1. Call to Order and Introductions

Vice Chairperson Dan Salvucci called the meeting to order at 12:00 P.M. and then read the Meeting Accessibility Statement and the Title VI Notice of Protection Statement. Charles Kilmer then conducted the roll call.

2. Public Comments

There were no public comments.

3. Minutes of the November 5, 2020 Meeting

Vice Chairperson Dan Salvucci asked if the members had reviewed the minutes of the November 5, 2020 Meeting. The members then voted to endorse the minutes of the November 5, 2020 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:

- MassDOT – Shared Winter Streets and Spaces
- Local Rapid Recovery Planning Assistance to Revitalize Downtowns
- FHWA and NHTSA Announce First Ever USDOT Pedestrian Safety Action Plan
- Letter from OCPC to MBTA regarding MBTA service reductions
- 2021 Mass Trails Grant Round – Now Open

5. Reports

A. Brockton Area Regional Transit Authority (BAT)

Michael Lambert reported on the following:

- COVID Response- Workforce is happy and healthy. Doing everything we can to keep that going.
- BAT has seen a recent decrease in ridership (5%) due to the spike in COVID cases.
- BAT has a new project with the MBTA that started December 1, 2020. BAT approached the MBTA about a fare reduction from the 3 Brockton Train Stations to JFK Station and South Station, as an incentive to take advantage of the Commuter Rail’s extra capacity, and relieve some of the pressure on the Ashmont Route. This program is open to Brockton residents and will run for 6 months.

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

Paul Chenard reported on the following:

- Operating their On Demand Transit Service. Ridership is low due to rising COVID cases.
- Had to close their customer service window as a protective measure in response to COVID.

C. South Coast Rail Project

Paul Chenard reported on the following:

- Most construction is being done in the southern part of the Commonwealth

6. Old Business

A. FFY 2021-2025 Transportation Improvement Program (TIP) Implementation

Charles Kilmer discussed updates to projects in the FFY 2021-2025 TIP. They are as follows:

FFY 2021 Projects:
EASTON - ROUTE 123 (DEPOT STREET) RECONSTRUCTION FROM NEWELL CIRCLE TO ROUTE 138 (607217)


OCPC had an offline meeting with Deb Pettey from Hanson regarding the Route 14 project. Charles Kilmer thanked Ms. Pettey for the question from the last meeting and for participating in the coordination meeting.

7. New Business

A. MBTA Forging Ahead – Proposed Service Changes

- Guest Speaker – Laurel Paget-Seekins, MBTA

Laurel Paget-Seekins provided a summary on the MBTA Proposed Service Changes.

Forging Ahead is the process the MBTA is using to focus their operating and capital resources on the riders who depend most on the MBTA for frequent and reliable service. The MBTA is evaluating all internal spending to reduce expenditures; assessing our capital program and reallocating a limited amount of funds from our capital budget to support our operating budget.

- MBTA Total FY21 budgeted spending is $2.295 Million. FY22 budget gap projection is at $579 Million.
- MBTA ridership fell significantly and is slowly recovering.
- MBTA ridership return will vary depending on future of local travel, vaccine timing, and economic recovery.
- Goal of this framework is to preserve service at or above Service Delivery Policy levels for all services in the High Ridership and High Transit Critical quadrant (Blue Line, Orange Line, Red Line, Green Line, Mattapan line, many bus routes, Fairmount CR line.

Most service is preserved: 85% of Bus, 70% of Rapid Transit, 65% of Commuter Rail, 0% of Ferry. Under this proposal 78.5% of households in the MBTA service area have MBTA service with ½ mile compared to 82% previously. Potential station closures include Plimptonville, Prides Crossing, Silver Hill, Hastings, Plymouth, and Cedar Park.

Vice Chairperson Dan Salvucci stated that the biggest push back so far is on the ferry. He stated people need to understand that if it is such low ridership it needs to be done.

Bruce Hughes stated there was an article in the paper regarding the condos being built near the Plymouth Commuter rail station. The developer is rethinking this, due to the potential closing of this commuter rail station.

Paul Chenard read a question in the chat box from David Cedrone: How will the budget be paid when the CARES Act money runs out. Ms. Paget-Seekins stated that the CARES Act money is enough to get us
through the losses at the end of FY20.

Michael Lambert offered BATs official statement on the Ferry and potential cuts. Any cut will have a negative impact on BATs ability to run local bus service. The ferry is one solution that avoids the bottleneck of 24 and 27. BAT offered their concern about these cuts.

Dottie Fulginiti, who is on the MBTA Advisory Board, stated that there was an idea to establish a return to service commission. She stated that it is important that when this board is established that the regional planning agencies have a seat at the table.

David Cedrone asked, with the proposed cuts, what is that worth to the MBTA? Ms. Paget-Seekins stated that $128 Million is what the MBTA is saving by cutting the services.

Mary Waldron stated that the Old Colony Planning Council sent a letter to MBTA stating their concern about leaving the Town of Plymouth without rail service.

Charles Kilmer asked if the MBTA has calculated the effect on Paratransit Services. Ms. Paget-Seekins stated that the impact would be anywhere we reduce the fixed route bus service within ¾ of a mile. These trips would fall under the premium fares vs. the ADA fares. There will also be a change to the scheduling window from 30 minutes to 40 minutes.

Discussion followed.

The MBTA is hosting a series of 11 virtual public meetings via Zoom (nine regional meetings, two system-wide meetings). Comments may be submitted at the meetings.

B. TransitMatters

- Guest Speakers – Jarred Johnson, Matthew Peterson, and Ethan Finlan, TransitMatters

TransitMatters is dedicated to improving transit in and around Boston by offering new perspectives, uniting transit advocates, and informing the public. We utilize a high level of critical analysis to advocate for plans and policies that promote convenient, effective, and equitable transportation for everyone.

TransitMatters Goals

- Create awareness amongst the general public of transportation mechanics, economics, and opportunities
- Provide education and analysis to equip citizens and leaders to make the best transportation decisions and investments
- Enable and empower grassroots public demand for better transportation ideas and investment decisions

TransitMatters Initiatives
OLD COLONY JOINT TRANSPORTATION COMMITTEE (JTC)

- Regional Rail Vision
- Mobility Hubs
- NextGen Bus
- Fair Fares

Brockton/South Shore Focus

- Enhance regional connectivity through frequent rail service, bus service, and infrastructure improvements
- Improve air quality
- Improve access to mobility
- Permanent broader fare reduction and integration could offer RTAs everywhere more opportunities when designing service plans

A Vision for Regional Transit Connectivity

- Comprehensive regional connectivity enables not just Boston commutes by intra-regional mobility
- All-week service at least hourly
- BAT, GATRA, and SRTA are well-positioned to coordinate service and connect the region
- Development at transit hubs allows economic development with less congestion – while regional transit connections enable all the essential trips people have to make

Rob May stated that he has been involved with the regional rail discussion for the last couple of years. There is no one at these meetings representing communities south of Boston. He stated “If we are not there, we are not going to get our share of what we need to advance. We need to be involved.”

Discussion followed.

C. FFY 2021-2025 Old Colony Transportation Improvement Amendment 1
   ▪ Review and Potential Approval

Charles Kilmer discussed the FFY 2021-2025 Old Colony TIP Amendment 1.

Amendment 1 adds two (2) projects to FFY 2021.

1. BROCKTON AREA TRANSIT (BAT)
   ▪ AMENDMENT: ADD PROJECT – BUY REPLACEMENT 40-FT BUS (4)
   ▪ COST IS $2,250,000 (2018 - $141,416; 2019 - $878,105; 2020 - $780,479 FEDERAL; $450,000 STATE

2. BROCKTON AREA TRANSIT (BAT)
AMENDMENT: ADD PROJECT – ACQUIRE – MISC SUPPORT EQUIPMENT. COST IS $490,000 ($490,000 FEDERAL; $98,000 TDC)

Vice Chairperson Dan Salvucci asked if there is a motion to approve Amendment 1. A motion was made and was seconded.

The Old Colony JTC voted unanimously to approve Amendment 1.

8. Other Business and Public Comment

A. Community Local Technical Assistance Studies

Bill McNulty reported on the completion of the following Old Colony MPO’s Community Local Technical Assistance Program Studies:

- Assistance with Heavy Commercial Vehicle Exclusion (HCVE) Zone Request for Summit Road, Abington
- Traffic Study of West Main Street at South Street and School Street, Avon
- Traffic Signal Warrant Analysis for Warren Avenue and Market Street, Brockton
- Traffic Counts for Union Street and Washington Street (Route 138), Easton
- Clark Road / Beaver Dam Road Corridor Traffic Study, Plymouth

B. Staff Reviews on ENFs, EIRs, and NPCs

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

Projects Currently Under Review as of November 23, 2020

EEA #16291 – 20-Inch Force Main Replacement (Whitman)

The project is anticipated to be completed in a multi-phased approach, as described below:

Phase 1 consists of the installation and testing of a replacement sewer force main from the ASPS in Whitman to the sewer terminus manhole on Southfield Drive in Brockton. Approximately 16,000 linear feet of new force main will be installed, which is comprised of a combination of 20-inch PVC DR18 pipe and 20-inch HDPE DR11 pipe. There are three stream crossings along the alignment (one in Whitman and two in Brockton) that will be completed using trenchless methods of installation (horizontal directional drilling, auger boring, pipe ramming) to mitigate the risks of disturbance to the environment. Construction will include new valves, air release manholes, blowoff/cleanout manholes, and utility improvements along the alignment. The replacement force main will be constructed up to the four proposed tie-in locations: at the ASPS; at the new force main sewer terminus manhole on Southfield Drive; at the Auburn Street West Pump Station (ASWPS); and at the Auburn Street East Pump Station (ASEPS). The replacement force main will be hydrostatically pressure tested prior to use. The existing 20” DI force main will remain active under this phase.
Phase 2 consists of the installation of a bypass system in which bypass rental pumps will temporarily pump raw wastewater from the ASPS into the new replacement force main and discharge into the new force main sewer terminus manhole on Southfield Drive. The bypass system would involve using temporary rental pumps installed outside the ASPS to pump raw wastewater from the ASPS wet well to the new replacement force main. As part of Phase 2, the bypass system would be connected into a new replacement force main bypass connection in order to decommission the existing force main. During the scheduled bypass, all force main tie-in connections will be completed.

Phase 3 consists of the commissioning of the replacement force main upon completion of all permanent tie-in connections. The ASPS would be brought back online and all wastewater flow would be pumped into the replacement force main, which will act as the primary conduit for the conveyance of all wastewater flow from the ASPS. Upon completion of all flow cutover and yard piping work, the bypass system will be disassembled and removed from the site. In addition to this commissioning work, all final paving and landscape restoration along the force main alignment will be completed under this third phase.

Phase 4 is contingent upon the availability of Town funding and will be listed as a bid alternate for the project. This phase would include the heavy cleaning and a CCTV inspection of the existing force main to determine if any additional rehabilitation or lining work is needed. Upon completion of Phase 4, the existing 20” DI force main will be left decommissioned and will act as a standby force main for the ASPS.

The project is anticipated to be completed within 12 months, with a Winter/Spring 2021 bid date and a projected final completion date of June 2022. It is anticipated the project will require direct impacts as follows: traffic management, roadway and easement restoration, stormwater management and dewatering, and utility impacts. The summary of these impacts are included in EP’s Basis of Design Memorandum included under Appendix F of this ENF submission.

NPC

EEA #11519 - The Pinehills (Plymouth)

The proponent is now seeking MEPA review of the seventh and final phase of development, along with the addition of 1.8 acres of land to the Project Site.

Phase VII includes the review of the remaining 500,000sf of commercial building planned for The Pinehills Village Green area including multi-family for rent and general commercial office uses. The additional 1.8 acres of land being added to the Project Site will be left as natural open space and included as a part of the 392 acre natural open space northerly nature preserve.

Certificates

EEA #16268 – Proposed Duxbury Beach Nature-Based Storm Damage Protection Project (Duxbury)

The Certificate states that this project does require an Environmental Impact Report.
EEA #16274 – Sylvia Pond Estates (Kingston)

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

EEA #16275 – Park Street Sewer Expansion (Stoughton)

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

EEA #16283 – Town of Marshfield and Duxbury Beach and Dune Nourishment (Marshfield, Duxbury)

The Certificate states that this project does require an Environmental Impact Report.

C. Regional Concerns and Local Community Transportation Issues

Charles Kilmer recognized Mary Waldron, who is celebrating her one year anniversary of being the Executive Director of the Old Colony Planning Council. Charles Kilmer thanked Mary for everything that she has done.

Noreen O’Toole added lots of applause towards Mary Waldron for all of her leadership during this challenging time.

9. Adjournment

The meeting adjourned at 1:17 PM.

Respectfully submitted,

Kyle Mowatt
Senior Transportation Planner

List of Documents for December 3, 2020 Old Colony JTC Meeting

- Minutes of the November 5, 2020 Old Colony JTC Meeting
- Staff Report for December 3, 2020, Old Colony JTC Meeting Agenda Items