

OLD COLONY PLANNING COUNCIL

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NOTICE OF MEETING

You are respectfully requested to publicly post this notice and agenda of a meeting of the Old Colony Planning Council in accordance with the Law Regulating Meetings of Governmental Bodies, Chapter 397 of the Acts of 1976, Section 23 B. Said notice should be posted in the Clerk's Office or on the principal official bulletin board of the municipality.

MEETING OF THE OLD COLONY PLANNING COUNCIL

DATE: February 28, 2018
TIME: 7:00 PM
PLACE: Old Colony Planning Council
70 School Street
Brockton, MA 02301

Respectfully submitted,



Frank P. Staffier, President

Old Colony Planning Council

Agenda

Agenda for Meeting No. 544
February 28, 2018

Old Colony Planning Council
70 School Street, Brockton, MA 02301

The listings of matters are those reasonably anticipated by the Chair, which may be discussed at the meeting. Not all items listed may in fact be discussed and other items not listed may be brought up for discussion to the extent permitted by law.

1. Call to Order, 7:00 PM
2. Roll Call of Members
3. Minutes of January 31, 2018 Meeting
4. Financial Report for January 2018
5. Staff Report
6. Regional Clearinghouse Reviews

Mr. Frank P. Staffier, President
Mr. Fred Gilmetti, Secretary
Mr. Fred Gilmetti, Secretary
Ms. Christine Joy, Treasurer
Pat Ciaramella, Executive Director

Industrial Revenue Bonds

None

Environmental Notifications

See Attachments

7. Old Business

- A. Report and update on the 2018 District Local Technical Assistance (DLTA) Program. Pat Ciaramella, Executive Director.

8. New Business

- A. **Presentation** – The United States relies on natural gas for over one-fourth (28 percent) of its energy needs. Natural gas is clean, convenient, and efficient, which makes it the country's most popular home heating fuel. Columbia Gas of Massachusetts has nearly 5,000 miles of pipe in the ground throughout its service area. Their modernization program allows them the opportunity to replace the old bare steel and cast iron pipes with state-of-the-art polyethylene pipes, within the next decade. *Dave Mueller*, Manager, Field Engineering, Columbia Gas of Massachusetts.
- B. Review and consideration of the Annual Work Program and Budget for the Old Colony Planning Council Economic Development District for 2018-2019. Bruce Hughes, Economic Development/Community Planner.
- C. Review and consideration of Old Colony Planning Council Resolution No. 226 Adopting an Annual Work Program for the Economic Development District and Authorizing the filing of a grant application to the Economic Development Administration of the United States Department of Commerce. Bruce Hughes, Economic Development/Community Planner.

9. Community Concerns

10. Other Business

11. Visitors Comments/Questions

12. Adjournment

*FUTURE MEETINGS: March 28, 2018, and April 25, 2018, Annual Meeting, May 2018
(Executive Committee Meeting would be convened in the absence of a Council quorum)*

Attachments

Industrial Revenue Bonds (Council Action)

None

Environmental Notifications (Information only)

i. EEA # 15806 - Obery Street Roadway Improvement Project (ENF), Plymouth - The Town of Plymouth, in conjunction with the Massachusetts Department of Transportation (Mass001) Highway Division, proposes roadway improvements to Obery Street in Plymouth Massachusetts. The project will reconstruct approximately 2,950 feet of Obery Street from South Street to a point approximately 450 feet north of High School Drive. Approximately 930 feet of South Street will also be reconstructed.

The purpose of the project is to improve safety and traffic operations for motorists, pedestrians and bicyclists along the Obery Street corridor and accommodate present and future traffic demands. The project is needed because the signalized intersection of South Street at Obery Street currently operates at an unacceptable level of service during the evening peak hour due to a heavy left turn volume onto South Street and, under future traffic volumes; the operation at the intersection fails with unacceptable queue lengths anticipated. Additionally, the Obery Street intersection at the High School/A.C. Caranci Way fails during the AM peak and under future traffic volumes, the hospital approach fails in both the AM and PM peak hours. These two major egress and access driveways along Obery Street are major traffic generators. The existing Obery Street Right of Way (ROW) is 50 feet. The roadway pavement width is 28 feet wide and consists of two 12-foot travel lanes and two 2-foot shoulders. A 5-foot concrete sidewalk runs along the west side of the roadway for the project length. The total cross section width of Obery Street is 33 feet.

The proposed cross section will feature the addition of a new sidewalk on the east side of Obery Street as well as a grass buffer strip for a portion of the project length on both sides-between the roadway and the sidewalk to improve the aesthetic environment of the corridor. The proposed roadway will consist of two 11-foot travel lanes (one in each direction) with 5-foot shoulders for bicycle accommodations, and 6-foot sidewalks along both sides of Obery Street for a total cross section width of 44 feet. Between the proposed roundabouts at the Courthouse drive and the High School/A.C. Caranci Way intersection, a 6-foot wide grass strip will separate the 6-foot sidewalks from the roadway shoulders, providing a total cross section width of 56 feet.

Two roundabouts are proposed on Obery Street, one at the Courthouse drive intersection and one at the High School Drive/A.C. Caranci Way intersection (entranceway to Beth Israel Hospital, formerly Jordan Hospital). At the South Street/Obery Street intersection, a new traffic signal will be installed with dual left turn lanes from Obery Street onto South Street. In addition, a new signal will be installed on South Street at the busy commercial drive just north of Obery Street to provide a short left turn lane to stop alleviate left turning traffic from blocking the westbound through movement along South Street. The project also includes new pavement markings, signage and landscaping.

ii. EEA # 14346 - South Coast Rail Project (SDEIR) - The Massachusetts Department of Transportation (MassDOT) has announced that the South Coast Rail project is proceeding with the filing of the Draft Supplemental Environmental Impact Report (DSEIR) with the Massachusetts Environmental Policy Act (MEPA) Office. The DSEIR document analyzes only the new elements proposed as part of Phase 1 that were not previously analyzed in the Final Environmental Impact Statement (FEIS)/Final Environmental Impact Report (FEIR).

Phase 1 of South Coast Rail will provide commuter rail service by extending service from the Middleborough/Lakeville Line to New Bedford, Fall River, and Taunton using existing active freight rail corridors. As proposed for the Full Build Project, and analyzed in the South Coast Rail FEIS/FEIR, service will be provided on the Southern Triangle, which connects Fall River and New Bedford to Cotley Junction in Taunton. The new primary element to be included in Phase 1 is the use of the existing Middleborough Secondary freight line to connect Taunton to the Middleborough Main Line.

Last year, facing a substantially longer time line and sharply higher costs for the Stoughton Electric Alternative, MassDOT began analyzing a phased approach for the SCR project to achieve passenger rail service faster than the "Full Build" option. This strategy required a Notice of Project Change, which was filed with MEPA in March 2017. The Secretary of Energy and Environmental Affairs issued a certification on May 26, 2017, directing MassDOT to conduct additional analysis related to the phasing and to submit a DSEIR summarizing this work. Conducting a thorough Alternatives Analysis, MassDOT screened seven service alternatives and arrived at the Phase 1 alternative. Meanwhile, preliminary engineering design work has continued and will continue on the Full Build of the Stoughton Electric Alternative.

MassDOT's phased approach to SCR will give all passengers a one-seat ride from Fall River and New Bedford into Boston rather than having to transfer trains. Phase 1 of the project will also build 56 percent of the rail miles needed for the Full Build Stoughton Electric Alternative, establishing a foundation for this service while the Full Build's complexities continue to be addressed.

In addition, Central Transportation Planning Staff (CTPS) performed ridership analyses using the FTA-approved model, finding that the projected ridership at the new stations under Phase 1 will be 41 percent of the Full Build ridership at one-third of the cost. CTPS projected daily one-way trips at approximately 3,220 and one-way trips per year totaling approximately 837,200. It is estimated that Phase 1 riders will save a total of approximately sixty minutes each weekday traveling by train when compared to traveling by automobile to and from Boston. Data show that 21 percent of Fall River residents and 22 percent of New Bedford residents do not have an automobile, making train service all the more important to residents of these communities. Phase 1 will serve 72 percent of the Environmental Justice (EJ) population served by the Full Build. Eighty-six percent of the EJ population in New Bedford and about 50 percent of the EJ population in Fall River reside within a half mile of a new Phase 1 station.

The DSEIR analyzes new project elements associated with Phase 1, including improvements to track infrastructure on the Middleborough Secondary (an active freight line), Southern Triangle construction, a new station constructed in Middleborough at Pilgrim Junction, a new station in East Taunton, and modifications to previously studied stations at Freetown and Fall River.

Other elements include the extension of Middleborough diesel service and an anticipated service start in late 2022. Phase 1 service will use the Middleborough fleet, including diesel locomotives. New bi-level coaches will accommodate additional riders.

Phase 1 capital costs are estimated at \$935 million, 85 percent of which is for the Southern Triangle (Cotley Junction in Taunton, south to Fall River and New Bedford). Full Build capital costs are estimated at \$3.2 billion with a service launch no sooner than 2030.