTrails grants can be used for the following, as they pertain to recreational trails, shared use pathways, and path-related amenities:

- Project development
- Design
- Engineering
- Permitting
- Construction
- Maintenance

HOW CAN YOU GET INVOLVED WITH OR LEARN MORE ABOUT MASSTRAILS?

Learn how to apply for a MassTrails grant and discover similar funding programs here: https://www.mass.gov/guides/masstrails-grants

Read up on planning for a shared use path and create cost estimates here: https://www.mass.gov/guides/shared-use-path-planning-and-design-guide

Reach out to the MassTrails team with further questions at masstrails@mass.gov
MassTrails Grants

mass.gov/guides/masstrails-grants

MASSTRAILS GRANT ROUND NOW OPEN - APPLY ONLINE

The Governor's Office, the Executive Office of Energy and Environmental Affairs, the Department of Conservation and Recreation, and the Department of Transportation are thrilled to announce the launch of a new grant program available through MassTrails. MassTrails seeks to expand and connect the Commonwealth's network of off-road shared use pathways and recreational trails for all users. The first round of grant applications is now open, with an application deadline of February 1, 2019.
December 5, 2019 Old Colony JTC Meeting
Agenda Item 5A
Brockton Area Transit Authority (BAT)

**Summary**

Brockton Area Transit to provide report.

**Attachment(s)**

None
December 5, 2019 Old Colony JTC Meeting
Agenda Item 5B
Greater Attleboro-Taunton Regional Transit Authority (GATRA)

Summary

Greater Attleboro-Taunton Regional Transit Authority to provide report.

Attachment(s)
None
December 5, 2019 Old Colony JTC Meeting
Agenda Item 5C
South Coast Rail Project (SCR)

Summary

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

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

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

In late May 2017, Secretary Matthew Beaton of the Executive Office of Energy and Environmental Affairs (EOEEA) issued a Certificate on the Notice of Project Change. The Certificate on the NPC required the preparation of a Draft Supplemental Environmental Impact Report (DSEIR). It has been announced the project has received required final federal permits from the Army Corp of Engineers and the finance plan is complete. Additionally, other permitting milestones met this year include Chapter 91 licenses, MassDEP 401 Permit and Mass Coastal Zone Management Consistency Review. South Coast Rail will be fully funded in the Commonwealth’s Capital Investment Plan (CIP) and is expected to start service late in 2023 according to reviews done by three independent reviewers. Early action construction 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
December 5, 2019 Old Colony JTC Meeting
Agenda Item 5D
MBTA Rail Vision

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.
December 5, 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)
  - Project has been advertised for construction bids (as of 11/30/2019).
  - 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).
  Design Public Hearing held 10/23/2013.
  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
Summary

The development of the FFY 2021-2025 Transportation Improvement Program (TIP) is underway. The TIP serves as a prioritized listing of highway, bridge, and transit projects for implementation during the next five (5) federal fiscal years that reflect the needs of the regional transportation system. In addition, the TIP is fiscally constrained based on expected federal funding, and it contains projects that are consistent with the Long Range Transportation Plan (LRTP).

### ABINGTON

- **ABINGTON - INTERSECTION IMPROVEMENTS AT HANCOCK STREET AND CHESTNUT STREET (609440)**
  - Currently not programmed.
  - Project is in the preliminary design phase.
  - Cost Estimate is $2,500,200.

- **ABINGTON & BROCKTON - PEDESTRIAN AND BICYCLE IMPROVEMENTS ON ROUTE 123 (609520)**
  - Currently not programmed.
  - Project is in the preliminary design phase.
  - Cost Estimate is $3,129,363

### AVON

- **AVON - INTERSECTION IMPROVEMENTS AT HARRISON BOULEVARD AND POND STREET (608086)**
  - Programmed in FFY 2021
  - 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)**
  - Programmed in FFY 2021
  - Project is in the preliminary design phase.
  - Cost Estimate is $6,312,800.
BRIDGEWATER

- **BRIDGEWATER - BROCKTON - RAYNHAM PAVEMENT PRESERVATION AND RELATED WORK ON ROUTE 24 (608820)**
  - Programmed in FFY 2020
  - MassDOT comments on the 75% Package returned to the Design Engineer (as of 09/26/2019).
  - Cost Estimate is $17,851,040.

BROCKTON

- **BROCKTON - CORRIDOR IMPROVEMENTS ON ROUTE 123 (BELMONT STREET), FROM ANGUS BEATON DRIVE TO WEST STREET (608088)**
  - Programmed in FFY 2020.
  - 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.

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

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

- **BROCKTON - IMPROVEMENTS AND RELATED WORK ON CRESCENT STREET (ROUTE 27), INCLUDING REPLACEMENT OF GROVE STREET BRIDGE, B-25-005, OVER SALISBURY PLAIN RIVER (607818)**
  - Currently not programmed.
  - MassDOT comments on the 25% Package have been returned to the Design Engineer (as of 10/31/2017).
  - Cost Estimate $5,070,520.

- **BROCKTON - IMPROVEMENTS AND RELATED WORK AT CENTRE STREET (ROUTE 123), CARY STREET AND LYMAN STREET (609410)**
  - Currently not programmed.
  - Project is in the preliminary design phase.
  - Cost Estimate is $2,520,000.
DUXBURY

- DUXBURY - SIGNAL INSTALLATION @ ROUTE 3 (NB & SB) RAMPS & ROUTE 3A (TREMONT STREET) (606002)
  - Currently not programmed.
  - Project is in the preliminary design phase.
  - Cost Estimate is $2,400,000.

EASTON

- EASTON - ROUTE 123 (DEPOT STREET) RECONSTRUCTION FROM NEWELL CIRCLE TO ROUTE 138 (607217)
  - Programmed in FFY 2021.
  - 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.

- EASTON - CORRIDOR IMPROVEMENTS ON ROUTE 138 INCLUDING INTERSECTION IMPROVEMENTS AT ROUTE 138 (WASHINGTON STREET) AND ELM STREET (608195)
  - Currently not programmed.
  - MassDOT comments on the 25% Package returned to the Design Engineer (as of 01/23/2019).
  - Cost Estimate is $5,137,918.

- EASTON - RESURFACING AND RELATED WORK ON ROUTE 138 (ROOSEVELT CIRCLE TO STOUGHTON TOWN LINE) (608585)
  - Currently not programmed.
  - Project is in the preliminary design phase.
  - Cost Estimate is $4,025,000.

- EASTON - ROUTE 138 & TURNPIKE STREET INTERSECTION SIGNALIZATION AND GEOMETRIC IMPROVEMENTS (604098)
  - Currently not programmed.
  - Project is in the preliminary design phase.
  - Cost Estimate is $1,440,000.

HANOVER

- HANOVER - RESURFACING & RELATED WORK ROUTE 53 (607715)
  - Currently not programmed.
  - Project is in the preliminary design phase.
  - Cost Estimate is $1,610,000.

HANSON

- HANSON - CORRIDOR IMPROVEMENTS ON ROUTE 14 (MAQUAN STREET), FROM THE PEMBROKE T.L. TO INDIAN HEAD STREET AND RELATED WORK (608506)
  - Currently not programmed.
- Project is in the preliminary design phase.
- Cost Estimate is $6,200,512.

### KINGSTON

- **KINGSTON - BRIDGE REPLACEMENT, K-01-014, SMITHS LANE OVER ROUTE 3 (PILGRIM HIGHWAY) (608615)**
  - Currently not programmed.
  - Project is in the preliminary design phase.
  - Cost Estimate is $12,788,000.

### PEMBROKE

- **PEMBROKE - REHABILITATION OF ROUTE 36 (CENTER STREET) FROM ROUTE 27 TO ROUTE 14 (600380)**
  - Programmed in FFY 2023.
  - MassDOT Comments on the 75% Package have been returned to the Design Engineer (as of 03/01/2017).
  - Cost Estimate is $8,039,445.

- **PEMBROKE - RESURFACING AND RELATED WORK ON ROUTE 53 (608266)**
  - Programmed in FFY 2020.
  - Project advertised for construction bids (as of 11/30/2019).
  - Cost Estimate is $2,725,075.

### PLYMPTON

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

### STOUGHTON

- **STOUGHTON - IMPROVEMENTS AT RICHARD WILKINS SCHOOL (SRTS) (608829)**
  - Programmed in FFY 2021.
  - MassDOT comments on the 75% Package returned to the Design Engineer (as of 10/25/2019).
  - Cost Estimate is $2,982,944.

- **STOUGHTON - CORRIDOR IMPROVEMENTS ON ROUTE 138 (607403)**
  - Programmed in FFY 2022.
  - MassDOT comments on the 25% Package returned to the Design Engineer (as of 04/01/2019).
  - Cost Estimate is $9,155,544.
STOUGHTON- INTERSECTION IMPROVEMENTS AND RELATED WORK AT CENTRAL STREET, CANTON STREET AND TOSCA DRIVE (608279)
  o Programmed in FFY 2022.
  o MassDOT comments on the 25% Package returned to the Design Engineer (as of 11/08/2018).
  o Design Public Hearing held 10/09/2019.
  o Cost Estimate is $3,347,449.

STOUGHTON - RECONSTRUCTION OF TURNPIKE STREET (607214)
  o Currently not programmed.
  o Project is in the preliminary design phase.
  o Cost Estimate is $12,000,250.
December 5, 2019 Old Colony JTC Meeting
Agenda Item 7B
Guidance for Communities on ADA Self Evaluation & ADA Transition Plans

Summary

Old Colony Planning Council (OCPC) has gathered information concerning the requirements of our Communities to conduct an ADA Self-Evaluation and to write a Transition Plan to make all public facilities as accessible as possible.

**ADA Title II** requires that state and local governments give people with disabilities an equal opportunity to benefit from their programs, services, and activities, for example public education, employment, transportation, recreation, health care, social services, courts, voting, and town meetings.

State and local governments are required to follow specific architectural standards in the new construction and alteration of their buildings. They also must relocate programs or otherwise provide access in inaccessible older buildings, and communicate effectively with people who have hearing, vision, or speech disabilities.

Attachment(s)
Guidance for Communities on ADA Self Evaluation & ADA Transition Plans Report
Guidance for Communities: ADA Self-Evaluation & Transition Plans Including the Municipal ADA Improvement Grant Program

December 2019

Old Colony Planning Council
70 School Street
Brockton, MA 02301-4097
www.ocpcrpa.org
Old Colony Metropolitan Planning Organization (MPO)

| The Honorable Moises Rodrigues | Mayor, City of Brockton |
| Kenneth Tavares                | Chairman, Board of Selectmen, Town of Plymouth |
| Eldon Moreira                  | Chairman, Board of Selectmen, Town of West Bridgewater |
| Daniel Salvucci                | Vice Chairman, Board of Selectmen, Town of Whitman |
| Stephanie Pollack              | Secretary and CEO, Massachusetts Department of Transportation (MassDOT) |
| Jonathan Gulliver              | Highway Administrator, Massachusetts Department of Transportation (MassDOT) |
| Michael Lambert                | Administrator, Brockton Area Transit Authority (BAT) |
| Christine Joy                  | President, Old Colony Planning Council (OCPC) |

Joint Transportation Committee (JTC)

JTC Officers

| JTC Chairman | Noreen O’Toole |
| JTC Vice Chairman | Daniel Salvucci |

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<thead>
<tr>
<th>COMMUNITY</th>
<th>DELEGATE / ALTERNATE</th>
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<td>Abington - Delegate</td>
<td>John Stone</td>
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<td>Daniel Salvucci</td>
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<td>Delegate-at-Large</td>
<td>Troy E. Garron</td>
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Agency Representation

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<td>Jimmy Pereira</td>
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<td>Andrew Vidal</td>
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## Old Colony Planning Council (OCPC)

### OCPC Officers

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<tr>
<th>Role</th>
<th>Name</th>
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<tbody>
<tr>
<td>President</td>
<td>Christine Joy</td>
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<tr>
<td>Treasurer</td>
<td>David Klein</td>
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<td>Secretary</td>
<td>Sandra Wright</td>
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### COMMUNITY DELEGATE ALTERNATE

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<td>Christopher Aiello</td>
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<td>Frank Staffier</td>
<td>Charles Marinelli</td>
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<td>Robert Moran, Jr.</td>
<td>Preston Huckabee, P.E.</td>
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<td>Duxbury</td>
<td>Valerie Massard, AICP</td>
<td>George Wadsworth</td>
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<td>East Bridgewater</td>
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<td>Easton</td>
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<td>Hanson</td>
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### OCPC Staff

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<tr>
<th>Name</th>
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<tr>
<td>Pasquale Ciaramella</td>
<td>Executive Director</td>
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<td>Brenda Robinson</td>
<td>Fiscal Officer</td>
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<tr>
<td>Patrick Hamilton</td>
<td>AAA Administrator</td>
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<tr>
<td>Lila Burgess</td>
<td>Ombudsman Program Director</td>
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<tr>
<td>Jane Selig</td>
<td>Ombudsman Program Assistant</td>
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<tr>
<td>Laurie Muncy, AICP</td>
<td>Principal Comprehensive Planner</td>
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<tr>
<td>Jimmy Pereira</td>
<td>Community/ Transportation Planner</td>
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<tr>
<td>Bruce Hughes</td>
<td>Economic Development/ Community Planner</td>
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<tr>
<td>Andrew Vidal</td>
<td>GIS Manager/ Communications and IT Specialist</td>
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<tr>
<td>Charles Kilmer, AICP</td>
<td>Assistant Director/ Transportation Program Manager</td>
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<td>Senior Transportation Planner</td>
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Notice of Nondiscrimination Rights and Protections to Beneficiaries

*Federal “Title VI/Nondiscrimination” Protections*

The Old Colony Metropolitan Planning Organization (MPO) operates its programs, services, and activities in compliance with federal nondiscrimination laws including Title VI of the Civil Rights Act of 1964 (Title VI), the Civil Rights Restoration Act of 1987, and related statutes and regulations. Title VI prohibits discrimination in federally assisted programs and requires that no person in the United States of America shall, on the grounds of *race*, *color*, or *national origin* (including *limited English proficiency*), be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity receiving federal assistance. Related federal nondiscrimination laws administered by the Federal Highway Administration, the Federal Transit Administration, or both prohibit discrimination on the basis of *age*, *sex*, and *disability*. These protected categories are contemplated within the Old Colony MPO’s Title VI Programs consistent with federal interpretation and administration. Additionally, the Old Colony MPO provides meaningful access to its programs, services, and activities to individuals with limited English proficiency, in compliance with US Department of Transportation policy and guidance on federal Executive Order 13166.

*State Nondiscrimination Protections*

The Old Colony MPO also complies with the Massachusetts Public Accommodation Law, M.G.L. c 272 §§ 92a, 98, 98a, prohibiting making any distinction, discrimination, or restriction in admission to or treatment in a place of public accommodation based on *race*, *color*, *religious creed*, *national origin*, *sex*, *sexual orientation*, *disability*, or *ancestry*. Likewise, the Old Colony MPO complies with the Governor’s Executive Order 526, section 4 requiring all programs, activities, and services provided, performed, licensed, chartered, funded, regulated, or contracted for by the state shall be conducted without unlawful discrimination based on *race*, *color*, *age*, *gender*, *ethnicity*, *sexual orientation*, *gender identity or expression*, *religion*, *creed*, *ancestry*, *national origin*, *disability*, *veteran's status* (including Vietnam-era veterans), or *background*.

*Additional Information*

To request additional information regarding Title VI and related federal and state nondiscrimination obligations, please contact:

Old Colony Planning Council  
Title VI/ Nondiscrimination Coordinator  
Mary Waldron  
70 School Street  
Brockton, MA 02301  
508-583-1833 Extension 202  
mwaldron@ocpcrpa.org
Complaint Filing

To file a complaint alleging a violation of Title VI or related federal nondiscrimination law, contact the Title VI Specialist (above) within 180 days of the alleged discriminatory conduct.

To file a complaint alleging a violation of the state’s Public Accommodation Law, contact the Massachusetts Commission Against Discrimination within 300 days of the alleged discriminatory conduct at:

Massachusetts Commission Against Discrimination (MCAD)
One Ashburton Place, 6th Floor
Boston, MA 02109
617-994-6000
TTY: 617-994-6196
Translation

English
If this information is needed in another language, please contact the MPO Title VI Coordinator at 508-583-1833 ext. 202.

Spanish
Si necesita esta información en otro idioma, por favor contacte al coordinador de MPO del Título VI al 508-583-1833 ext. 202.

Portuguese
Caso estas informações sejam necessárias em outro idioma, por favor, contate o Coordenador de Título VI da MPO pelo telefone 508-583-1833, Ramal 202

Chinese Simple
如果需要使用其它语言了解信息，请联系Old Colony大都会规划组织（MPO）《民权法案》第六章协调员，电话508-583-1833，转202。

Chinese Traditional
如果需要使用其他語言瞭解資訊，請聯繫Old Colony大都會規劃組織（MPO）《民權法案》第六章協調員，電話508-583-1833，轉202。

Vietnamese

Haitian Creole
Si yon moun bezwen enfòmasyon sa a nan yon lòt lang, tanpri kontakte Koòdonatè a Title VI MPO nan 508-583-1833 ext. 202.

French Creole
Si yon moun vle genyen enfòmasyon sa yo nan yon lòt lang, tanpri kontakte Kowòdinatè MPO Title VI la nan nimewo 508-583-1833, ekstansyon 202.

Russian
Если Вам необходима данная информация на любом другом языке, пожалуйста, свяжитесь с Координатором Титула VI в MPO по тел: 508-583-1833, добавочный 202.

French
Si vous avez besoin d'obtenir une copie de la présente dans une autre langue, veuillez contacter le coordinateur du Titre VI de MPO en composant le 508-583-1833, poste 202.
Updated December 2019

Old Colony Planning Council
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ADA Self-Evaluation & Transition Plans (Including the Municipal ADA Improvement Grant Program) for Communities

Old Colony Planning Council (OCPC) has gathered information concerning the requirements of our Communities to conduct an ADA Self-Evaluation and to write a Transition Plan to make all of their public facilities as accessible as possible.

**ADA Title II** requires that state and local governments give people with disabilities an equal opportunity to benefit from their programs, services, and activities, for example public education, employment, transportation, recreation, health care, social services, courts, voting, and town meetings.

State and local governments are required to follow specific architectural standards in the new construction and alteration of their buildings. They also must relocate programs or otherwise provide access in inaccessible older buildings, and communicate effectively with people who have hearing, vision, or speech disabilities. Public entities are not required to take actions that would result in undue financial and administrative burdens. They are required to make reasonable modifications to policies, practices, and procedures where necessary to avoid discrimination, unless they can demonstrate that doing so would fundamentally alter the nature of the service, program, or activity being provided.

In this packet of helpful information, the following is included:

- The most recent MassDOT list of OCPC Communities and their ADA Self-evaluation and Transition Plan Status. (Please see page 5. Please contact OCPC with any updates.)
- The most recent list of ADA Coordinators for each OCPC Community. (Please see page 5. Please contact OCPC with any updates.)
- Links with ADA Title II information and links to the Municipal ADA Improvement Grant Program (Please see Page 3 Please contact OCPC with any updates.)
- An **ADA Self-Evaluation and Transition Plan Fact Sheet.** (Attached)
- **Sample Forms and Guidance on the Five (5) Administrative Requirements of the Americans with Disabilities Act (ADA) for Public Entities.** (Attached).
- A **Sample Municipal Grant Application.** (Attached)

For more ADA information, please see:

**ADA Title II Action Guide for State and Local Governments**

https://www.adaactionguide.org/resources#sampledocuments

This site includes an overview and requirements of ADA for local governments, action steps, sample self-evaluation forms and more.

**MassDOT’s Municipal Walkability Guide:**
Defines concepts of walkability and outlines additional resources available to help improve walking conditions within municipalities and the tools and information needed to engage community stakeholders.

**ADA Checklist for Existing Facilities**

[https://www.adachecklist.org/checklist.html](https://www.adachecklist.org/checklist.html)

This includes complete checklists for facilities approaches, entrances, rest rooms, and for recreational facilities, as well.

For further assistance or guidance, please feel free to contact Mary Waldron the Title VI Coordinator at OCPC at 508 583-1833 ext. 202 or at mwaldron@ocpcrpa.org

**The Municipal ADA Improvement Grant Program**

There are two **Grant Types** available:

- **Planning Grant**: These grants are for updating or creating a Self-Evaluation and/or Transition Plan as required under the Administrative Requirements of Title II of the ADA.

- This grant will require the following supporting documentation at the time of application submission: (Sample forms are available in the “Municipal ADA Improvement Grants Program – Addenda” in the "Downloads" section below.)

- Designation of a Responsible Employee (ADA Coordinator)

- Notice of Non-Discrimination and proof of posting, and

- An ADA Grievance Procedure

- **Project Grants**: These grants are for removal of architectural or communication barriers that are present.

- Design plans or Applicant salaries are not eligible project grants.

- Project Grants are purposed only to remove barriers or to make physical/communication improvements at municipal properties or municipally owned facilities.

- Funds awarded cannot be used to make improvements to private businesses, private property, non-profit organizations, private homes, or other non-municipal properties.

(More information for both of these grants can be found at the link for Program Details below.)

**Grant Score Weight Considerations for Planning Grants**
• At a minimum, applicants must be a member of, or willing to become a member of, the Community Compact Cabinet (CCC) to be eligible to apply for a grant.

• Municipalities that selected the "Public Accessibility Best Practice" option to "Undertake an Americans with Disabilities Act (ADA) Self-Evaluation and Develop a Transition Plan to comply with Federal civil rights laws that require public buildings to be accessible to persons with disabilities" under that best practice option of the CCC will increase applicant score.

• Municipalities with a duly established Commission on Disability (adopted MGL Chapter 40 Section 8J) will increase applicant score.

Municipal ADA Improvement Grant Program Details:

Municipal ADA Improvement Grant application:
https://massit.onbaseonline.com/1600mod/

Municipal ADA Improvement Grant Online Application Tips:
https://www.mass.gov/how-to/apply-for-a-municipal-americans-with-disabilities-act-adaimprovement-grant

The application form times-out after 20 minutes. If you let the form sit idle for 20 minutes, you will need to start over.

Mass Office on Disability (MOD) strongly recommends that you prepare your answers to the grant application questions in a separate word/text document. This minimizes the time spent within the application portal and provides you a copy in case of technical difficulties when completing the application.

For questions relating to disability related policies and procedures, architectural accessibility, and Self-Evaluation and Transition Plan particulars, please contact:

Jeffrey Dougan, Assistant Director for Community Services
Email: Jeff.Dougan@mass.gov

For questions relating to the administration and the application process, please contact:
Karl Bryan, Grant Compliance Coordinator
Email: Karl.Bryan@mass.gov
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(Source: MassDOT)

= Municipalities without ADA Self-Evaluation and Transition Plans
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<tr>
<td>Bridgewater</td>
<td>Steven Solari</td>
<td><a href="mailto:ssolari@bridgewaterma.org">ssolari@bridgewaterma.org</a></td>
<td>Inspector of Buildings/Zoning Enforcement Officer</td>
</tr>
<tr>
<td>Duxbury</td>
<td>Rene Read</td>
<td><a href="mailto:read@town.duxbury.ma.us">read@town.duxbury.ma.us</a></td>
<td>Town Manager</td>
</tr>
<tr>
<td>Easton</td>
<td>Greg Swan</td>
<td><a href="mailto:gswan@easton.ma.us">gswan@easton.ma.us</a></td>
<td>Town Engineer</td>
</tr>
<tr>
<td>Hanover</td>
<td>Joseph Stack</td>
<td><a href="mailto:Joseph.stack@hanover-ma.gov">Joseph.stack@hanover-ma.gov</a></td>
<td>Building Commissioner</td>
</tr>
<tr>
<td>Pembroke</td>
<td>Brandon Gulnick</td>
<td><a href="mailto:bgulnick@townofpembrokemass.org">bgulnick@townofpembrokemass.org</a></td>
<td>ADA Coordinator</td>
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<tr>
<td>Stoughton</td>
<td>Thomas E. McGrath</td>
<td><a href="mailto:TMcGrath@stoughton-ma.gov">TMcGrath@stoughton-ma.gov</a></td>
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Figure 1: ADA Self Evaluation and Transition Plan Fact Sheet

ADA Self-Evaluations and Transition Plans
Fact Sheet

Developing A Multi-Year ADA Transition Plan

An ADA Transition Plan uses the information collected through the self-evaluation to develop a long-term, prioritized plan for structural changes to existing facilities to make them accessible, given the availability of funding. Such plans are required when relocation of a program/service or use of alternative methods are impractical.

A Transition Plan will:

- Describe the methods to bring facilities into compliance.
  - Including the prioritization system used to evaluate the deficiencies identified in the self-evaluation, the programs or projects through which the alterations will occur, and the process to ensure that each deficient facility is programmed for alteration.

- Set a budget for the alterations that represents the maximum feasible amount that can be dedicated year-to-year without creating an undue financial or administrative burden to the municipality.
  - Changes in budgets will affect alteration schedules; when the budget changes, a revised plan/alteration schedule(s) should be created.

- Include a monitoring plan to ensure scheduled deficiencies are incorporated into project plans and compliance with standards is maintained.

- Plan for updates and reports, since this is a “living” document and its highlights and changes should be shared with the public.
  - The plan should keep pace with changes due to budget, program modifications, delays in contract awards, construction timelines/impacts of weather, etc.

- Include public participation by providing the public with at least one opportunity to discuss and examine the draft plan, documenting outreach/consultation with organizations serving or representing the disabled, and documenting explicit consideration and the disposition of all comments.
ADA Self-Evaluations and Transition Plans

Fact Sheet

Americans with Disabilities Act of 1990

The Americans with Disabilities Act of 1990 (ADA) prohibits discrimination and ensures equal opportunity for persons with disabilities in employment, state and local government services, public accommodations, commercial facilities, and transportation. It also mandates the establishment of telecommunications access.

It has been over 25 years since ADA was passed, and nationwide there has been incomplete achievement of key ADA goals: equal opportunity, full participation, independent living, and economic self-sufficiency. As a result, there has been growing litigation and administrative challenges to lack of access; Federal PACER (Public Access to Court Electronic Records) data shows that Plaintiffs have filed more than 2,000 ADA public accommodation lawsuits in 2015 alone.

ADA Transition Plans demonstrate a community’s commitment to systematically addressing barriers to accessibility. Developing a plan with participation from the public, and in particular from disabled community members, can reduce the risk of litigation while working to ensure compliance with the law.

All Berkshire County municipalities are encouraged to complete a self-evaluation and transition plan.

Conducting A Self Evaluation Plan

Before beginning a self-evaluation, an ADA Coordinator should be designated. This individual should ideally be someone with some authority to enact change within the municipality.

The self-evaluation, led by the ADA Coordinator, is the process by which a municipality will:

- Review any policies and practices that may affect physical or communications access to programs, service, or activity, and describe any modifications made or planned as a result of the evaluation.
  - Includes grievance/complaint procedures, public notices, procedures for requesting auxiliary aids and services, Procedures for requesting other reasonable accommodations, technical infeasibility/variance request procedures, maintenance, including snow and ice removal, etc.

- Evaluate the technical survey of agency owned/operated facilities, transportation facilities, buildings, and all other infrastructure, according to the appropriate standards, and describe all deficiencies identified.
  - Includes curb ramps and sidewalks, pedestrian signals and signage, parks and recreational facilities, access to public buildings, elevators, restrooms, etc.

- Develop a public participation plan that affords interested persons, including individuals with disabilities or organizations that represent individuals with disabilities, an opportunity to participate in the self-evaluation.
  - Includes reaching out to all stakeholders, including the disabled community, seeking information regarding barriers to programs and services, proving updates and an ability to provide continuous input, providing findings and the opportunity to comment.
Sample Forms and Guidance on the Five (5) Administrative Requirements of the Americans with Disabilities Act, ADA, for public entities

The Americans with Disabilities Act, ADA, is federal civil rights law. The ADA outlines obligations for Title II, state & local governments, and chief among these are a municipalities duty to provide access and opportunity to their facilities, programs, services, and activities for all members of the public. Further, Title II of the ADA requires that state and local government entities do not discriminate against people with disabilities in their facilities, programs, services, and activities. ADA, Title II implementing regulations require that state and local governments take the following five steps to bring a “public entity” (aka “municipality” and/or City & Town) into compliance with the law:

1. **Designate a Responsible Employee:**
   Any municipality with fifty or more employees must designate at least one employee to coordinate ADA compliance (i.e. the “ADA Coordinator”) 28 CFR §35.107(a). This is to ensure that the public and other individuals in the public entity have a point person who is familiar with ADA requirements. The ADA Coordinator’s contact information should be provided to the public, and their job is to ensure ADA compliance and to investigate grievances on programs, services, practices and employment.

2. **Provide Notice of ADA Requirements:**
   All municipalities regardless of size must provide information to employees, participants, applicants and other interested parties regarding the rights and protections afforded by Title II, including information about how the Title II requirements apply to its particular programs, services, and activities 28 CFR §35.106. It is up to the entity’s head to decide how this will be done, but traditionally it is done through postings, general/job announcements, and through the use of graphic symbols (e.g. the International Symbol of Access”).

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**Resources**

Old Colony Planning Council is able to assist municipalities in the preparation of self-evaluation’s and transition plans. For more info, contact:

Executive Director
Mary Waldron
Mwaldron@ocpcrpa.org
508-583-1833, ext. 202

Massachusetts Office on Disabilities

Architectural Access Board

Massachusetts Commission Against Discrimination

United States Access Board
3. Establish a Grievance Procedure:
All municipalities with fifty or more employees must adopt and publish grievance procedures providing for prompt and equitable resolution of grievances arising under Title II, and municipalities with fewer than fifty employees must still resolve complaints in accordance with 28 CFR §35.107(b). Grievance procedures should include the following: how to submit a grievance; a two-step review process that allows for appeal; reasonable time frames for review and resolution; and should encourage good record-keeping.

4. Conduct a Self-Evaluation:
All municipalities—regardless of size—must conduct a comprehensive review of the entity’s current policies and practices, including communications and employment through a “self-evaluation” 28 CFR §35.105. Through the self-evaluations, the public entity must: 1) identify any policies or practices that do not comply with Title II requirements and 2) modify policies and practices to bring them into compliance. Municipalities with fifty or more employees must keep the following self-evaluation information available for public inspection for at least three years: 1) a list of interested persons consulted about the self-evaluation, 2) a description of the areas examined and any problems identified, and 3) a description of any modifications made.

5. Develop a Transition Plan:
Municipalities with fifty or more employees must develop a transition plan when structural changes to existing facilities are necessary in order to make a program, service, or activity accessible to people with disabilities. 28 CFR §35.150(d) Regulations require that at a minimum the transition plan 1) identify physical obstacles that limit the accessibility of programs, services or activities to people with disabilities, 2) describe the methods to be used to make the facilities accessible; 3) provide a schedule for making the access modifications (and on a yearly basis for modifications taking more than a year to complete), and 4) indicate the public official responsible for implementation of the transition plan.
Guidance:
The following links are resources to assist you in meeting the above-mentioned obligations:

A. ADA Coordinator, Notice & Grievance Procedure (ADA Best Practices Tool Kit for State & Local Governments):
   https://www.ada.gov/pca toolkit/chap2toolkit.htm

B. ADA Title II Action Guide for State and Local Governments:
   http://www.adaactionguide.org/

C. ADA Guide for Small Towns:
   https://www.ada.gov/smtown.htm#anchor23806

D. The ADA Title II Technical Assistance Manual:
   https://www.ada.gov/taman2.html

E. ADA Update: A Primer for State and Local Governments:

Title II ADA regulations define a “public entity” as: (1) Any State or local government; (2) Any department, agency, special purpose district, or other instrumentality of a State or States or local government; and (3) The National Railroad Passenger Corporation, and any commuter authority (as defined in section 103(8) of the Rail Passenger Service Act). 28 CFR §35.104
Sample Form for Designating a Responsible Employee *Placed on City/Town Letterhead*

**ADA Coordinator Designation Form**

ADA Coordinator Name:

Name of City/Town Department where ADA Coordinator Works:

Job Title:

E-Mail:

Phone:

Address:

Date Appointed:

Is This Appointment: Permanent OR Acting

Does this ADA Coordinator report directly to the appointing authority? Yes OR No

Are the ADA Coordinator Duties Full-Time OR Part-Time

Direct Supervisor (Name and Title):

Appointing Authority Signature: Date:

ADA Coordinator Signature: Date:

*Please send copy of completed form to: The Massachusetts Office On Disability, 1 Ashburton Place, Room 1305 or email to mod-info@state.ma.us, or fax to (617) 727-0965*
PUBLIC NOTICE

In accordance with the requirements of title II of the Americans with Disabilities Act of 1990 ("ADA"), the _____________________ will not discriminate against qualified individuals with disabilities on the basis of disability in its services, programs, or activities.

Employment: _____________________ does not discriminate on the basis of disability in its hiring or employment practices and complies with all regulations promulgated by the U.S. Equal Employment Opportunity Commission under title I of the ADA.

Effective Communication: _____________________ will generally, upon request, provide appropriate aids and services leading to effective communication for qualified persons with disabilities so they can participate equally in _____________________ programs, services, and activities, including qualified sign language interpreters, documents in Braille, and other ways of making information and communications accessible to people who have speech, hearing, or vision impairments.

Modifications to Policies and Procedures: _____________________ will make all reasonable modifications to policies and programs to ensure that people with disabilities have an equal opportunity to enjoy all of its programs, services, and activities. For example, individuals with service animals are welcomed in _____________________ offices, even where pets are generally prohibited.

Anyone who requires an auxiliary aid or service for effective communication, or a modification of policies or procedures to participate in a program, service, or activity of _____________________, should contact the office of _____________________ as soon as possible but no later than 48 hours before the scheduled event.

The ADA does not require the _____________________ to take any action that would fundamentally alter the nature of its programs or services, or impose an undue financial or administrative burden. Complaints that a program, service, or activity of _____________________ is not accessible to persons with disabilities should be directed to _____________________.

_______________________________ will not place a surcharge on a particular individual with a disability or any group of individuals with disabilities to cover the cost of providing auxiliary aids/services or reasonable modifications of policy, such as retrieving items from locations that are open to the public but are not accessible to persons who use wheelchairs.
Sample Grievance Procedure

GRIEVANCE PROCEDURE
UNDER THE AMERICANS WITH
DISABILITIES ACT

This Grievance Procedure is established to meet the requirements of the Americans with Disabilities Act of 1990 ("ADA"). This may be used by anyone who wishes to file a complaint alleging discrimination because of disability in the provision of services, activities, programs, or benefits by the ________________________.

The ________________________'s Personnel Policy governs employment-related complaints of disability discrimination. The complaint should be in writing and contain information about the alleged discrimination such as name, address, phone number of complainant and location, date, and description of the problem. Alternative means of filing complaints, such as personal interviews or a tape recording of the complaint will be made available for persons with disabilities upon request.

The complaint should be submitted by the grievant and/or his/her designee as soon as possible but no later than 60 calendar days after the alleged violation to:

________________________________________

______________________________________________________________________

______________________________

Within 15 calendar days after receipt of the complaint, ________________________ or __________ designee will meet with the complainant to discuss the complaint and the possible resolutions. Within 15 calendar days of the meeting, ________________________ or __________ designee will respond in writing, and where appropriate, in a format accessible to the complainant, such as large print, Braille, or audio tape. The response will explain the position of the ________________________ and offer options for substantive resolution of the complaint.

If the response by ________________________ or __________ designee does not satisfactorily resolve the issue, the complainant and/or his/her designee may appeal the decision within 15 calendar days after receipt of the response to the ________________________ or __________ designee.

Within 15 calendar days after receipt of the appeal, the ________________________ or __________ designee will meet with the complainant to discuss the complaint and possible resolutions. Within 15 calendar days after the meeting, the ________________________ or __________ designee will respond in writing, and, where appropriate, in a format accessible to the complainant, with a final resolution of the complaint.
All written complaints received by ______________________ or ______________ designee, appeals to the ________________________ or ______________ designee, and responses from these two offices will be retained by the ______________ for at least three years.

Self-Evaluation

II-8.2000 Self-evaluation. All public entities subject to title II of the ADA must complete a self-evaluation by January 26, 1993 (one year from the effective date of the Department's regulation).

Does the fact that a public entity has not completed its self-evaluation until January 26, 1993, excuse interim compliance?

No. A public entity is required to comply with the requirements of title II on January 26, 1992, whether or not it has completed its self-evaluation.

Which public entities must retain a copy of the self-evaluation?

A public entity that employs 50 or more employees must retain its self-evaluation for three years. Other public entities are not required to retain their self-evaluations but are encouraged to do so because these documents evidence a public entity's good faith efforts to comply with title II's requirements.

What if a public entity already did a self-evaluation as part of its obligations under section 504 of the Rehabilitation Act of 1973?

The title II self-evaluation requirement applies only to those policies and practices that previously had not been included in a self-evaluation required by section 504. Because most section 504 self-evaluations were done many years ago, however, the Department expects that many public entities will re-examine all their policies and practices. Programs and functions may have changed significantly since the section 504 self-evaluation was completed. Actions that were taken to comply with section 504 may not have been implemented fully or may no longer be effective. In addition, section 504's coverage has been changed by statutory amendment, particularly the Civil Rights Restoration Act of 1987, which expanded the definition of a covered "program or activity." Therefore, public entities should ensure that all programs, activities, and services are examined fully, except where there is evidence that all policies were previously scrutinized under section 504.
What should a self-evaluation contain?

A self-evaluation is a public entity's assessment of its current policies and practices. The self-evaluation identifies and corrects those policies and practices that are inconsistent with title II's requirements. As part of the self-evaluation, a public entity should:

1) Identify all of the public entity's programs, activities, and services; and

2) Review all the policies and practices that govern the administration of the public entity's programs, activities, and services.

Normally, a public entity's policies and practices are reflected in its laws, ordinances, regulations, administrative manuals or guides, policy directives, and memoranda. Other practices, however, may not be recorded and may be based on local custom.

Once a public entity has identified its policies and practices, it should analyze whether these policies and practices adversely affect the full participation of individuals with disabilities in its programs, activities, and services. In this regard, a public entity should be mindful that although its policies and practices may appear harmless, they may result in denying individuals with disabilities the full participation of its programs, activities, or services. Areas that need careful examination include the following:

1) A public entity must examine each program to determine whether any physical barriers to access exist. It should identify steps that need to be taken to enable these programs to be made accessible when viewed in their entirety. If structural changes are necessary, they should be included in the transition plan (see II8.3000).

2) A public entity must review its policies and practices to determine whether any exclude or limit the participation of individuals with disabilities in its programs, activities, or services. Such policies or practices must be modified, unless they are necessary for the operation or provision of the program, service, or activity. The self-evaluation should identify policy modifications to be implemented and include complete justifications for any exclusionary or limiting policies or practices that will not be modified.

3) A public entity should review its policies to ensure that it communicates with applicants, participants, and members of the public with disabilities in a manner that is as effective as its communications with others. If a public entity communicates with applicants and beneficiaries by telephone, it should ensure that TDD's or equally effective telecommunication systems are used to communicate with individuals with impaired hearing or speech. Finally, if a public entity provides telephone emergency services, it should review its policies to ensure direct access to individuals who use TDD's and computer modems.

4) A public entity should review its policies to ensure that they include provisions for readers for individuals with visual impairments; interpreters or other alternative communication measures, as appropriate, for individuals with hearing impairments; and
amanuenses for individuals with manual impairments. A method for securing these services should be developed, including guidance on when and where these services will be provided. Where equipment is used as part of a public entity's program, activity, or service, an assessment should be made to ensure that the equipment is usable by individuals with disabilities, particularly individuals with hearing, visual, and manual impairments. In addition, a public entity should have policies that ensure that its equipment is maintained in operable working order.

5) A review should be made of the procedures to evacuate individuals with disabilities during an emergency. This may require the installation of visual and audible warning signals and special procedures for assisting individuals with disabilities from evacuating or exiting a facility during an emergency.

6) A review should be conducted of a public entity's written and audio-visual materials to ensure that individuals with disabilities are not portrayed in an offensive or demeaning manner.

7) If a public entity operates historic preservation programs, it should review its policies to ensure that it gives priority to methods that provide physical access to individuals with disabilities.

8) A public entity should review its policies to ensure that its decisions concerning a fundamental alteration in the nature of a program, activity, or service, or a decision that an undue financial and administrative burden will be imposed by title II, are made properly and expeditiously.

9) A public entity should review its policies and procedures to ensure that individuals with mobility impairments are provided access to public meetings.

10) A public entity should review its employment practices to ensure that they comply with other applicable nondiscrimination requirements, including section 504 of the Rehabilitation Act and the ADA regulation issued by the Equal Employment Opportunity Commission.

11) A public entity should review its building and construction policies to ensure that the construction of each new facility or part of a facility, or the alteration of existing facilities after January 26, 1992, conforms to the standards designated under the title II regulation.

12) A review should be made to ascertain whether measures have been taken to ensure that employees of a public entity are familiar with the policies and practices for the full participation of individuals with disabilities. If appropriate, training should be provided to employees.

13) If a public entity limits or denies participation in its programs, activities, or services based on drug usage, it should make sure that such policies do not discriminate against former drug users, as opposed to individuals who are currently engaged in illegal use of drugs.
14) If a public entity identifies policies and practices that deny or limit the participation of individuals with disabilities in its programs, activities, and services, when should it make changes? Once a public entity has identified policies and practices that deny or limit the participation of individuals with disabilities in its programs, activities, and services, it should take immediate remedial action to eliminate the impediments to full and equivalent participation. Structural modifications that are required for program accessibility should be made as expeditiously as possible but no later than January 26, 1995.

**Is there a requirement for public hearings on a public entity's self-evaluation?**

No, but public entities are required to accept comments from the public on the self-evaluation and are strongly encouraged to consult with individuals with disabilities and organizations that represent them to assist in the self-evaluation process. Many individuals with disabilities have unique perspectives on a public entity's programs, activities, and services. For example, individuals with mobility impairments can readily identify barriers preventing their full enjoyment of the public entity's programs, activities, and services. Similarly, individuals with hearing impairments can identify the communication barriers that hamper participation in a public entity's programs, activities, and services.
Transition Plan

II-8.3000 Transition plan. Where structural modifications are required to achieve program accessibility, a public entity with 50 or more employees must do a transition plan by July 26, 1992, that provides for the removal of these barriers. Any structural modifications must be completed as expeditiously as possible, but, in any event, by January 26, 1995.

What if a public entity has already done a transition plan under section 504 of the Rehabilitation Act of 1973?

If a public entity previously completed a section 504 transition plan, then, at a minimum, a title II transition plan must cover those barriers to accessibility that were not addressed by its prior transition plan. Although not required, it may be simpler to include all of a public entity’s operations in its transition plan rather than identifying and excluding those barriers that were addressed in its previous plan.

Must the transition plan be made available to the public?

If a public entity has 50 or more employees, a copy of the transition plan must be made available for public inspection.

What are the elements of an acceptable transition plan?

A transition plan should contain at a minimum –

1) A list of the physical barriers in a public entity's facilities that limit the accessibility of its programs, activities, or services to individuals with disabilities;

2) A detailed outline of the methods to be utilized to remove these barriers and make the facilities accessible;

3) The schedule for taking the necessary steps to achieve compliance with title II. If the time period for achieving compliance is longer than one year, the plan should identify the interim steps that will be taken during each year of the transition period; and,

4) The name of the official responsible for the plan's implementation.
Figure 3: Municipal Grant Application

**Municipal Grant Application**

The Applicant portion under this section refers to the person submitting the grant application and will be the person contacted in all matters related to this grant. The Responsible Employee (ADA Coordinator) portion under this section refers to the person specifically designated to coordinate the 5 Administrative Responsibilities under Title II of the Americans with Disabilities Act. Please see the Application Instructions and Addenda materials for further information.

### Section 1 - Requestor Information

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### Section 2 - Qualification

- Responsible Employee
- Posting of Non Discrimination
- Grievance Procedures
- Self Evaluation
- Transition Plan
- Duty Established COD
- Member of Community Compact
- Public Accessibility Best Practice
- Matching Funds

### Section 3 - Planning Grant

#### Section 3.1 - Planning Request

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Renovation/Construction history of applicant

History of Applicant’s prior planning efforts related to disabilities or access, if any

Any other information relevant to the Applicant’s request or need for planning monies under this Project.
December 5, 2019 Old Colony JTC Meeting
Agenda Item 7C
Update and Discussion on State and Regional Bicycle Initiatives

Summary

Massachusetts Bicycle and Pedestrian Advisory Board

The Massachusetts Bicycle and Pedestrian Advisory Board was established by law on August 10, 2004. The Massachusetts Bicycle and Pedestrian Advisory Board serves in an advisory role on advancing bicycle and pedestrian transportation for MassDOT and other State Agencies.

State and Regional Bicycle Initiatives Update

- The MABPAB is working with the Registry of Motor Vehicles to update the driver’s manual to include more information on bicycle and pedestrian education for motorist.
- MassDOT is in the process of updating its inventory of bicycle infrastructure throughout the Commonwealth.
- 2020 MassTrail Grant
  - Open for applicants to apply
  - Applications due February 1st 2020
  - Provides matching grants to communities, public entities and non-profits organizations to design, create, and maintain a diverse network of trails
  - Grants awards in the amounts of $5,000 – $100,000. Larger grants amounts for high priority projects
December 5, 2019 Old Colony JTC Meeting
Agenda Item 8A
Community Local Technical Assistance Studies

Summary

Through Task 3200 (Local Highway Technical Assistance) of the Old Colony Metropolitan Planning Organization (MPO) FFY 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 a traffic study of Block Street and the intersections of Rockland Street at Block Street and Bedford Street (Route 18) at Block Street and Bank Street in Abington. Collected traffic data along with analysis and findings was distributed to the Town.

Old Colony Planning Council completed a traffic study of River Street in West Bridgewater. Collected traffic data along with analysis and findings was distributed to the Town.

The Town of Plymouth has requested a traffic study for the intersection of Carver Road and Montgomery Drive. Data collection is planned for Spring of 2020.

The Town of Easton has requested traffic counts for Belmont Street (Route 123). Data collection is planned for Spring of 2020.

Project Status Updates

Easton

- Belmont Street (Route 123) Traffic Counts
  Data collection planned for Spring 2020

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
- Intersection Traffic Study of Carver Road and Montgomery Drive
  Data collection planned for Spring 2020

Stoughton

- Road Safety Audit for Park Street (Route 27) at Turnpike Street and Turnpike Street at Campanelli Parkway
  Draft report completed and distributed for review and comment
- Traffic Counts with Speed Analysis for Kelsey Drive, Tosca Drive, and Queen Anne Way
  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 November 22, 2019

EEA # - 16032 - Hanover Crossing (Hanover) (EIR)

The Hanover Mall is located on an approximately 106.4 acre parcel on Washington Street (Route 53) in Hanover and Norwell. The Mall also includes an approximately 5.6 acre secondary parcel located south of the main mall property. Third Herring Brook runs through the property and generally defines the Town boundary. The property consists of an aging enclosed mall with outparcel developments containing approximately 833,781 s.f. of commercial space and approximately 3,509 parking spaces. Access to the property is through four driveways on Washington Street and two on Mill Street.

The proposed project entails the removal of the majority of the existing enclosed mall and the construction of a new mixed-use lifestyle center consisting of approximately 506,035 s.f. of retail, an approximately 92,500 s.f. grocery store, and a 297 multi-family residential units in four four-story buildings with total parking of 3,700 spaces. The project is expected to generate an additional 3,032 vehicle trips per day. The development will utilize the existing driveways. New infrastructure including water, sewer, and stormwater will be constructed to service the new development. An existing wastewater treatment plant will be relocated and upgraded to service the project.
The Project will use all feasible means to avoid potential environmental impacts. Those means include: constructing only the minimum parking necessary, construction of an extensive stormwater system to avoid impacts to adjacent resource areas; implementing traffic related mitigation including TDM measures and new signal timing to avoid "Transportation" impacts; creating pedestrian friendly environment; replacement of existing aging water infrastructure and fixtures with a modern water system; the implementation of a GHG reduction program to ensure compliance with the GHG policy, replacement of an aging wastewater treatment facility with a new state of the art facility that will be located further from Third Herring Brook and cooperating in the removal of Peterson Pond dam located on the property.

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

Comments Due 12/06/2019
For Copies: David Kelly 781-843-4333
MEPA Analyst: Purvi Patel 617-626-1029

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 12/06/2019
For Copies: Magdalena Lofstedt (617) 452-6597
MEPA Analyst: Alex Strysky (617) 626-1025

EEA # - 14139 T-Wharf Reconstruction (Plymouth) (NPC)
The T-wharf reconstruction project considered during the previous review of EOEEA #14139 included the construction of approximately 18,360 square feet of pile-supported pier, the dredging of approximately 56,500 square feet of harbor sediments, and the installation of approximately 4,160 square feet of pile-held, timber floats, all within an area of Plymouth Harbor encompassing approximately 66,000 square feet of watersheet.
**Project Change:**
The proposed project change consists of the reconstruction of the existing municipal boat ramp off Water Street as an interim phase of the T-wharf reconstruction project. Upon completion of the T-wharf reconstruction project, the boat ramp will be incorporated into a pile-supported pier structure, with the upper half of the ramp serving as a vehicular access way to the pier and the lower half being subsumed within the structure of the pier. In addition to the reconstruction of the boat ramp, the proponent intends to establish a Zone of Reconfiguration within the area of T-wharf dredging to facilitate the siting and reconfiguration of both existing and 'yet to be installed' floats in response to future needs, and increase the total area of floats within the Zone from the 4,160 square feet previously considered under EOEEA #14139 to a total area of 5,000 square feet.

The reconstructed boat ramp will be finished with a 1.5% steeper slope that the existing ramp and will extend 15 feet further seaward from the existing toe. The ramp reconstruction will include the installation of a trench drain across the top edge to collect runoff from the adjacent parking lot and convey it to an oil and water separator for pretreatment prior to discharge to the harbor. A silt curtain will be deployed and maintained immediately outshore of the ramp throughout the period of construction to prevent the release of suspended sediments outside of the work area.

Comments Due 12/06/2019
For Copies: Brad Saunders 774-277-6020
MEPA Analyst: Anne Canaday 617-626-1035

**MEPA Certificates**

**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.

**Project 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.
Determination that pursuant to the Massachusetts Environmental Policy Act (M.G. L. c. 30, ss. 61-62I) and Section 11.10 of the MEPA Regulations (301 CMR 11.00), the project does not require an Environmental Impact Report (EIR).

Attachment(s)
MEPA Certificate - EEA # 16077 Harju Solar Array (Plympton) (NPC)
CERTIFICATE OF THE SECRETARY OF ENERGY AND ENVIRONMENTAL AFFAIRS
ON THE
NOTICE OF PROJECT CHANGE

PROJECT NAME: Harju Solar Array
PROJECT MUNICIPALITY: Plympton
PROJECT WATERSHED: South Coastal
EEA NUMBER: 16077
PROJECT PROPOSER: Plympton Lake Street Solar, LLC
DATE NOTICED IN MONITOR: October 9, 2019

Pursuant to the Massachusetts Environmental Policy Act (MEPA) (M.G. L. c. 30, ss. 61-62l) and Section 11.10 of the MEPA regulations (301 CMR 11.00), I have reviewed the Notice of Project Change (NPC) and hereby rescind the requirement to file an Environmental Impact Report (EIR). The project may proceed to permitting.

Project Change

The project change consists of elimination of the 9-acre floating solar array and expansion of the ground-mounted solar array and associated shade management areas in wooded uplands by 1.6 acres (16.1-acre ground-mounted facility). The Proponent eliminated the floating component in response to comments from the Massachusetts Department of Environmental Protection (MassDEP) on the Environmental Notification Form (ENF) which requested additional information and analysis in an EIR to address concerns regarding potential impacts to wetland resources.

Original Project Description

As described in the Environmental Notification Form (ENF), the original project entailed the construction of an approximately 7-megawatt (MW) solar PV facility on an active cranberry farm off of
Lake Street in Plympton and Kingston. All proposed work is located in Plympton. The project would occupy approximately 20 acres of the farm and would be comprised of two components: a 12-acre ground-mounted facility (3.5 MW) located in wooded uplands and a 9-acre floating solar facility (3.5 MW) on an agricultural reservoir located adjacent to cranberry bogs.

The floating facility would consist of two arrays in the interior portion of the agricultural reservoir. These arrays would connect to the shoreline via a float to provide access for maintenance and to support a conduit that would contain the main cable that connects to the on-shore inverter. The arrays would be tethered to anchors placed on the bottom of the reservoir or on-shore.

The ground-mounted facility would consist of two distinct arrays located within upland areas to the north and south of the cranberry bogs. The arrays would be enclosed by a seven-foot high chain-link fence. The entire area within the fence would be cleared, grubbed and revegetated with native seed mix. An additional 2.5 acres located outside of the fenced area would include three stormwater basins and areas that would be selectively cleared to reduce shading of the arrays. Within this area, stumps would be left in place to reduce erosion. System components would include solar panels, racking systems, equipment pads for transformers and battery storage equipment, wiring and connections, power inverters, and transformers. The solar panels would be arranged in rows extending in an east-west direction and supported at a south-facing angle. Site access would be provided via the existing paved cranberry bog access road on West Street in Kingston and internal access roads. The arrays will connect to the electrical grid via underground connection to overhead wires and utility poles on Lake Street. The project proposes habitat restoration following decommissioning of the solar array.

Project Site

The 113-acre project site consists of two adjacent parcels in Plympton and Kingston used for cranberry farming since the 1930s and 1940s. The site contains active cranberry bogs and associated reservoirs, wooded uplands, wetlands, and access roads. The site 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. Surrounding land is characterized as rural residential.

A portion of the agricultural reservoir has revegetated over time and much of it includes emergent vegetation associated with the adjacent Bordering Vegetated Wetlands (BVW). A large portion of the reservoir edge adjacent to the bogs is managed as part of the cranberry operation and is cleared and free of vegetation. Wetland resource areas within the vicinity of the project site include BVW, Land Under Water (LUW) and Bank. Portions of the project site are located in Priority Habitat of the Eastern Box Turtle (Terrapene carolina) as mapped by the Massachusetts Division of Fisheries and Wildlife’s Natural Heritage and Endangered Species Program (NHESP). The Eastern Box Turtle is listed as a species of Special Concern.

Environmental Impacts and Mitigation

The elimination of the 9-acre floating solar array was proposed to address MassDEP’s concerns regarding potential impacts to wetland resources. Potential environmental impacts of the project include direct alteration of 16.1 acres of land, including alteration of 11.7 acres of designated Priority Habitat for rare species, and creation of 7,821 square feet (sf) of impervious area. The project change will increase land alteration by 1.6 acres. Measures to avoid, minimize, and mitigate environmental impacts include: limiting clearing and earthwork to the minimum required for
construction, access, operation, and maintenance of the facility; temporary protection of approximately 18 acres of the site through approval of a Declaration of Restriction for the lifetime of the project; restoration of habitat on-site following decommissioning of the solar array; preservation of natural vegetated buffer in the northern portion of the site; and implementation of construction-period best management practices (BMP).

Jurisdiction and Permitting

This project is subject to MEPA and preparation of an ENF pursuant to Section 11.03(2)(b)(2) of the MEPA regulations because it requires an Agency Action and will disturb greater than two acres of designated Priority Habitat that results in a Take of rare species. The project requires a Conservation and Management Permit (CMP) from the NHESP.

The project also requires an Order of Conditions from the Plympton Conservation Commission (and, on appeal only, a Superseding Order of Conditions from MassDEP). It requires a Pre-Construction Notification to the U.S. Army Corps of Engineers, review by the Massachusetts Historical Commission (MHC), Site Plan Review Approval from the Planning Board, and a National Pollutant Discharge Elimination System (NPDES) Construction General Permit (CGP) from the U.S. Environmental Protection Agency (EPA).

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

Review of the NPC

The NPC provides a description of the project and preliminary project plans. It identifies measures to avoid, minimize, and mitigate project impacts. The local review processes will include a peer review of the project.

Land Alteration/Wetlands/Stormwater

The Plympton Conservation Commission will review the project to determine its consistency with the Wetlands Protection Act (WPA), the Wetlands Regulations (310 CMR 10.00), and associated performance standards including the Stormwater Management Standards (SMS). As described in the NPC, permanent impacts to wetland resource areas are eliminated. Comments from MassDEP confirm the project change addresses their previous concerns and do not recommend further environmental review in the form of an EIR. The project will impact 3.65 acres of buffer zone which includes both previously altered and wooded areas. Work within these areas will consist of selective trimming for shade management.

Rare Species

The Proponent will expand the ground-mounted solar array in wooded uplands by approximately 0.7 acres and the associated shade management area by approximately 0.9 acres (total array area footprint of 16.1 acres). The project change will result in an increase of 0.9 acres of new impact to Eastern Box Turtle (total of 11.7 acres). The project will result in a Take and, therefore, will require a CMP pursuant to 321 CMR 10.23. Projects resulting in a Take of state-listed species may be permitted
only if they meet the performance standards for a CMP. The Proponent is actively consulting with NHESP regarding the project change, and the following measures to meet the performance standards and to avoid, minimize, and mitigate impacts to this species:

- Temporarily protecting approximately 22.6 acres of forested habitat on the site through a Declaration of Restriction that is tied to the lifetime of the project (net increase of 4.3 acres);
- Funding habitat restoration following decommissioning of the upland arrays;
- Implementing a Turtle Protection Plan during construction;
- Implementing an Operation and Maintenance Plan (vegetation management plan) within shadow buffer areas to protect state-listed turtles after construction; and
- Maintaining the bottom of the perimeter fence at six inches above the ground to allow turtles to pass underneath.

The Proponent will conduct a survey of the site for Eastern Box Turtle in conjunction with the CMP process. NHESP anticipates that the project can be designed to meet the performance standards for issuance of a CMP and that details of the CMP will be addressed during permitting.

Construction Period

The project must comply with MassDEP Solid Waste and Air Pollution Control regulations, pursuant to M.G.L. c.40, s.54 during construction. All construction should be undertaken in compliance with the conditions of all State and local permits. The project will provide BMPs to control erosion and sedimentation during the construction period and require the preparation of a Stormwater Pollution Prevention Plan (SWPPP) in accordance with the NPDES CGP. The Proponent should implement measures to avoid, minimize, and mitigate construction period impacts (including but not limited to noise, dust, nuisance, vehicle emissions, and construction-related traffic).

The Proponent should implement anti-idling and other measures to reduce emissions from construction equipment by limiting vehicle idling to five minutes. I encourage the Proponent to require its contractors to use construction equipment with engines manufactured to Tier 4 federal emission standards or retrofitted with the best available after-engine control technology (BACT), or use alternative fuels to reduce emissions of VOCs, carbon monoxide (CO) and particulate matter (PM) from diesel-powered equipment. Off-road vehicles are required to use ultra-low sulfur diesel fuel (ULSD).

Conclusion

The NPC addresses the criteria in the MEPA regulations at 301 CMR 11.10(6) which provide guidance in determining whether a change in a project might significantly increase environmental consequences and informs a determination regarding whether additional MEPA review is warranted in the form of an EIR. The project change significantly decreases impacts and, therefore, no longer warrants additional MEPA review or preparation of an EIR.

November 8, 2019

Date

Kathleen A. Theoharides
Comments received:

10/29/2019  Massachusetts Natural Heritage and Endangered Species Program (NHESP)
10/31/2019  Massachusetts Department of Environmental Protection (MassDEP) – Southeast Regional Office (SERO)

KAT/PPP/ppp
Regional Concerns and Local Community Transportation Issues

Summary

Regional Concerns and Local Community Transportation Issues Discussion.