

OLD COLONY JOINT TRANSPORTATION COMMITTEE (JTC)

Meeting Minutes of the Old Colony Joint Transportation Committee (JTC)
Held Virtually Via Zoom due to the Covid-19 State of Emergency in Massachusetts
November 4, 2021 at 12:00 P.M.

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ATTENDANCE

Abington	Bruce Hughes	MassDevelopment	Mary Ellen DeFrias
Abington	John Stone	GPI	Sid Kashi
Brockton	Brady Winsten	Environmental Partners	Greg Lucas
Easton	Greg Swan	OCPC	Kyle Mowatt
Easton	David Field	OCPC	Bill McNulty
Hanson	Don Howard	OCPC	Charles Kilmer
Plymouth	James Downey	OCPC	Mary Waldron
Whitman	Noreen O'Toole	OCPC	Ray Guarino
Whitman	Dan Salvucci	OCPC	Guoqiang Li
MassDOT	Barbara Lachance	OCPC	Shawn Bailey

1. Call to Order and Introductions

Chairperson Noreen O'Toole called the meeting to order at 12:05 P.M. and then read the Meeting Accessibility Statement and the Title VI Notice of Protection Statement. Bill McNulty then conducted the roll call.

2. Public Comments

There were no public comments.

3. Minutes of October 7, 2021 Meeting

Chairperson O'Toole asked if there is a motion to approve the October 7, 2021 Meeting Minutes. A motion was made by Don Howard and seconded by Dan Salvucci to approve the Meeting Minutes from October 7, 2021.

The Old Colony JTC voted unanimously via roll call to approve the October 7, 2021 Meeting Minutes.

4. Communications

Shawn Bailey reviewed the contents of the communications staff report. Included were the following letters of correspondence and notices of workshops and conferences:

- **Justice40 Initiative** – The United States Department of Translation (USDOT) will host two virtual public meetings related to the Justice40 Initiative. Session 1 will be held on November 9 and the 2nd session will be held on November 16.

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- **New Local Bottleneck Reduction Grant Program** – MassDOT has launched the new Local Bottleneck Reduction Program that provides support to municipalities in their local congestion reduction efforts. The program will fund innovative solutions to address local congestion bottlenecks at intersections to improve traffic flow. Applications will be accepted until November 15, 2021.
- **2022 MassTrails Program – Grant Round Now Open** – MassTrails provides matching grants to communities, public entities and non-profit organizations to plan, design, create, and maintain the diverse network of trails, trail systems, and trails experiences used and enjoyed by Massachusetts residents and visitors. Applications are accepted annually for a variety of well-planned trail projects benefiting communities across the state. Applications must be submitted online by 11:59 p.m., Tuesday, February 1, 2022.
- **2021 MassDOT Moving Together Virtual Conference – December 7-9, 2021** – Learn about the latest pedestrian, bicyclist, and public transportation topics with transportation professionals from across Massachusetts, the United States, and the World.

5. Reports

A. Brockton Area Regional Transit Authority (BAT)

There was no report from Brockton Area Transit at this time.

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

Shawn Bailey stated that there is no update from GATRA.

C. South Coast Rail Project

Shawn Bailey reported on the following:

- In October 2021, work conducted involved 24-hour daily excavation at the Middleboro Avenue bridge in Taunton, and drill shaft work for a support wall between Church Street in Raynham and Middleboro Avenue in Taunton. Grade crossing and track work at Forge Road and Richmond Road in Assonet continues 24-hours per day.
- Additional work done included transportation of soils from the previously mentioned work in Taunton to the new Middleborough Station site; and construction at station sites, layover sites, and along the right-of-way from Middleborough to New Bedford, as well as along the right-of-way from Berkley to Fall River.

6. Old Business

A. FFY 2022-2026 Transportation Improvement Program (TIP) Implementation

Charles Kilmer reported on updates to projects within the TIP. They are as follows:

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FFY 2022

- AVON & STOUGHTON – PAVEMENT PRESERVATION AND RELATED WORK ON ROUTE 24 (608496)
 - This project has been advertised for construction bids by MassDOT (10/23/2021). Bid opening scheduled for 11/23/2021.

- PEMBROKE – REHABILITATION OF ROUTE 36 (CENTER STREET) FROM ROUTE 27 TO ROUTE 14 (600380)
 - Scheduled to be advertised by MassDOT for construction bids in December.
 - Cost increase to be potentially discussed at next MPO meeting (from \$10,160,995 to approximately \$11,000,000)

Currently Unprogrammed Projects in FFY 2022-2026 TIP

- ABINGTON – INTERSECTION IMPROVEMENTS, RANDOLPH STREET AND RICHARD A FITTS DRIVE (ROUTE 139) AT CHESTNUT STREET AND OLD RANDOLPH STREET (612525)
 - Project approved by the MassDOT Project Review Committee (PRC) on 10/21/2021.

- BROCKTON – IMPROVEMENTS ON FOREST AVENUE, FROM WEST STREET TO BREER STREET (612526)
 - Project approved by the MassDOT Project Review Committee (PRC) on 10/21/2021.

Chairperson O’Toole asked what the typical funding for the program is. Charles Kilmer stated that as far as regional target funds, it is \$11-\$12 million Annually.

7. New Business

A. Old Colony Safety Management System – Program Overview

Bill McNulty provided a program overview of the Old Colony Safety Management System.

The Old Colony Safety Management System is a continuing, cooperative, and comprehensive data driven planning process that systematically monitors and addresses safety on the regional transportation network. The Safety Management System is designed to guide planning towards the achievement of safety performance management (PM1) targets, with the goal of reducing serious injuries and fatalities on the transportation system and providing a safe and accessible transportation system for all users.

Old Colony Planning Council routinely works closely with our partners to monitor safety performance on the network. Various metrics such as total number of injuries and fatalities; injuries and fatalities related to non-motorized users; crash rates at intersections and on roadway segments; crash rates of preventable crashes on the transit system; Equivalent to Property Damage Only (EPDO) index values at intersection; and network screening of actual crashes versus predicted crashes are all used in the Safety Management System. These metrics guide transportation planning decisions.

Chairperson O’Toole asked if this program helps you to remedy safety issues. Bill McNulty stated that

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that Road Safety Audits identify potential safety improvements, and implantation of any potential safety improvements is subject to the discretion of the jurisdiction responsible for the facility.

B. Resilient Transportation and Climate Change Summit – Summary and Recap

Ray Guarino provided a summary and recap on the Resilient Transportation and Climate Change Summit.

OCPC held a Resilient Transportation and Climate Change Adaptation Summit webinar on Wednesday, October 20, 2021. The purpose of the webinar was to discuss the impact of climate change on transportation infrastructure, how we can plan for adapting to those impacts, and how we can reduce greenhouse gases from transportation sources. The panelists included a speaker from the Executive Office of Energy and Environment and our neighboring regional planning agency partners, Cape Cod Commission, Metropolitan Area Planning Council, and Southeastern Regional Planning and Economic Development District.

Hahn Chu is the Global Warming Solution Act Program Manager at the Executive Office of Energy and Environmental Affairs. She spoke about reducing transportation sector greenhouse gas emission in Massachusetts, and the implementation of the state's Decarbonization Plan and the Clean Energy and Climate Plan for 2025 and 2030.

Steven Tupper – Transportation Program Manager, Cape Cod Commission, Martin Pillsbury – Director of Environmental Planning, Metropolitan Area Planning Council, Bill Napolitano – Rivers, Trails and Watersheds Coordinator, Southeastern Regional Planning and Economic Development District, and Ray Guarino, Principal Transportation Planner gave presentations on the impact and response of Climate Change on each respective RPA region and the region's response to reducing flooding impacts through infrastructure improvements and improving flood resilience through low impact development and improvements in natural storage (dam removal and wetland replacement).

Sid Kashi stated that the Summit was very informative, and he learned a lot.

8. Other Business and Public Comment

A. Community Local Technical Assistance Studies

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

Project Status Updates

Plymouth

- Commerce Way Traffic Counts – Data collection planned for Fall 2021

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West Bridgewater

- Traffic Study of Howard Street, Prospect Street, and Walnut Street – Data collection completed, Analysis Underway

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.

ENF

EEA #16457 – Swanberg Property Wellfield (Pembroke)

The Town of Pembroke is proposing to install a new groundwater production wellfield and associated water main connection. The proposed wellfield is expected to augment the Town's existing active water supply sources and assist with meeting future water supply demands. It should be noted that the Swanberg Property Wellfield is an additional redundant withdrawal point within the same aquifer as other production wells operated by the town, and not a request to increase the approved withdrawal capacity of the Town.

CERTIFICATES

EEA #16409 – Former National Fireworks Site (Hanover/Hanson)

The certificate states the project **requires** the submission of an Environmental Impact Report (EIR). In a separate Draft Record of Decision (DROD), there is a **proposal to grant** a Waiver that will allow the proponent to proceed with Phase 1 of the project prior to completing the MEPA process for the entire project.

EEA #16409 – Former National Fireworks Site (Hanover/Hanson)

This Record of Decision states that a Phase 1 Waiver has been granted. This will allow Phase 1 of the project to proceed to permitting prior to completion of the Draft Environmental Impact Report (DEIR) and Final Environmental Impact Report (FEIR) for the remainder of the project (Phase II).

PUBLIC NOTICES

Notice of Intent to Initiate an Aquatic Plant Management Program (Brockton)

At the location of Irrigation Pond in Brockton, MA, a mechanical hydro rake will be used to establish safe usage of the waterbody and to protect the interests of the Wetlands Protection Act by impeding

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eutrophication and improving habitat value. This Notice of Intent is for Thorny Lea Golf Club and Woods Pond.

C. Regional Concerns and Local Community Transportation Issues

Bruce Hughes inquired about the water pipe replacement in Abington on Route 123. John Stone stated it is a 2-mile-long force main replacement. This pipe has broken twice in the past 6 years. The project is about 65% complete.

9. Adjournment

The meeting adjourned at 12:52 PM.

Respectfully submitted,

Kyle Mowatt

Kyle Mowatt

Senior Transportation Planner

List of Documents for November 4, 2021 Old Colony JTC Meeting

- Minutes of the October 7, 2021 Old Colony JTC Meeting
- Staff Report for November 4, 2021, Old Colony JTC Meeting Agenda Items

The Infrastructure Investment and Jobs Act will Deliver for Massachusetts

President Biden and Vice President Harris support the Senate's passage of the Infrastructure Investment and Jobs Act, the largest long-term investment in our infrastructure and competitiveness in nearly a century. **The need for action in Massachusetts is clear and recently released state-level data demonstrates that the Infrastructure Investment and Jobs Act will deliver for Massachusetts.** For decades, infrastructure in Massachusetts has suffered from a systemic lack of investment. The historic Infrastructure Investment and Jobs Act will make life better for millions of Massachusetts residents, create a generation of good-paying union jobs and economic growth, and position the United States to win the 21st century. Specifically, the Infrastructure Investment and Jobs Act will:

- **Repair and rebuild our roads and bridges with a focus on climate change mitigation, resilience, equity, and safety for all users, including cyclists and pedestrians.** In Massachusetts there are 472 bridges and over 1,194 miles of highway in poor condition. Since 2011, commute times have increased by 10.9% in Massachusetts and on average, each driver pays \$620 per year in costs due to driving on roads in need of repair. The Infrastructure Investment and Jobs Act is the single largest dedicated bridge investment since the construction of the interstate highway system. **Based on formula funding alone, Massachusetts would expect to receive \$4.2 billion for federal-aid highway apportioned programs and \$1.1 billion for bridge replacement and repairs under the Infrastructure Investment and Jobs Act over five years¹.** Massachusetts can also compete for the \$12.5 billion Bridge Investment Program for economically significant bridges and nearly \$16 billion of national funding in the bill dedicated for major projects that will deliver substantial economic benefits to communities.
- **Improve healthy, sustainable transportation options for millions of Americans.** Bay Staters who take public transportation spend an extra 52.9% of their time commuting and non-White households are 2 times more likely to commute via public transportation. 23% of transit vehicles in the state are past useful life. **Based on formula funding alone, Massachusetts would expect to receive \$2.5 billion over five years under the Infrastructure Investment and Jobs Act to improve public transportation options across the state².**
- **Build a network of EV chargers to facilitate long-distance travel and provide convenient charging options.** The U.S. market share of plug-in electric vehicle (EV) sales is only one-third the size of the Chinese EV market. The President believes that must change. The bill invests \$7.5 billion to build out the first-ever national network of EV

¹ These values are estimates and may change based on updated factor data each fiscal year.

² Transit formula funding amounts are subject to changes resulting from the 2020 census or from annual transit service data reported to FTA's National Transit Database.

chargers in the United States and is a critical element in the Biden-Harris Administration's plan to accelerate the adoption of EVs to address the climate crisis and support domestic manufacturing jobs. Under the Infrastructure Investment and Jobs Act, Massachusetts would expect to receive \$63 million over five years to support the expansion of an EV charging network in the state³. Massachusetts will also have the opportunity to apply for the \$2.5 billion in grant funding dedicated to EV charging in the bill.

- **Help connect every American to reliable high-speed internet.** Broadband internet is necessary for Americans to do their jobs, to participate equally in school learning, health care, and to stay connected. Yet 11% of Massachusetts households do not have an internet subscription, and 2% of people in Massachusetts live in areas where, under the FCC's benchmark, there is no broadband infrastructure. Under the Infrastructure Investment and Jobs Act, Massachusetts will receive a minimum allocation of \$100 million to help provide broadband coverage across the state, including providing access to the at least 137,000 people in Massachusetts who currently lack it. And, under the Infrastructure Investment and Jobs Act, 1,340,000 or 19% of people in Massachusetts will be eligible for the Affordability Connectivity Benefit, which will help low-income families afford internet access.
- **Prepare more of our infrastructure for the impacts of climate change, cyber attacks, and extreme weather events.** From 2010 to 2020, Massachusetts has experienced 14 extreme weather events, costing the state up to \$5 billion in damages. Under the Infrastructure Investment and Jobs Act, based on historical formula funding levels, Massachusetts will expect to receive \$5.8 million over five years to protect against wildfires and \$15.7 million to protect against cyberattacks. Bay Staters will also benefit from the bill's historic \$3.5 billion national investment in weatherization which will reduce energy costs for families.
- **Deliver clean drinking water to every American and eliminate the nation's lead service lines and pipes.** Currently, up to 10 million American households and 400,000 schools and child care centers lack safe drinking water. Under the Infrastructure Investment and Jobs Act, based on the traditional state revolving fund formula, Massachusetts will expect to receive \$1.1 billion over five years to improve water infrastructure across the state and ensure that clean, safe drinking water is a right in all communities.
- **Improve our nation's airports.** The United States built modern aviation, but our airports lag far behind our competitors. Under the Infrastructure Investment and Jobs Act,

³ These values are estimates and may change based on updated factor data each fiscal year.

airports in Massachusetts would receive approximately \$244 million for infrastructure development for airports over five years⁴.

Over the coming days and weeks, we will expect to receive additional data on the impact of the Infrastructure Investment and Jobs Act in Massachusetts.

⁴ Precise allocations would change each year because the formulas use current passenger boarding and cargo data, and this estimate is based on 2019 data.