Thursday, February 6, 2020, 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 January 9, 2020 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. FFY 2020-2024 Transportation Improvement Program (TIP) Amendment 1
   B. Massachusetts Jobs Access Data Dashboard
   C. Draft Barnstable Urbanized Area (UZA) Coordination Memorandum of Understanding (MOU)

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 yon 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).
February 6, 2020 Old Colony JTC Meeting
Agenda Item 2
Public Comments

Summary

Public comments.
Summary

Old Colony JTC to consider approval of January 9, 2020 Old Colony JTC Meeting Minutes.

Attachment(s)

Minutes of January 9, 2020 Old Colony JTC Meeting
1. Call to Order and Introductions

Chairperson Noreen O’Toole called the meeting to order at 12:01 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 then asked for a moment of silence for Pat Ciaramella’s brother, Dominic Ciaramella, who passed away in December.

2. Public Comments

Don Howard welcomed Matthew Cahill, who is the new Highway Director for the Town of Hanson.

3. Minutes of the December 5, 2020 Meeting

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

4. Communications
Shawn Bailey reviewed the contents of the communications staff report. Included were letters of
OLD COLONY JOINT TRANSPORTATION COMMITTEE (JTC)

correspondence, as well as notices of workshops and conferences. They are as follows:

- Announcement from the Baker-Polito Administration Regarding Transit Grant Program Awards for Communities and Organizations
- MassDOT Highway Division Announcement Regarding Bids List for Project 607941 in East Bridgewater
- MassDOT Highway Division Announcement Regarding Bids List for Project 608143 in Abington

5. Reports

A. Brockton Area Regional Transit Authority (BAT)

Michael Lambert stated that BAT has received three discretionary grants from MassDOT. 1.) Automated passenger counters for buses; 2.) Implement a pay by phone application, and change current student fare pass to student monthly pass at a reduced amount; and 3.) Conduct a study on the potential for a transit connection between Brockton and Taunton.

Dan Salvucci inquired about the senior discount Charlie Card. Michael Lambert stated that they may be acquired at the BAT Centre.

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

Paul Chenard stated that GATRA has selected its new Administrator. There will be an official announcement in the future.

C. South Coast Rail Project

Paul Chenard stated that culvert and track work is progressing, and that the anticipated start of service is in 2023.

6. Old Business

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

Charles Kilmer discussed the changes in the FFY 2020-2024 TIP. They are as follows:

FFY 2020 Projects:

- BROCKTON - CORRIDOR IMPROVEMENTS ON ROUTE 123 (BELMONT STREET), FROM ANGUS BEATON DRIVE TO WEST STREET (608088)
  - 100% Package received by MassDOT (as of 12/23/2019)

FFY 2021 Project:

- AVON - INTERSECTION IMPROVEMENTS AT HARRISON BOULEVARD AND POND STREET (608086)
  - MassDOT comments on the 100% Package returned to the Design Engineer (as of 01/02/2020)
OLD COLONY JOINT TRANSPORTATION COMMITTEE (JTC)

Charles Kilmer stated that there was training earlier in the week for an electronic STIP. This will allow for enhanced coordination between MassDOT and its regional partners.

7. New Business

A. Main Street Corridor Study (Brockton) – Status Report

Ray Guarino provided a status report on the Main Street Corridor Study (Brockton).

The study commenced in the fall of 2019 with the data collection phase, (compilation of crashes, peak hour turning movement counts at key locations, and documentation of existing physical conditions such as signal and traffic control operations and signage). The study’s public outreach is also underway with the solicitation of input from key stakeholders and an online survey. Background information on ongoing and planned developments along the corridor is also being compiled and reviewed (such as the new downtown parking garage and the plans to revert the one-way system to a two-way system). A public workshop will be scheduled in the latter part of January or the beginning of February to garner further public input.

Dan Salvucci stated that the idea behind the two-way conversion is to improve storefront business access along Main Street.

Dan Salvucci expressed his concern about pedestrian and bicycle safety. Ray Guarino stated that the bicycle lanes would be protected bicycle lanes to protect them from traffic.

Joe Scardino expressed concern that not enough money in TIP projects are allocated for education and outreach. Discussion followed.

Chairperson O’Toole extended a congratulations and welcome to Brockton’s new Mayor, Robert Sullivan. Mayor Sullivan then thanked OCPC for their efforts and stated that the City looks forward to collaborating on the study.

B. Route 139 Corridor Study (Hanover) – Status Report

Bill McNulty provided a status report on the Route 139 Corridor Study (Hanover).

To date, all traffic data has been collected and processed for the Route 139 Corridor Study. Next steps include forecasting future conditions, including anticipated increased trip generation from nearby developments, and working with the Town on preferred alternatives for traffic control and flow. Meetings with the Town and MassDOT will take place in February and March, including a presentation to the public on initial findings. Development of this Corridor Study is on schedule, and a release of a final report to the Town and MassDOT is anticipated late Spring or Early Summer.

C. MassDOT IMPACT Crash Data Portal

Bill McNulty provided a demonstration on the MassDOT IMPACT Crash Data Portal.
IMPACT is designed to encourage public safety initiatives and awareness specific to crash information. Within IMPACT you can engage with crash related data through easy to understand pre-built reports, interactive dashboards, or conduct your own self-driven analysis.

OCPC Staff routinely use IMPACT as a tool for data extraction in preparing local and regional traffic studies, as well as for tracking metrics about safety performance management. The tool is available to all, and all are encouraged to explore and use the tool however, they find useful.

Joe Scardino asked what the definition of a crash is. Bill McNulty stated that they use the insurance threshold, which is over $1,500 in property damage.

8. Other Business and Public Comment

A. Community Local Technical Assistance Studies

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

**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

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 December 23, 2019**

**EEA #14139 - T-Wharf Reconstruction (Plymouth) (NPC)**

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. 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.
MEPA Certificates

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

The proposed project entails the removal of the majority of the existing enclosed mall and the construction of a new missed-use lifestyle center consisting of approximately 506,035 s.f. of retail, and 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.

**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 one half mile 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.

C. Regional Concerns and Local Community Transportation Issues

Dan Salvucci expressed concern about the lane restriction at Grove Street Bridge in Brockton, and noted that the traffic backs up a lot in this area. Mayor Robert Sullivan stated that there is a bridge construction project going on at that location.

9. Adjournment

The meeting adjourned at 1:06 PM.

Respectfully submitted,

Kyle Mowatt
Kyle Mowatt
Transportation Planner

List of Documents for January 9, 2020 Old Colony JTC Meeting
1. Minutes of the December 5, 2019 Old Colony JTC Meeting
2. Staff Report for January 9, 2020 Old Colony JTC Meeting Agenda Items
February 6, 2020 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 Announcement Regarding Traffic and Construction Updates for Route 18 TIP Project
2) Public Information Meeting Announcement Regarding Exit Renumbering Project – Boston
3) Public Information Meeting Announcement Regarding Exit Renumbering Project – New Bedford
4) Flyer for Old Colony Planning Council’s Main Street Corridor Study Public Meeting
Traffic and construction updates for the Route 18 Weymouth-Abington Improvements Project

Monday, January 27 to Friday, January 31, 2020

P. Gioioso & Sons Work:

- Excavate for temporary footings and drilled mini-piles.
- Continue formwork and concrete placements for upper drilled shafts at abutments and piers.
- Continue drainage work on Route 18 near Derby Street in Weymouth, weather permitting.

Other Utilities Work: Work is weather dependent and subject to change

- Comcast continue work south of bridge to Abington.
- Verizon continue cable relocations in Weymouth including splicing.
- NGrid Gas continue gas main services, north of the Pond and Pleasant Street intersection.
- NGrid Gas continue gas main work in Abington, north of Vineyard Road.

Monday, February 3 to Friday, February 7, 2020

P. Gioioso & Sons Work:

- Continue to excavate for temporary footings and drilled mini-piles. Commence drilled mini-piles, if not already started.
- Continue formwork and concrete placements for upper drilled shafts at abutments and piers.
- Continue drainage work on Route 18 near Derby Street in Weymouth, weather permitting.
Other Utilities Work: Work is weather dependent and subject to change

- Comcast continue work south of bridge to Abington.
- Verizon continue cable relocations in Weymouth including splicing.
- NGrid Gas continue gas main services, north of the Pond and Pleasant Street intersection.
- NGrid Gas continue gas main work in Abington, north of Vineyard Road.

**Traffic Information overview**

MassDOT will maintain one lane of travel, in both directions, throughout construction.

The project requires three weekend shutdowns of the MBTA Kingston/Plymouth Commuter Rail line. The shutdowns are necessary for the contractor to safely replace the bridge that carries Route 18 over the railroad. MassDOT and the MBTA are coordinating closely with the contractor. The project team will announce the shutdowns with advance notice. During the shutdown, MassDOT will detour traffic from Route 18 onto Pond Street. Buses will also replace trains on the MBTA Kingston/Plymouth Commuter Rail line. The MBTA and MassDOT encourage commuter rail passengers to use the Middleborough/Lakeville line during the three weekend shutdowns, if possible.

**Activities Update**

MassDOT's contractor, P. Gioioso & Sons, implemented a new traffic pattern to perform work at the Route 18 bridge over the Commuter Rail tracks. Lane widths have narrowed, with no shoulder in the work zone.

Underground utility work needed for road widening and new traffic signals is ongoing in several locations between the bridge over the MBTA Commuter Rail and Abington town line.

Relocation of utility poles and overhead wires is ongoing in several locations and may result in short-term service outages, as scheduled by utility companies with customers. This work will continue through 2020.
Roadway widening will begin after utility pole relocation in each section of the project corridor. Widening in Weymouth will continue in 2020, and will begin in with Abington scheduled for in 2020.
PUBLIC MEETING NOTICE

Exit Renumbering Project - Boston Public Information Meeting

Tuesday, February 11, 2020
6:30 p.m. - 8:30 p.m.

Posted: December 2, 2019 10:39 a.m.
Last Updated: January 17, 2020 12:41 p.m.

Address
10 Park Plaza, Transportation Board Room, Boston, MA 02116

(direction)

https://maps.google.com/?q=10+Park+Plaza%2C+Transportation+Board+Room%2C+Boston%2C+MA+02116

Overview

Public meeting to provide information to residents, business leaders, tourist attraction property owners and other community members.
MassDOT is taking steps to install federally-mandated mile-based exit signs on the Commonwealth's major and limited access highways, including, but not limited to, I-90, I-93, I-95, Route 3 and I-495.

PARTICIPATING ORGANIZATIONS

Highway Division (/orgs/highway-division)

Massachusetts Department of Transportation (/orgs/massachusetts-department-of-transportation)

Did you find what you were looking for on this webpage?

☐ Yes  ☐ No
PUBLIC MEETING NOTICE

Exit Renumbering Project - New Bedford Public Information Meeting

Tuesday, March 10, 2020
6:30 p.m. - 8:30 p.m.

Posted: December 2, 2019 10:39 a.m.
Last Updated: January 17, 2020 12:41 p.m.

Address
New Bedford Public Library,
3rd Floor Meeting Room, 613 Pleasant Street, New Bedford, MA 02740

Overview
Public meeting to provide information to residents, business leaders, tourist attraction property owners and other community members.

MassDOT is taking steps to install federally-mandated mile-based exit signs on the Commonwealth’s major and limited access highways, including, but not limited to, I-90, I-93, I-95, Route 3 and I-495.

PARTICIPATING ORGANIZATIONS

Highway Division (/orgs/highway-division)

Massachusetts Department of Transportation (/orgs/massachusetts-department)
Did you find what you were looking for on this webpage?

☐ Yes  ☐ No
The Old Colony Planning Council (OCPC) is conducting the Main Street Brockton Corridor Study in collaboration with the City of Brockton Mayor's Office.

**WHEN:**
FEBRUARY 18, 2020

**LOCATION:**
BROCKTON MAIN LIBRARY 304 MAIN STREET
BROCKTON, MA 02301

**TIME:**
6:00 P.M. TO 8:00 P.M.

Light refreshments will be provided.

www.ocpcrpa.org
February 6, 2020 Old Colony JTC Meeting
Agenda Item 5A
Brockton Area Transit Authority (BAT)

Summary

Brockton Area Transit to provide report.
Summary

Greater Attleboro-Taunton Regional Transit Authority to provide report.
February 6, 2020 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
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)

Back on November 4 2019, the six Rail Vision alternatives were presented to the MBTA Fiscal and Management Control Board for discussion and review. The Board voted to support the Urban Rail alternative, with electric locomotives being desirable. The Board also supported a resolution of electrifying the Providence/Stoughton lines, Fairmount Lines, and the Lynn to Boston Lines. The Old Colony Planning Council submitted a letter of support back in November 2019 backing Alternative Six (6) Full Build. As of the January 27th 2020 MBTA Fiscal and Management Control Board, an update was given detailing FY20 and FY21 budget request along with details expanding Rail Vision team expanding beyond the six current positon. Additionally, Rail Vision team will begin developing consultant work plans along with identifying future capital investments and planning and technical studies.
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:**

- **BROCKTON - CORRIDOR IMPROVEMENTS ON ROUTE 123 (BELMONT STREET), FROM ANGUS BEATON DRIVE TO WEST STREET (608088)**
  - 100% Package received by MassDOT (as of 12/23/2019).
  - 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). Bid opening is scheduled for 03/31/2020.
  - Cost Estimate is $2,725,075.

- **RAYNHAM - BRIDGEWATER - WEST BRIDGEWATER - BROCKTON PAVEMENT PRESERVATION AND RELATED WORK ON ROUTE 24 (608820)**
  - Final Package delivered to Federal Aid Programming and Reimbursement Office (FAPRO) (as of 02/03/2020).
  - Cost Estimate is $17,851,040.

**FFY 2021 PROJECTS:**

- **AVON - INTERSECTION IMPROVEMENTS AT HARRISON BOULEVARD AND POND STREET (608086)**
  - MassDOT comments on the 100% Package returned to the Design Engineer (as of 01/02/2020).
  - Design Public Hearing held February 25, 2019.
  - Cost Estimate is $3,521,954.

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

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

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

### FFY 2022 PROJECTS:

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

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

### FFY 2023 PROJECTS:

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

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

### FFY 2024 PROJECTS:

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

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

Attachment(s)

None
Summary

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

AMENDMENT 1

The FFY 2020-2024 Old Colony TIP Amendment 1 adds eight (8) projects that were awarded as part of the 2020 Community Transit Grant Program.

1. BROCKTON AREA TRANSIT (BAT)
   o AMENDMENT: ADD PROJECT - BUY REPLACEMENT <30 FT BUS (6)
   o COST IS $406,800 ($325,440 FEDERAL; $81,360 STATE)

2. BROCKTON AREA TRANSIT (BAT)
   o AMENDMENT: ADD PROJECT - OPERATING ASSISTANCE - AVON/STOUGHTON
   o COST IS $52,000 ($26,000 FEDERAL; $26,000 LOCAL)

3. BROCKTON AREA TRANSIT (BAT)
   o AMENDMENT: ADD PROJECT - OPERATING ASSISTANCE TO CONTINUE TO PROVIDE SERVICE TO THE TOWN OF ROCKLAND
   o COST IS $100,000 ($50,000 FEDERAL; $50,000 LOCAL)

4. OLD COLONY PLANNING COUNCIL (OCPC)
   o AMENDMENT: ADD PROJECT - OPERATING ASSISTANCE FOR VOLUNTEER TRANSPORTATION PROGRAM (VTP)
   o COST IS $60,000 ($30,000 FEDERAL; $30,000 LOCAL)

5. SOUTH SHORE COMMUNITY ACTION COUNCIL (SSCAC)
   o AMENDMENT: ADD PROJECT - OPERATING ASSISTANCE TO SUPPORT SSCAC TRANSPORTATION PROGRAM
   o COST IS $100,000 ($50,000 FEDERAL; $50,000 LOCAL)

6. SOUTH SHORE COMMUNITY ACTION COUNCIL (SSCAC)
   o AMENDMENT: ADD PROJECT - BUY REPLACEMENT VAN (7)
   o COST IS $474,600 ($379,680 FEDERAL; $94,920 LOCAL)
7. **TOWN OF PLYMPTON**
   - AMENDMENT: ADD PROJECT - BUY VAN FOR SVC EXPANSION (1)
   - COST IS $125,600 ($100,480 STATE; $25,120 LOCAL)

8. **CARDINAL CUSHING CENTERS**
   - AMENDMENT: ADD PROJECT - BUY REPLACEMENT BUS (4)
   - COST IS $398,240 ($318,592 STATE; $79,648 LOCAL)
January 21, 2020

NOTICE OF PUBLIC REVIEW AND COMMENT PERIOD

- **FFY 2020-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AMENDMENT 1**

In accordance with the Public Participation Process developed by the Old Colony Metropolitan Planning Organization (MPO), Old Colony Planning Council (OCPC) is making the FFY 2020-2024 TIP Amendment 1 available for public review and comment. Copies of this document are available for review at the OCPC Offices (8:30 a.m. to 4:00 p.m.), on the OCPC Website [http://www.ocpcrpa.org/](http://www.ocpcrpa.org/), and/or upon request. This notice will initiate a 21-Day Public Review and Comment Period. This process will also be used as Brockton Area Transit Authority’s (BAT) public participation process. BAT, the Federal Transit Administration (FTA) Section 5307(c) applicant, has consulted with the Old Colony MPO and concurs that the public involvement process adopted by the Old Colony MPO for development of the TIP satisfies the public hearing requirements that pertain to the development of the Program of Projects for the regular Section 5307, Urbanized Area Formula Program, grant applications including the provisions for public notice and the time established for public review and comment. Public notice of public involvement activities and time established for public review and comments on the TIP will satisfy the program of projects (POP) requirements. The public discussion of the TIP at Old Colony JTC, Old Colony MPO, and transportation meetings satisfies the Program of Projects (POP) public hearing requirements of the FTA. A public meeting of the OCPC and Old Colony MPO advisory committee, the Old Colony Joint Transportation Committee (JTC), is scheduled for February 6, 2020 at 12 PM. Furthermore, a public meeting of the Old Colony MPO is scheduled for February 18, 2020 at 10 AM to hear public comments and consider endorsement. Please contact Charles Kilmer at 508-583-1833 Extension 206 for further information.

Please send written comments to:
Charles Kilmer
Old Colony Planning Council
70 School Street
Brockton, MA 02301
## Transportation Improvement Program (TIP)

**Project List (FY2020)**

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<th>FTA Program</th>
<th>Project Number</th>
<th>Transit Agency</th>
<th>FTA Activity Line Item</th>
<th>Project Description</th>
<th>Carryover (unobligated)</th>
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<th>State Funds</th>
<th>TDC</th>
<th>Local Funds</th>
<th>Total Cost</th>
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Funds listed under the Carry Over column are included in the Federal Amount

AMENDMENT: ADD PROJECT
Summary

The Massachusetts Department of Transportation (MassDOT) had released the Access to Jobs Dashboard, an online tool that facilitates quick reference of the number of jobs reachable from individual census blocks across multiple modes of travel, travel speed, and time of day. The Commonwealth of Massachusetts’ statewide economic development plan, Opportunities for All, states a goal that transportation provides strong connections employment, reliability, and access to workers in all regions and of all incomes. This tool aids Metropolitan Planning Organizations in scoring projects in regard to access to jobs. It is also useful on corridor planning, by providing the ability to determine the number of jobs accessible form different modes.

The Massachusetts Jobs Access Data Portal can be found at: https://massdot.maps.arcgis.com/apps/webappviewer/index.html?id=134d560d26464ee6baf7b15c0446e5fd. You may also request the link from William McNulty or Charles Kilmer and we will be happy to send it to you by e-mail.

For more information about the Massachusetts Access to Jobs Dashboard, please direct inquiries to Bill McNulty (wmcnulty@ocpcrpa.org) at 508.583.1833 extension 207.
Summary

With the 2010 US Census Urbanized Area Designations, the Barnstable Urbanized Area (UZA) includes three (3) MPOs in Massachusetts (Cape Cod, Old Colony, and Southeastern Massachusetts).

The Draft 2020 Barnstable Urbanized Area Coordination Memorandum of Understanding (MOU) provides the framework for a continuing, cooperative, and comprehensive (3C) transportation planning process across the three MPOs of the Barnstable Urbanized Area. The MOU was developed in cooperation with MassDOT, the MPOs and the public transportation providers within the UZA, and is reflective of the 2010 Census and the requirements at 23 CFR 450.312(h) and 450.314.

The 2020 Draft Barnstable Coordination MOU addresses the division of responsibilities related to the coordination requirements referenced in the regulations. More specifically and to an appropriate extent, the agreement addresses coordination of the following areas: data collection/sharing and analysis, including planning assumptions for population growth, employment, and land use; coordinated decision-making, i.e., for key transportation assets/services spanning MPO boundaries; dispute resolution; congestion management process; performance-based planning, reporting, and target-setting.

Attachment(s)

Draft 2020 Barnstable Urbanized Area (UZA) Coordination Memorandum of Understanding (MOU), January 2020
MEMORANDUM of UNDERSTANDING

by and among

CAPE COD METROPOLITAN PLANNING ORGANIZATION,
OLD COLONY METROPOLITAN PLANNING ORGANIZATION,
SOUTHEASTERN MASSACHUSETTS METROPOLITAN PLANNING
ORGANIZATION,

Commonwealth of Massachusetts Department of Transportation (MassDOT),

and

Cape Cod Regional Transit Authority (CCRTA),
Greater Attleboro Taunton Regional Transit Authority (GATRA),

concerning

THE EFFECT of the URBANIZED AREA DESIGNATIONS of the 2010 CENSUS
on COORDINATION
among METROPOLITAN PLANNING ORGANIZATIONS, STATES, and PUBLIC
TRANSPORTATION OPERATORS

WHEREAS, the Metropolitan Planning Organizations (MPOs), States, and public
transportation operators, hereinafter referred to as the “Parties,” having
responsibility for portions of the Barnstable Town Urbanized Area (UZA), conduct
a continuing, comprehensive, and cooperative (3C) multimodal transportation
planning process as provided for by the Fixing America’s Surface Transportation
(FAST) Act of 2015 and its provisions under Title 23 U.S. Code of Federal
Regulations (CFR) and Title 49 U.S. CFR; and

WHEREAS, the Barnstable Town Urbanized Area, hereinafter referred to as the
“UZA,” has been expanded as a result of the 2010 Decennial Census, and now
contains or extends into three contiguous existing Metropolitan Planning Areas
(MPAs)\(^1\) in Massachusetts; and

WHEREAS, the UZA has a population of over 200,000 individuals and is
designated as a Transportation Management Area (TMA). As such, the
transportation planning processes of MPOs within the UZA are subject to review
and certification by the FHWA and FTA once every four years.

\(^1\) The term “metropolitan planning area” or “MPA” is used to describe the geographic area determined by
agreement between the MPO for the area and the Governor, in which the metropolitan transportation planning
process is carried out.
WHEREAS, the Parties seek to participate in this memorandum of understanding (MOU), to the extent that it is not in conflict with any law, existing agreement or procedure, to effectively coordinate the metropolitan planning processes for the transportation system within the UZA.

WHEREAS, if more than one MPO has been designated to serve the UZA, there shall be a written agreement among the MPOs, States, and public transportation operators describing how the metropolitan planning processes will be coordinated to assure the development of consistent metropolitan transportation plans and transportation improvement programs across MPA boundaries, particularly in cases where a proposed transportation investment extends across the boundaries of more than one MPA. The planning processes for affected MPOs should, to the maximum extent possible, reflect coordination of data collection, analysis, and planning assumptions across MPA boundaries; and

WHEREAS, more than one MPO serves the UZA, the MPOs, States, and the providers of public transportation shall jointly agree upon and develop specific written provisions for cooperatively developing and sharing information related to transportation performance data, the selection of performance targets, the reporting of performance targets, the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO(s), and the collection of data for their State asset management plan for the National Highway System (NHS); and

NOW, THEREFORE, the Parties agree as follows:

Article 1. Transportation Planning and Coordination Responsibilities

General Agreement
1. Each MPO retains responsibility and authority for the metropolitan planning process carried out in its MPA.
2. The Parties recognize an obligation to cooperate in coordinating planning matters of shared interest across MPA boundaries within the UZA for consistency in the development of metropolitan transportation plans (MTPs), Transportation Improvement Programs (TIPs), and for the coordination of Unified Planning Work Program (UPWP) activities.
3. If inconsistencies or conflicts arise, the relevant parties shall meet and employ their best efforts to develop a satisfactory resolution. (See Article 2.)
Responsibilities of All Parties

4. Share available information, such as GIS layers, shapefiles, databases, and other applicable electronic data along common boundaries for the purpose of travel demand model development, calibration, and other analytical applications as requested, practicable, and subject to agency-level policies, procedures, and agreements.

5. Coordinate the collection and analysis of data regarding travel patterns to, through, and among adjacent MPAs. Examples include traffic counts, household surveys, “big data” acquisition (e.g., cell phone origin-destination data or travel speed data).

6. Share and coordinate the latest estimates, projections, and planning assumptions related to population growth, employment, land use, travel, transit, congestion, and economic activity for long-range planning applications, such as congestion management processes.

7. Exchange information and expertise in matters of mutual concern - this includes each agency ensuring the notification of, and participation in, meetings concerned with matters of mutual interest, and collaboration on projects and studies with other parties that share transportation corridors, service routes, and assets spanning MPA boundaries.

State DOT Responsibilities

8. Coordinate with relevant State DOTs and MPOs concerning the collection of performance data, the selection of performance targets, the reporting of targets and actual achievement of performance related to those targets, for the applicable Congestion Mitigation and Air Quality (CMAQ) performance measures. Specific performance management concerns for the UZA include, but are not limited to the following:

   a. Coordinating with relevant State DOTs and MPOs serving portions of the NHS network within the UZA, as indicated by FHWA’s Congestion Mitigation Air Quality (CMAQ) Traffic Congestion Measure Applicability Table (https://www.fhwa.dot.gov/environment/air_quality/cmag/measures/cmag_applicability/page04.cfm), to ensure consistent use of reporting segments and travel time data sets to calculate travel time-based measures.

   b. Coordinating with relevant State DOTs and MPOs concerning a common data collection method to be used for the Percent of Non-SOV Travel measure in portions of the UZA containing the NHS network.

   c. Coordinating with relevant State DOTs and MPOs to establish single UZA targets that represent performance of the NHS network for each of the following measures: 1) Annual Hours of Peak Hour Excessive Delay (PHED); and 2) Percent Non-SOV Travel.
d. Establishing joint procedures for coordinated target setting and reporting in the UZA for congestion mitigation and air quality (CMAQ) Traffic Congestion Measures and other performance measures, as needed.

e. Sharing baseline, progress, and full performance period reports pertaining to Traffic Congestion and Air Quality performance measures and targets.

9. Coordinate strategies to maintain transportation investments spanning State boundaries within the UZA.

10. Forecast and allocate funding for transportation planning and programming in the portion of the UZA within the State.

**MPO Responsibilities**

11. Coordinate CMAQ Traffic Congestion Measure performance requirements applicable to the UZA with adjoining MPOs and the State DOT. MPO coordination activities should include, but are not limited to:

   a. Coordinating with relevant State DOTs and MPOs serving portions of the UZA with NHS segments, as indicated by FHWA’s Congestion Mitigation Air Quality (CMAQ) Applicability Table [https://www.fhwa.dot.gov/environment/air_quality/cmaq/measures/cmaq_applicability/page04.cfm](https://www.fhwa.dot.gov/environment/air_quality/cmaq/measures/cmaq_applicability/page04.cfm), to ensure consistent use of reporting segments and travel time data sets to calculate travel time-based measures.

   b. Coordinating with relevant State DOTs and MPOs concerning a common data collection method to be used for the Percent of Non-SOV Travel measure in portions of the UZA with NHS segments.

   c. Coordinating with relevant State DOTs and MPOs to establish a single UZA target that represents performance of the NHS for both Annual Hours of Peak Hour Excessive Delay (PHED) and Percent Non-SOV Travel performance measures.

   d. Reporting progress toward target achievement as required by the relevant State DOT and sharing with MPOs and public transportation operators, as requested.

12. Conduct cross-boundary coordination of matters affecting the Congestion Management Process, including monitoring activities and the sharing of relevant data (i.e. traffic counts, park and ride facilities, and transit use to and from adjoining MPAs.)

13. Coordinate strategies to maintain transportation investments spanning MPO boundaries within the UZA.

14. **TMA Requirements:** The transportation planning processes of MPOs within the UZA are subject to TMA requirements at 23 CFR 450.336(b), administered by the FHWA and FTA at least once every four years. Where the UZA overlaps into an adjacent MPA serving another urbanized area that
is not a designated TMA, the adjacent urbanized area shall not be treated as a TMA. The MPO parties under this agreement with MPA boundaries that include a portion of the UZA are responsible for meeting the TMA requirements, as they apply to the transportation planning process for that portion of the UZA.

15. Air Quality: The roles and responsibilities of the Massachusetts MPOs concerning transportation conformity have been fully described in the current Massachusetts Air Quality Memorandum of Understanding, dated September 16, 2019. This agreement is among the Massachusetts Department of Environmental Protection (DEP), MassDOT, and Massachusetts MPOs with planning areas that include nonattainment or maintenance areas, as designated by the U.S. Environmental Protection Agency (EPA).

Regional Transit Authority (RTA) Responsibilities

16. Coordinate with relevant MPOs as appropriate to share service information, ridership data, and other data for use in the planning process, including in the congestion management process.

17. Coordinate with relevant MPOs on planning and programing for investments, including services, that cross MPA boundaries.

Article 2. Process for Dispute Resolution

Process for Dispute Resolution

Each Party will ensure appropriate cooperation and consultation on plans, programs, and projects affecting two or more parties. If inconsistencies or conflicts arise, the Parties shall meet and employ their best efforts to develop a satisfactory resolution at the lowest staff level possible and in a timely manner. Disputes not resolved at the staff level will be addressed at the executive level. After exhausting all efforts to address an unresolved matter, the Parties in dispute agree to apprise the respective FHWA and FTA authorities.

Article 3. Amendment, Termination, and Supersession of Agreement

The MassDOT, on behalf of the Parties hereto, is the designated custodian of this MOU. As such, MassDOT shall be responsible for coordinating reviews and executing all amendments, including discussion and consultation forums related to its content.

This MOU will be reviewed at least once every four years.

This MOU may be amended, whenever deemed appropriate, by endorsement of all Parties. Any party to this MOU may propose an amendment at any time. The Parties agree to consult to determine the extent and appropriateness of such proposed amendments.

This MOU does not replace or supersede any existing planning agreement, or portion thereof, unless otherwise stated herein.
CERTIFICATION OF THE URBANIZED AREA DESIGNATIONS of the 2010 CENSUS on COORDINATION among METROPOLITAN PLANNING ORGANIZATIONS, STATE DEPARTMENTS OF TRANSPORTATION and PUBLIC TRANSPORTATION OPERATORS

This document certifies that the below signatories hereby endorse the 2019 Memorandum of Understanding concerning The Effect of the Urbanized Area Designations of the 2010 Census on Certification Requirements and Coordination of Metropolitan Planning Organizations.

Stephanie Pollack, Secretary and CEO
Massachusetts Department of Transportation (MassDOT);
Chair, Cape Cod Metropolitan Planning Organization (CCMPO);
Old Colony Metropolitan Planning Organization (OCMPO); and
Southeastern Massachusetts Metropolitan Planning Organization (SMMPO)

________________________________________
Thomas Cahir, Administrator
Cape Cod Regional Transit Authority (CCRTA)

________________________________________
Frank Gay, Administrator
Greater Attleboro Taunton Regional Transit Authority (GATRA)
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 Cherry Street at Standish Avenue and Chery Street at Court Street (Route 3A) in Plymouth. The results of this traffic study have been distributed to the Town of Plymouth.

The Town of Hanover has inquired about technical assistance from Old Colony Planning Council to study the impacts of traffic pattern changes in the Walnut Hill neighborhood. Pending approval of the Board of Selectmen of a test pilot program of these new measures, Old Colony Planning Council will assist the town with any data collection and analysis needs necessary to study these impacts.

Project Status Updates

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

**Hanover**
- Walnut Hill Neighborhood Traffic Study
  
  *Data collection scheduled for Summer 2020 (Tentative)*

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

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

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 January 15, 2020

None

MEPA Certificates

**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.

_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 change does not require an Environmental Impact Report (EIR)._
December 23, 2019

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

PROJECT NAME : T Wharf Reconstruction
PROJECT MUNICIPALITY : Plymouth
PROJECT WATERSHED : Plymouth Harbor
EOEA NUMBER : 14139
PROJECT PROPONENT : Town of Plymouth
DATE NOTICED IN MONITOR : November 22, 2019

Pursuant to the Massachusetts Environmental Policy Act (MEPA; M.G. L. c. 30, ss. 61-621) and Section 11.10 of the MEPA regulations (301 CMR 11.00), I hereby determine that the project change does not require an Environmental Impact Report (EIR).

Project Change Description

As described in the Notice of Project Change (NPC), the project change includes the reconstruction of an existing boat ramp on Water Street as an interim phase of the T-Wharf reconstruction project presented in the previous MEPA review. The proposed ramp would extend 15 feet (ft) seaward of the existing ramp footprint and would require dredging to remove approximately 72 cubic yards (cy) of sediment. Additionally, the NPC includes the establishment of a Zone of Reconfiguration within the area of the T-Wharf dredging project and an increase in the overall float area from the previously proposed 4,160 square feet (sf) to 5,000 sf. Reconstruction of the existing boat ramp will support the goal of preserving and enhancing water-dependent activities and improving public coastal access opportunities prior to the completion of the proposed T-Wharf. Upon completion of the T-Wharf project, the Town will remove the boat ramp.

Procedural History

The Town of Plymouth (Town) submitted an Environmental Notification Form (ENF) for this project in December 2007. The project involved reconfiguration, reconstruction and expansion of the Town Pier/T-Wharf. The project was designed to address the deteriorating condition of the pier, to
provide additional berthing and expanded float access, to alleviate vessel congestion, and to provide better access to fuel and pump-out facilities. The proposed project would increase the area of the pier from 7,780 sf to 18,360 sf and would require approximately one acre of dredging to provide adequate draft for commercial vessels. The project would impact approximately 66,000 sf of Land Under the Ocean (LUO). Dredge material (approximately 14,500 cy) would be disposed of at the Massachusetts Bay Disposal Site. A Certificate on the ENF was issued on January 9, 2008 indicating that the preparation of an EIR was not required.

Approximately half of the ENF proposed project was constructed in 2017. The dredging portion of the project is underway as of Fall 2019. The construction of the remainder of the second half of the proposed ENF project has been delayed while efforts to secure funding proceed. While the easterly portion of the proposed T-Wharf project has been completed, no work has been performed on the westerly portion. Until funding can be secured to complete the second phase of the T-Wharf the Town is proposing to reconstruct the existing boat ramp and install an associated floating dock system. The portion of the T-Wharf project that remains to be constructed is located over the site of the existing municipal boat ramp.

Jurisdiction and Permitting

The project underwent MEPA review because it required State Agency Actions and met the following review thresholds: Section 11.03(3)(b)(6) because it involved construction, reconstruction or expansion of a pile-supported structure of 2,000 or more sf base area; Section 11.03(3)(b)(3) because it involved dredging of 10,000 or more cy of material; and Section 11.03(3)(b)(1)(f) because it involved alteration of more than one half acre of wetlands. The proposed project required and received a Chapter 91 (c. 91) License and a 401 Water Quality Certification (WQC) from the Massachusetts Department of Environmental Protection (MassDEP) and an Order of Conditions from the Plymouth Conservation Commission.

The project also required and received a Section 404 Permit from the Army Corps of Engineers and a National Pollutant Discharge Elimination system (NPDES) Permit for construction activities from the U.S. Environmental Protection Agency (EPA).

MassDEP has determined that the project change will require a new c.91 License from MassDEP and may require an amended or new WQC for the dredging associated with the boat ramp reconstruction. The project change will also require an amended Order of Conditions from the Plymouth Conservation Commission (or a Superseding Order of Conditions from MassDEP if the local Order is appealed). The project change may be subject to federal consistency review by the Massachusetts Office of Coastal Zone Management (CZM).

MEPA jurisdiction was broad because the project received Financial Assistance from an agency of the Commonwealth, the Department of Conservation and Recreation (DCR). The project change does not alter MEPA jurisdiction.

Review of the NPC

The NPC describes changes to the project and includes a copy of the MEPA Certificate on the ENF. Comments from MassDEP and Division of Marine Fisheries (DMF) do not request additional review in the form of an EIR.
Wetlands and Waterways

The project change will result in alterations to two wetland resource areas: LUO and Land Subject to Coastal Storm Flowage (LSCSF). Within the footprint area of the proposed boat ramp reconstruction, the project change includes the installation of ten (10) 12-inch diameter support and fender piles within LUO. This installation will result in the replacement of approximately eight (8) sf of this resource area with timber-pile fill. Work on the proposed boat ramp reconstruction above the elevation of mean low water (MLW) will impact 2,515 sf of LSCSF, all of which is within the footprint of the existing boat ramp. Accordingly, the boat ramp reconstruction will not alter new areas of LSCSF.

The project change appears to be a water-dependent use project pursuant to 310 CMR 9.12(2)(a). During the permitting process, MassDEP will review the project for water-dependency and consistency with applicable performance standards pursuant to 310 CMR 9.00.

The Town should provide plans and additional information during permitting as further detailed in the MassDEP comment letter. The c.91 License application should include a delineation of existing and historic mean high water and mean low water marks pursuant to 310 CMR 9.02, as well as previously issued c. 91 Licenses and Permits for the site. It should also include additional information regarding the size of the proposed expansion of the floating dock system.

The Town should consult with MassDEP to determine if an amendment or new WQC will be required for the dredging associated with the boat ramp reconstruction. If the second phase of the T-Wharf does move forward, changes to the pile and timber pier could be reviewed as an amendment to the current WQC.

Marine Resource Protection

The Town should ensure that appropriate containment devices such as bottom-weighted silt curtains are employed around the work site from February 1 through May 30 to protect winter flounder spawning and juvenile development as detailed in comments from DMF. The Town should consider developing a marine management plan that is consistent with the Office of Coastal Zone Management (CZM) Massachusetts Clean Marina Guide. This plan could address issues including boat cleaning, engine maintenance, bilge water handling, spill response and boat sewage. All existing and construction debris should be removed from within the work area and either recycled or properly disposed of in accordance with applicable regulations.

Public Access and Existing Water Dependent Uses

The Waterways Regulations at 310 CMR 9.36, requires that projects not significantly disrupt any water-dependent use in operation. In its c. 91 License application, the Town should document any relocation of existing water-dependent uses and describe any necessary mitigation and/or compensation measures to be provided.

The boat ramp described in the project change is located adjacent to the Department of Fish and Game, Office of Fishing and Boating Access (OFBA) Plymouth Harbor public boat ramp facility. The Town should consult with OFBA to ensure the project design maintains appropriate setbacks from the public boat ramp.
Archaeological Resources

If unknown submerged cultural resources are encountered during the course of the dredging for the project change the Town should consult with the Massachusetts Board of Underwater Archaeological Resources (the Board). If submerged archaeological resources are encountered, the Town should take steps to limit adverse effects and notify the Board, as well as other appropriate agencies, immediately in accordance with the Board's Policy Guidance for the Discovery of Unanticipated Archaeological Resources (updated 9/28/06).

Construction Period

The project will be required to comply with both Solid Waste and Air Pollution Control regulations (M.G.L. Chapter 40, Section 54). I encourage the Town to consider participation in the MassDEP Diesel Retrofit Program to mitigate the construction period impacts of diesel emissions. MassDEP staff is available to assist in the implementation of construction period diesel emission mitigation, which could include the installation of after-engine emission controls such as diesel oxidation catalysts (DOCs) or diesel particulate filters (DPFs).

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 NPC has sufficiently defined the nature and general elements of the project change for the purposes of MEPA review and demonstrated that the project’s environmental impacts will be avoided, minimized, and/or mitigated to the extent practicable. Comments from MassDEP do not request additional MEPA review. MassDEP has sufficient authority to address outstanding issues during permitting.

December 23, 2019
Date
K. Theoharis
Kathleen A. Theoharides

Comments received:

12/11/2019 Division of Marine Fisheries
12/12/2019 Massachusetts Department of Environmental Protection – Southeast Regional Office (MassDEP-SERO)

KAT/ACC/acc
Summary

Regional Concerns and Local Community Transportation Issues Discussion.