January 27, 2021
6:30 PM Regular Meeting
Virtual SRPEDD Commission Meeting
to be convened online, allowing for remote participation via workstation, laptop, smartphone, or landline (audio only)

To register for the meeting
https://us02web.zoom.us/meeting/register/tZ0ldO6hpz0iHtLhZoh2NDXnM6ee5BvitltE

AGENDA

1. Call to Order, Introductions, and Welcome
2. Presentation COVID-19 Impacts on Transportation Funding by Terry Regan, Prin. Tech Advisor, Innovative Transportation Planning and Financing, USDOT Volpe Center
3. Approval of Minutes – December 2, 2020* (Vote requested)
4. Reports
   a. Chair
   b. Executive Director
5. Consent Agenda
   a. Regional Reviews * (Vote to receive and place on file)
   b. Contracts* (Vote to receive and place on file)
6. Committee Reports
   a. Finance Committee *(Vote to receive report and place on file)
      • Q2 FY’21 Budget Update * (Vote)
      • Review, Consideration and Adoption of FY’22 Annual Assessment Rate * (Vote)
   b. Joint Transportation Planning Group/MPO* (Vote to receive and place on file)
7. Program and Project Updates
   a. Ongoing EDA CARES Act Outreach and Related Economic Development and Recovery Assistance to SRPEDD Municipalities
   b. SRAC/Homeland Security Program
8. Old Business
   a. Technical Assistance* (Vote to receive and place on file)
   b. FEMA Floodmap Bylaw Update
   c. Report on MBTA Middleborough and Taunton SCR efforts (2/24 SRPEDD Mtg)
9. New Business
10. Roundtable: Opportunity for Commissioners to provide updates on local topics, projects or matters of regional interest
11. Adjourn

FUTURE MEETINGS: February 24, 2021; March 24, 2021; April 28, 2021; May 26, 2021
(traditional Annual Meeting date); June 23, 2021

NOTE: An Exec. Cmte Meeting will be convened in the absence of a Commission quorum.
*Attached
SRPEDD Commission Minutes- Draft
December 2, 2020
Via Zoom

Present:
Commissioners:
H. Young, Acushnet  J. Callahan, Berkley  J. Walsh, Carver  B. Maki, Carver
S. Taylor, Dartmouth  C. Haddad, Dartmouth  J. Carvalho, Dighton  R. Espindola, Fairh.
G. Hartley, Rochester  S. Starrett, Rochester  S. ’D’Amico, Seekonk  L. Mendes, Somerset
G. Hovorka, Swansea  W. Roth, Taunton  A. Slavin, Wareham  M. King, Wareham
S. Ouellette, Westport  J. Whitin, Westport  R. Tith, F.R A/L  J. Pecinni, Taunton A/L

Guests/Staff:
E. Arbeene, SRPEDD  S. Brown, SRPEDD  G. King, SRPEDD  P. Mission, SRPEDD
K. Porter, SRPEDD  S. Royer, SRPEDD  J. Walker, SRPEDD

Absent:
G. Ayrassian, Attleboro  S. Leary, Berkley  K. Melo, Dartmouth  W. Kenney, Fall River
J. Ferreira, Fall River  C. McKay, Freetown  D. DeManche, Freet.  A. Horowitz, Mansfield
R. Burgmann, Mattap.  J. Ponte, New Bedford  S. Hornsby, Norton  C. Yarworth, Plainville
C. Sullivan, Raynham  G. Schwall, Rehob.  P. Dunn, Seekonk  J. Hansen, Swansea
P. Sullivan, NB A/L

1. Call to Order: The meeting was virtually called to order by Chairman Alan Slavin at 6:30 P.M. A roll call was taken by municipality. The meeting was recorded.

2. Approval of Minutes: A motion was made to approve the October 28, 2020 minutes with one abstention. VOTED UNANIMOUSLY.

3. Reports:

a. Chair: Chairman Slavin reported on marijuana retail in local cities and towns. He mentioned the possibility of the CCC allowing direct sales to the public, bypassing retail stores, which stands to adversely affect the revenue anticipated by cities and towns, at amounts below the 3% required in the host agreements.

Chairman Slavin also updated the Commission on the latest with respect to COVID-19 provisions across the state. He mentioned that cities and towns are increasingly pushing for their own COVID-19 testing facilities which they can use CARES Act funding for.
b. **Executive Director:** Mr. Walker mentioned that staff has been busy reaching out to SRPEDD communities with significantly expanded Economic Development and Recovery-related technical assistance, made possible thanks to receipt of the recent CARES Act grant. Needless to say, there continue to be formidable challenges that communities, we all are having to contend with, but at least they are somewhat helped by the fact that monies appear to still be flowing. He emphasized that the agency remains available to assist member municipalities in going after any and all available funding that is out there.

Mr. Walker updated the Commission on the flood map bylaw update issue, on which the meter is once again running; this time, toward a 6/30/21 deadline. As representatives of the 14 affected SRPEDD communities will recall, affected communities across the state were hampered during the last update round owing to COVID, as they were unable to hold their meetings and assemble their requisite quora in order to pass their bylaw. Mr. Walker stated that staff have continued to work with legislators and keep open lines of communication with FEMA in advance of this latest new round. He informed the Commission the date has been announced for the submittal of the final determination letters on July 6th which is when the flood maps will have to be adopted into the local bylaws. Mr. Walker indicated that staff will be reaching back out to each of the affected SRPEDD communities in the exact same fashion as we did last time, and that hopefully, each of the communities will have opportunity to update their bylaws, potentially with the assistance of pending legislation.

4. **Consent Agenda:**

a. **Regional Reviews:** Mr. King referred the Commission to the Regional Review section to the Taunton River Water Alliance (TRWA) letter on revised Final Environmental Impact Report and Comprehensive Wastewater Management Plan (FEIR) support letter. He stated that he hoped the Commission had had opportunity to review the letter for the Taunton Wastewater Treatment Facility and make a motion support the project upgrades.

Mr. Callahan mentioned that the Taunton Watershed Alliance (TWA) provided comments on the Final Environmental Impact Report in the Comprehensive Wastewater Management Plan that was submitted by BETA on behalf of the City of Taunton encouraging support of the upgrades to the wastewater treatment facility in time, as well as to several others that have antiquated systems and are in dire need. Mr. Callahan mentioned that this letter was written by Steve Silva who is a TRWA Board Member and Water Quality Monitoring Coordinator, who is also retired from EPA.

A motion was made and seconded to accept and endorse the letter of support for the Taunton Wastewater Treatment Facility. VOTED UNANIMOUSLY.

b. **Contracts:** Chairman Slavin presented the five contracts below.

Be it resolved that the SRPEDD Commission authorizes the Chairman, Treasurer, Officers and Executive Director, as appropriate, to negotiate and execute the following contracts:

1. With the town of Plympton for the assistance with the development of a Winnetuxet River Corridor Open Space Assessment for an amount not to exceed $56,247, of which SRPEDD’s portion will be $26,616.

2. With the town of Somerset Board of Water and Sewer Commissioners to provide
project management/administrative services related to the Somerset Water and Sewer Inflow and Infiltration (I&I) project for an amount not to exceed $74,118.

3. With the town of Lakeville for the assistance with the development of a Assawompset Pond Complex and Nemasket River Watershed Management and Climate Action Plan for an amount not to exceed $118,236, of which SRPEDD’s portion will be $28,457.

4. With the town of Norton for the assistance with the development of a Water Point Plan for an amount not to exceed $19,500.

5. With the MassDOT Office of Transportation Planning in support of the FFY 2021 Unified Planning Work Program (UPWP) for an amount not to exceed $1,416,346.

A motion was made and seconded to accept the five contracts as written above. VOTED UNANIMOUSLY.

5. Committee Reports:

a. **Finance Committee:** Mr. Callahan reported that the Finance Committee met on Nov. 18, 2020 via Zoom. The Oct. 21, 2020 Finance meeting minutes were approved, the Treasurer’s Report for October 2020 reviewed, and a warrant for expenses in the amount of $37,026.84 likewise approved.

The Committee reviewed OPEB statement for Sept. 2020 included in the packet along with October 2020 month-end general journal entries.

- **FY’20 Annual Audit- Final Report:** Mr. Callahan also reference the presentation and copy of the FY’20 final audit report received from Melanson CPAs at the last Finance committee meeting.

A motion was made and seconded to accept the FY’20 Annual Audit Final Report as presented to the Commission. VOTED UNANIMOUSLY.

A motion was made and seconded to approve the Finance report and place on file. VOTED UNANIMOUSLY.

b. **Joint Transportation Planning Group/MPO:** Mr. Mission reported that there was no JTPG meeting due to Veteran’s Day, but the SMMPO did meet and approved the amended UPWP with a few new corridor studies.

Mr. Mission mentioned that the next upcoming meeting on December 9 will be a joint meeting of SMMPO and JTPG. Prior to COVID, the Transportation Department used to host a holiday reception each December where staff provided a nice buffet in appreciation to members, on behalf of everybody's hard work and participation. Unfortunately, that is not possible this year. At the meeting there will be an update on the trails mapping effort which is intended not only to identify the growing number of area trails for walking and biking, but also to assist area tourism. He mentioned there will also be some discussion of a freight action plan that was initiated this past summer, and regarding which we are in the process of forming a working group or task force consisting of not only members from the public, but also from the freight industry. This is so we can
find and identify the issues that freight carriers have with not only the roads but also with navigating some of the downtown areas and streets in general.

Mr. Mission reported that Jackie Jones had been invited to speak as part of a panel at the Moving Together Conference, which is put on by MassDOT every year. This year MassDOT had a remote conference and virtual settings with over 1,200 participants and Ms. Jones was speaking on behalf of the South Coast Bikeway Alliance as well as the Taunton River Trail.

Lastly, Mr. Mission stated that MassDOT has announced another round of Shared Streets Grants Program which was introduced in November. MassDOT is looking at grants for communities anywhere to improve plazas, sidewalks, curved areas, parking areas, similar to the earlier round held over the summer. Mr. Mission stated that he put a link in the chat area to the MassDOT website with the Winter Shared Streets Grants Program. He mentioned that there will be four deadlines for applicants, the first of which happens to be this Friday. SRPEDD staff is available to help and assist. The other three deadlines include January 5, January 29, and February 26.

A motion was made and seconded to approve the JTPG/MPO report. VOTED UNANIMOUSLY.

6. Grant Awards, Funding Availability Notifications/Grant-Writing Authorizations, and Letter of Support Requests

   a.  **DHCD, MassDOT, EOHED and DCS Funding Opportunities:** Mr. Walker referred the Commission to the funding Opportunities outlined in the agenda packet that are available through DHCD, MassDOT, EOHED and DCS. He explained a number of them in further detail, stating that there are links available in the PDFs with additional information. Mr. Walker stated that SRPEDD is available to help with these funding opportunities.

   b.  **MassBike/Central NH Bicycle Coalition letter of support request on behalf of Market Basket covered Bike parking – New Bedford location:** Mr. Walker referred Commissioners to the MassBike/Central NH Bicycle Coalition letter of support request on behalf of Market Basket covered bike parking.

       A motion was made and seconded to approve the MassBike/Central NH Bicycle Coalition letter of support request on behalf of Market Basket covered Bike parking – New Bedford location project. VOTED UNANIMOUSLY.

7. Old Business:

   a. **Technical Assistance:** Mr. King referred the Commission to the technical assistance page and mentioned that projects are still moving forward. He stated that if Commissioners had questions to please contact him on any specific project.

       The motion was made and seconded to approve the Technical Assistance report and placed on file. VOTED UNANIMOUSLY.

   b. **Regional Housing Services initiative update:** Mr. Arbeene and staff presented the findings of the Regional Housing Services Office (RHSO) Feasibility Study. The study took place over the past 18 months as part of an effort to explore how SRPEDD could add to the housing services currently offers to member communities. The process began by meeting with officials in six communities to
determine their level of interest in SRPEDD creating an RHSO and providing additional housing services. In particular, staff asked if they were interested in SRPEDD monitoring their subsidized affordable housing, as shown on their Subsidized Housing Inventory (SHI). Given that there was interest from all six communities, SRPEDD utilized DLTA funding as well as a grant from the Massachusetts Housing Partnership (MHP) to explore the feasibility of establishing an RHSO.

SRPEDD piloted the study with the Town of Mansfield in response to their interest, and due to their high percentage of affordable housing and diverse types of affordable housing. The first step in building an interactive Subsidized Housing Inventory was to gather all of the necessary documents (Comp. Permits, Special Permits Regulatory Agreements) for each affordable housing development in town. Once these documents were gathered a website was created with detailed information about each affordable housing development. (Staff then showed the Commission Mansfield's interactive SHI on the SRPEDD website).

Staff then detailed some of the findings that were made during this feasibility study, including finding that the affordability of 320 SHI units had been extended more than 30 years! Staff then presented estimated costs of creating an interactive SHI and monitoring affordable units on an annual basis, as required by Department of Housing and Community Development and briefly discussed potential funding sources to fund this work.

Discussion followed, with a few Commissioners asking about additional affordable housing and Chapter 40B training. Staff indicated that they would look into providing a training and report back to the Commission.

c. **HB48 Update:** Mr. Walker updated the Commission on House Bill 48, introduced by the State Treasurer last legislative session at the request of the Director of the State Retirement Board. In a nutshell, he indicated that although the state’s 13 Regional Planning Agencies (RPAs) have been treated as de facto state agencies since their founding in the late 1960’s/early 1970’s, with the majority participating in the state retirement system, and accordingly, none of them required to make employer contributions, he indicated that the State Retirement Board was nevertheless seeking to group the RPAs in with a number of other entities—vocational technical education centers, and others—that are clearly not “special districts” or “subdivisions of the state” as RPAs have been designated, and which are obligated to make such contributions. At issue, is whether very sizable invoices for past employer contributions issued by the State Retirement Board the last three to four years—in the case of one RPA, for an amount in excess of $2 million—are indeed valid.

In response, and in an effort to hopefully resolve the matter once and for all, the Massachusetts Association of Regional Planning Agencies (MARPA), comprised of Executive Directors from all thirteen agencies, has been working to develop its own bill to be introduced in the upcoming next session. Mr. Walker mentioned a number of legislators have already stepped up offering to sponsor this bill

In closing, he stated that he just wanted to make the Commission aware of the bill’s pending introduction, and that he will come back to Commission with further updates and request for assistance in reaching out to members of our delegation, once the next session is underway.

9. **New Business:** None.

10. **Roundtable: Opportunity for Commissioners to provide updates on local topics, projects or**
matters of regional interest: Mr. Taylor mentioned that he has been a trustee for quite a while of the Woods Hole Oceanographic Institution which has done a very significant study on sea level rise as it affects the town of Woods Hole. The State gave them about a million dollars through one of their agencies to help fund the study, which has been published, and came out a week or two ago. Last week on the 27th of November, the Falmouth Enterprise wrote a good story about it. He indicated that he hasn't read the whole 142 pages of the study yet but on page nine, it points out that sea level rise at the mouth of Buzzards Bay is going to be a one and a quarter foot by 2032.6 feet by 2050. He said it doesn’t take rocket scientist to understand that whatever happens in Woods Hole is going to happen to every other town around Buzzards Bay. Mr. Taylor stated that he would pass along a link to the study with very sobering information about sea level rise destined to take place in our communities, if not in our lifetimes, certainly in our children's lifetimes.

11. Adjourn: The meeting was adjourned at 7:20 PM. The next Commission meeting will be on Wednesday, February 24, 2021 at 6:30 P.M., to be held virtually.

Respectfully submitted,

______________                                      Date: 1/27/2021

Janice E. Robbins, Secretary
[Comment Letter attached]
January 14, 2021

Kathleen A. Theoharides, Secretary

Executive Office of Energy and Environmental Affairs

100 Cambridge Street, Suite 900

Boston, MA 02114

Re: SRPEDD Review Comments for the Expanded Environmental Notification Form, Lakeville Hospital Redevelopment (EEA No. 16298)

Dear Secretary Theoharides,

SRPEDD is writing to you to provide a formal comment letter with our findings for the Expanded Environmental Notification Form (EEA No.16298) and related documents for the Lakeville Hospital Redevelopment project located at 43 Main Street (also known as Route 105) in Lakeville, Massachusetts.

The proposed development consists of a 402,500 square foot warehouse building with 403 vehicle parking spaces (potential addition of 161 parking spaces) to be built on an about 49-acre site of former Lakeville State Hospital closed and subsequently abandoned in 1992. The Project is expected to generate approximately 682 daily vehicle trips, with 74 and 77 vehicle trips during weekday morning and evening peak hours. It was noted by the proponent that the exact nature and number of parking spaces were not determined.

SRPEDD respectfully provides the following comments for the above-mentioned EEA No 16298 application for your considerations.

General Discussion:

1. Clean-up and remediation of this site is a benefit to the town and the region.

2. We understand that Environmental Partners (EP) is conducting the peer review of this project on behalf of the town, and look forward to seeing their comments.

3. SRPEDD has been working with the town for many years, not only on the potential reuse of this site and the environmental issues associated with it, but more recently (2018 and ongoing) on updates to the Master Plan, preparation of a Municipal Vulnerability Preparedness (MVP) Plan that includes a Regional Projects Addendum, and recent and
ongoing flood study and comprehensive watershed management related work in the Assawompset Ponds and Upper Nemasket River Watersheds. The proponent should be aware of the goals, objectives, and priority action issues associated with this work, and how/where the proposed site reuse is consistent with the spirit of these plans (this would include issues such as the proposed infiltration measures, stormwater management, impact to existing infrastructure, etc.). The watershed planning work will be continuing through 2022, is being conducted by a SRPEDD-led team, and facilitated by the Town of Lakeville through the regional Assawompset Ponds Committee.

Traffic Discussion

1. We compliment the Project proponents’ efforts in regards to Transportation Demand Management and Transportation Monitoring Program measures to mitigate the traffic impact.

2. The Project proponent did not reach out to SRPEDD for the background traffic growth rate, thus SRPEDD did not have the opportunity to provide assistance on that. Ideally, the traffic volume projections, including assumptions and results from the SRPEDD Regional Travel Demand model should be compared to that of CTPS. SRPEDD’s Travel Demand Model focuses on inter-town travel demand especially between Lakeville and adjacent communities in Southeastern Massachusetts. Based on SRPEDD’s Travel Demand Model projections and an understanding of area travel patterns, we suggest the proponent re-consider incorporating an annual growth rate of 1% per year for the short-term year of 2027 intersection and corridor evaluations.

3. We would like clarification on Figure 3.6b – 2027 Build Conditions Weekday Evening Peak Hour Traffic Volumes, in that the southbound combined through volume counts at both of site driveways are less than those collected on September 16, 2020. Were there assumptions made for balancing the side street traffic purposes?

4. We are interested in seeing details of two access driveway design elements, including placement of traffic signs, pavement marking, edge line, centerline, provision of departure sight distance triangle, to provide adequate mitigation for all traffic modes, including bicyclists and pedestrians. We suggest a warrant analysis for determining whether right turn deceleration lane or left turn lane are necessary at both access intersections to mitigate the truck traffic impact along South Main Street.

5. The addition of heavy truck volumes along South Main Street will adversely affect the pavement conditions over time. Based on existing Turning Movement Counts (TMC) at Bridge Street and Route 105 intersection, truck traffic accounts for 6.1% of the overall volume (7-9 AM on Wednesday, September 16, 2020). We suggest the proponent coordinate with MassDOT to review alternatives for optimizing pavement markings and signal timing in order to accommodate all modes of traffic.

6. There is an existing mid-block pedestrian crosswalk between the Project’s northeast entrance (mainly for truck access and egress) and the Bridge Street intersection. We
suggest coordination to determine alternatives for safer pedestrian crossings along South Main Street.

7. We suggest the Project proponent review the impact of spacing driveways from their site with adjacent driveways and intersections and mitigate any potential adverse impacts to the South Main Street corridor.

8. Finally, considering the nature of the proposed facility and the likelihood that the associated truck traffic will be using the limited access highway network for the distribution of goods, we suggest that the Route 105 corridor and its primary intersections in Middleborough be added to the transportation analysis. This route will likely be the way truck traffic would gain access to the Route 3 corridor via Route 44. Specific intersections along the Route 105 corridor could include: 1) Route 28 & Route 105; 2) Route 105 & Center Street; 3) Route 105 & Plymouth Street/Wood Street, and 4) Route 44 & Route 105.

Thank you for your consideration of our comments. Please do not hesitate to contact us if you have any questions or concerns.

Respectfully,

Jeffrey Walker, AICP
Executive Director
Be it resolved that the SRPEDD Commission authorizes the Chairman, Treasurer, Officers and Executive Director, as appropriate, to negotiate and execute the following contracts:

1. With the town of Berkley for assistance with the process of creating a Municipal Vulnerability Preparedness plan for an amount not to exceed $15,000.

2. With the town of Mattapoisett for professional project management and administrative services on the Industrial Drive Roadway Project for an amount not to exceed $20,000.

3. With the city of Taunton for assistance with the process of creating an Economic Development and Permitting Guide for an amount not to exceed $25,000.

4. With the town of Carver for Transfer of Development Rights (TDR) program technical assistance for an amount not to exceed $8,500.

5. With the Massachusetts Audubon Society (Mass Audubon) as part of the Southeast New England Program Technical Assistance Network, for support of the Taunton Watershed - Canoe River Aquifer Resilience Through Regional Application of Nature Based Solutions project for an amount not to exceed $5,000.
The Finance Committee met on Dec. 10, 2020 via Zoom. The Nov. 18, 2020 Finance meeting minutes were approved. The Treasurer’s Report for November 2020 received, and a warrant for expenses approved in the amount of $21,436.30.

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The Committee reviewed OPEB statement for October 2020 included in the packet along with November 2020 month-end general journal entries.

* * *

The Committee also met on January 20, 2021 via Zoom. The Dec. 10, 2020 Finance meeting minutes were approved. The Treasurer’s Report for December 2020 received, and a warrant for expenses approved in the amount of $19,774.33.

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The Committee reviewed OPEB statement for November 2020 included in the packet along with December 2020 month-end general journal entries.

Lastly, it reviewed the 2010 population figures and recent year annual assessment rates on which the agency’s per capita rates are based (see attached spreadsheet). Following discussion, the Committee voted unanimously in favor of recommending that the Commission, per the bylaws, set the rate at $0.1986 per capita for FY’22, a 2.5% increase, at its upcoming next meeting.

The Committee also reviewed and accepted the FY’2021 Q2 budget update (attached).
## FISCAL YEAR 2021 Q2 Budget Update

**PROPOSED: 01/20/21**

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<td>a. MASSDOT.-3C*</td>
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<td>i. Mansfield Green Communities Assist</td>
<td>7,626</td>
<td>7,626</td>
<td>0</td>
<td>0.00%</td>
</tr>
<tr>
<td>j. Marion HPP</td>
<td>8,000</td>
<td>8,000</td>
<td>0</td>
<td>0.00%</td>
</tr>
<tr>
<td>k. Marion OSRP cluster bylaw</td>
<td>1,313</td>
<td>8,500</td>
<td>7,187</td>
<td>547.37%</td>
</tr>
<tr>
<td>l. Mattapoissett Industrial Drive_124952</td>
<td>12,439</td>
<td>12,439</td>
<td>0</td>
<td>0.00%</td>
</tr>
<tr>
<td>m. Mattapoissett MP</td>
<td>13,760</td>
<td>13,760</td>
<td>0</td>
<td>0.00%</td>
</tr>
<tr>
<td>n. Middleborough SCR TA- Historic District</td>
<td>11,572</td>
<td>11,572</td>
<td>0</td>
<td>0.00%</td>
</tr>
<tr>
<td>o. New Bedford OSRP assist</td>
<td>2,375</td>
<td>2,375</td>
<td>0</td>
<td>0.00%</td>
</tr>
<tr>
<td>p. New Bedford Port Authority EDA</td>
<td>95,000</td>
<td>95,000</td>
<td>0</td>
<td>0.00%</td>
</tr>
<tr>
<td>q. New Bedford SCR TA- TOD</td>
<td>12,432</td>
<td>12,432</td>
<td>0</td>
<td>0.00%</td>
</tr>
<tr>
<td>r. N Attle Grn Com coord</td>
<td>2,956</td>
<td>2,956</td>
<td>0</td>
<td>0.00%</td>
</tr>
<tr>
<td>s. N Attle MP</td>
<td>23,145</td>
<td>23,145</td>
<td>0</td>
<td>0.00%</td>
</tr>
<tr>
<td>t. Norton MP 2</td>
<td>31,376</td>
<td>31,376</td>
<td>0</td>
<td>0.00%</td>
</tr>
<tr>
<td>u. Plainville ADA</td>
<td>0</td>
<td>35,000</td>
<td>35,000</td>
<td></td>
</tr>
<tr>
<td>v. Plympton MVP</td>
<td>25,000</td>
<td>25,000</td>
<td>0</td>
<td>0.00%</td>
</tr>
<tr>
<td>w. Raynham MP</td>
<td>25,059</td>
<td>25,059</td>
<td>0</td>
<td>0.00%</td>
</tr>
<tr>
<td>x. Rochester Grn Comm coord</td>
<td>2,360</td>
<td>2,360</td>
<td>0</td>
<td>0.00%</td>
</tr>
<tr>
<td>y. SCBA Feasibility Study II</td>
<td>40,000</td>
<td>40,000</td>
<td>0</td>
<td>0.00%</td>
</tr>
<tr>
<td>z. SNEP T. Watershed Canoe R. Aquifer</td>
<td>5,000</td>
<td>5,000</td>
<td>0</td>
<td>0.00%</td>
</tr>
<tr>
<td>aa. Somerset EDA III</td>
<td>74,000</td>
<td>74,000</td>
<td>0</td>
<td>0.00%</td>
</tr>
<tr>
<td>bb. Somerset MVP suppl</td>
<td>1,580</td>
<td>1,580</td>
<td>0</td>
<td>0.00%</td>
</tr>
<tr>
<td>cc. UMass EDA</td>
<td>22,686</td>
<td>22,686</td>
<td>0</td>
<td>0.00%</td>
</tr>
<tr>
<td>dd. Wareham Decas EDA grant</td>
<td>11,664</td>
<td>11,664</td>
<td>0</td>
<td>0.00%</td>
</tr>
<tr>
<td><strong>Sub-total</strong></td>
<td>948,276</td>
<td>1,071,713</td>
<td>123,437</td>
<td>13.02%</td>
</tr>
<tr>
<td><strong>4. MISCELLANEOUS</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Interest</td>
<td>1,000</td>
<td>1,000</td>
<td>0</td>
<td>0.00%</td>
</tr>
<tr>
<td><strong>Sub-total</strong></td>
<td>1,000</td>
<td>1,000</td>
<td>0</td>
<td>0.00%</td>
</tr>
<tr>
<td><strong>TOTAL REVENUES</strong></td>
<td>$3,549,951</td>
<td>$3,668,841</td>
<td>$118,889</td>
<td>3.35%</td>
</tr>
</tbody>
</table>

| Attachment 6a: FY'21 Q2 Budget Update | 20210121 SRPEDD Commission Mtg | 20210121 SRPEDD Commission Mtg | Page 14 of 47
|---------------------------------------|-------------------------------|-------------------------------|----------------|

**SUMMARY Pg. 1**
# FISCAL YEAR 2021 Q2 Budget Update

**PROPOSED: 01/20/21**

<table>
<thead>
<tr>
<th>EXPENDITURES</th>
<th>FY 2021 APP 10/2020</th>
<th>FY 2021 PROP. 1/2021</th>
<th>CHANGE: 10/2020 to 1/2021</th>
<th>PERCENT CHANGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 SALARIES</td>
<td>1,782,385</td>
<td>1,832,385</td>
<td>50,000</td>
<td>2.8%</td>
</tr>
<tr>
<td>2 FRINGE BENEFITS</td>
<td>376,519</td>
<td>376,519</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>3 TRAVEL</td>
<td>1,250</td>
<td>1,250</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>4 BANK CHARGES</td>
<td>110</td>
<td>110</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>5 PRINTING</td>
<td>500</td>
<td>500</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>6 SUPPLIES</td>
<td>12,500</td>
<td>12,500</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>7 ACCOUNTING &amp; LEGAL</td>
<td>16,716</td>
<td>16,716</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>8 COMPUTERS</td>
<td>75,499</td>
<td>75,499</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>9 DUES &amp; SUBSCRIP.</td>
<td>4,900</td>
<td>6,900</td>
<td>2,000</td>
<td>40.8%</td>
</tr>
<tr>
<td>10 EQUIP. LEASE</td>
<td>6,907</td>
<td>7,165</td>
<td>258</td>
<td>3.7%</td>
</tr>
<tr>
<td>11 INSURANCE</td>
<td>15,000</td>
<td>15,000</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>12 MEETINGS &amp; CONF.</td>
<td>2,400</td>
<td>4,000</td>
<td>1,600</td>
<td>66.7%</td>
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<tr>
<td>13 ADVERTISING</td>
<td>1,500</td>
<td>1,500</td>
<td>0</td>
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<tr>
<td>14 POSTAGE &amp; TELEPHONE</td>
<td>6,348</td>
<td>6,348</td>
<td>0</td>
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</tr>
<tr>
<td>15 SERVICES (GMS &amp; IT)</td>
<td>7,440</td>
<td>7,440</td>
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<td>0.0%</td>
</tr>
<tr>
<td>16 BUILDING COSTS</td>
<td>36,840</td>
<td>36,840</td>
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<tr>
<td>17 TRAFFIC COUNT VEHICLE</td>
<td>472</td>
<td>472</td>
<td>0</td>
<td>0.0%</td>
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<tr>
<td>18 EQUIP. SERV.&amp; REPAIR</td>
<td>1,500</td>
<td>1,500</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>19 EDUCATIONAL BENEFITS</td>
<td>1,500</td>
<td>1,500</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>20 CONSULTANTS/PASS THRU</td>
<td>114,101</td>
<td>114,101</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>21 DIRECT COSTS</td>
<td>80,370</td>
<td>82,870</td>
<td>2,500</td>
<td>3.1%</td>
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<tr>
<td>22 LOCAL COST/INVEST.ACCT.</td>
<td>17,111</td>
<td>17,111</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td><strong>TOTAL EXPENDITURES</strong></td>
<td><strong>2,561,868</strong></td>
<td><strong>2,618,226</strong></td>
<td><strong>56,358</strong></td>
<td><strong>2.2%</strong></td>
</tr>
</tbody>
</table>

**TOTAL REVENUES**

<table>
<thead>
<tr>
<th>FY 2021 APP 10/2020</th>
<th>FY 2021 PROP. 1/2021</th>
<th>CHANGE: 10/2020 to 1/2021</th>
<th>PERCENT CHANGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>3,549,951</td>
<td>3,668,841</td>
<td>118,890</td>
<td>3.3%</td>
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</table>

**TOTAL EXPENDITURES**

<table>
<thead>
<tr>
<th>FY 2021 APP 10/2020</th>
<th>FY 2021 PROP. 1/2021</th>
<th>CHANGE: 10/2020 to 1/2021</th>
<th>PERCENT CHANGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>2,561,868</td>
<td>2,618,226</td>
<td>56,358</td>
<td>2.2%</td>
</tr>
</tbody>
</table>

**EXCESS REV. OVER EXPEND.**

<table>
<thead>
<tr>
<th>FY 2021 APP 10/2020</th>
<th>FY 2021 PROP. 1/2021</th>
<th>CHANGE: 10/2020 to 1/2021</th>
<th>PERCENT CHANGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>988,083</td>
<td>1,050,615</td>
<td>62,532</td>
<td>6.3%</td>
</tr>
<tr>
<td>Town</td>
<td>FY'2010 Population</td>
<td>FY'2021 Assessment</td>
<td>2021 Increase</td>
</tr>
<tr>
<td>------------------</td>
<td>--------------------</td>
<td>--------------------</td>
<td>---------------</td>
</tr>
<tr>
<td>Acushnet</td>
<td>10,303</td>
<td>1,978.18</td>
<td>2,027.63</td>
</tr>
<tr>
<td>Attleboro</td>
<td>43,593</td>
<td>8,369.86</td>
<td>8,579.10</td>
</tr>
<tr>
<td>Berkley</td>
<td>6,411</td>
<td>1,230.92</td>
<td>1,261.68</td>
</tr>
<tr>
<td>Carver</td>
<td>11,509</td>
<td>2,209.73</td>
<td>2,264.97</td>
</tr>
<tr>
<td>Dartmouth</td>
<td>34,032</td>
<td>6,534.15</td>
<td>6,697.50</td>
</tr>
<tr>
<td>Dighton</td>
<td>7,086</td>
<td>1,360.52</td>
<td>1,394.52</td>
</tr>
<tr>
<td>Fairhaven</td>
<td>15,873</td>
<td>3,047.62</td>
<td>3,123.81</td>
</tr>
<tr>
<td>Fall River</td>
<td>88,857</td>
<td>17,060.55</td>
<td>17,487.06</td>
</tr>
<tr>
<td>Freetown</td>
<td>8,870</td>
<td>1,703.04</td>
<td>1,745.62</td>
</tr>
<tr>
<td>Lakeville</td>
<td>10,602</td>
<td>2,035.59</td>
<td>2,086.47</td>
</tr>
<tr>
<td>Mansfield</td>
<td>23,184</td>
<td>4,451.33</td>
<td>4,562.61</td>
</tr>
<tr>
<td>Marion</td>
<td>4,907</td>
<td>942.15</td>
<td>965.70</td>
</tr>
<tr>
<td>Mattapoisett</td>
<td>6,045</td>
<td>1,160.64</td>
<td>1,189.66</td>
</tr>
<tr>
<td>Middleborough</td>
<td>23,116</td>
<td>4,438.28</td>
<td>4,549.23</td>
</tr>
<tr>
<td>New Bedford</td>
<td>95,072</td>
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<td>18,710.17</td>
</tr>
<tr>
<td>No. Attleboro</td>
<td>28,712</td>
<td>5,512.71</td>
<td>5,650.52</td>
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<tr>
<td>Norton</td>
<td>19,031</td>
<td>3,653.96</td>
<td>3,745.30</td>
</tr>
<tr>
<td>Plainville</td>
<td>8,264</td>
<td>1,586.69</td>
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</tr>
<tr>
<td>Raynham</td>
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<td>2,633.77</td>
</tr>
<tr>
<td>Rehoboth</td>
<td>11,608</td>
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<td>2,284.45</td>
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<td>Rochester</td>
<td>5,232</td>
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<td>1,029.66</td>
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<td>Seekonk</td>
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<td>2,634.63</td>
<td>2,700.49</td>
</tr>
<tr>
<td>Somerset</td>
<td>18,165</td>
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<td>3,574.87</td>
</tr>
<tr>
<td>Swansea</td>
<td>15,865</td>
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<td>3,122.23</td>
</tr>
<tr>
<td>Taunton</td>
<td>56,874</td>
<td>10,727.81</td>
<td>10,996.00</td>
</tr>
<tr>
<td>Wareham</td>
<td>21,822</td>
<td>4,189.83</td>
<td>4,294.57</td>
</tr>
<tr>
<td>Westport</td>
<td>15,532</td>
<td>2,982.15</td>
<td>3,056.70</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>616,670</strong></td>
<td><strong>118,400.78</strong></td>
<td><strong>121,360.65</strong></td>
</tr>
</tbody>
</table>

The Assessment for FY'2022 is based on 2010 population census.

Proposed FY'22 rate: $0.1968 per capita, a 2.5% increase from FY'2021
Southeastern Regional Planning & Economic Development District (SRPEDD)
Joint Transportation Planning Group (JTPG) – SE MA Metropolitan Planning Organization (SMMPO) Meeting
DRAFT Minutes for the Meeting Held on Wednesday, December 9, 2020 at 1:00 PM
Held Remotely via Zoom due to the State of Emergency in Massachusetts due to Covid-19

The following were in attendance:
Lee Azinheira, Chair Town of Mansfield
Joe Callahan Town of Berkley
Paul Foley Town of Fairhaven
Mark Hollowell Town of North Attleborough
Leeann Bradley Town of Middleborough
Manuel Silva City of New Bedford
Alan Slavin Town of Wareham
James Hartnett Town of Westport
Franklin Moniz Town of Lakeville
Fred Cornaglia City of Taunton
David Cabral Town of Seekonk
Nancy Durfee Town of Somerset
Ed Buckley Town of Raynham
Norman Hills Town of Marion
Thomas Ferry Town of Dighton
Bryan Pounds MassDOT
Bob Wheeler MassDOT
Stephanie Crampton City of New Bedford
Bill Roth City of Taunton
Shawn McDonald Town of Dartmouth
Mark Sousa GATRA
Andrew Reovan FHWA
Kevin Dumas Town of Mansfield
Mary Ellen DeFrias MassDevelopment
Janine Peccini At-Large, City of Taunton
Barbara Lachance MassDOT
Michelle Ho MassDOT
Cheryl Senior MassDOT
Benjamin Muller MassDOT
Lisa Sherman CDM Smith
Shawn Syde City of New Bedford
Jeff Oakes SouthCoast Bikeway
Joe Federico BETA Group
Sid Kashi GPI
Phil Viveiros McMahon Associates
Jamie Pisano VHB
Lloyd Mendes Member of the Public
Karen Porter SRPEDD
JTPG BUSINESS MEETING AGENDA

1. Call to Order and Roll Call:
Chairman Lee Azinheira called the meeting to order at 2:04 PM and asked for a roll call. Ms. Cabral-Bernard reminded the participants that this part of the meeting was for the JTPG group business meeting and then called the roll.

   Town of Berkley    Yes
   Town of Dighton    Yes
   Town of Fairhaven  Yes
   Town of Lakeville  Yes
   Town of Mansfield  Yes
   Town of Marion     Yes
   Town of Middleboro Yes
   City of New Bedford Yes
   Town of North Attleborough Yes
   Town of Seekonk   Yes
   Town of Somerset   Yes
   City of Taunton    Yes
   Town of Wareham   Yes
   Taunton At-Large  Yes

2. Approval of Minutes – October 14, 2020 (Materials Attached and Roll Call Vote needed)
Chairman Azinheira called for a motion to approve the minutes of October 14, 2020. The motion was made by Alan Slavin of Wareham and seconded by Manny Silva of New Bedford. Ms. Cabral-Bernard then called the roll:

   Town of Berkley    Yes
   Town of Dighton    Yes
   Town of Fairhaven  Yes
   Town of Lakeville  Yes
   Town of Mansfield  Yes
   Town of Marion     Yes
   Town of Middleborough Yes
   City of New Bedford Yes
   Town of North Attleborough Yes
   Town of Seekonk   Yes
   Town of Somerset   Yes
   City of Taunton    Yes
   Town of Wareham   Abstain
   Taunton At-Large  Abstain
THE MOTION PASSED UNANIMOUSLY

3. Election of JTPG Officers: (Member List Attached)
Paul Mission explained, that with the pandemic going on, the election of JTPG officers was missed, and he apologized for that. He explained that the current officers are Lee Azinheira Chairman, Dave Cabral, Vice Chair, representing the GATRA Bristol County area, Alan Slavin, Vice Chair, representing the Plymouth County, and the Vice Chair for the Bristol County SRTA area is vacant, which was occupied by Gloria MacPherson who was the previous town planner in Fairhaven. He explained that the group could move the slate of existing or current vice chairs and chair and vote on that, and then have a separate vote, with a nomination from the JTPG for a new Vice Chair to represent the SRTA Bristol County area that was originally held by Gloria MacPherson. That needs to be somebody from a town in Bristol County, that also covers the SRTA service area including Acushnet, Dartmouth, Fairhaven, Fall River, Freetown, New Bedford, Somerset, Swansea, and Westport.

A suggestion was made to vote the slate of existing officers. Mr. Mission then asked if any of the current Vice Chairs or Chair was opposed to that idea. They all indicated no.

A motion and a second were called for to approve the slate of existing offices. Alan Slavin of Wareham made the motion and Thomas Ferry of Dighton seconded. Ms. Cabral-Bernard then called the roll:

Town of Berkley    Yes
Town of Dighton    Yes
Town of Fairhaven  Yes
Town of Lakeville  Yes
Town of Mansfield  Yes
Town of Marion     Yes
Town of Middleboro Yes
City of New Bedford Yes
Town of North Attleborough Yes
Town of Raynham    Yes
Town of Seekonk    Yes
Town of Somerset   Yes
City of Taunton    Yes
Town of Wareham    Yes
Taunton At-Large  Yes

THE MOTION PASSED UNANIMOUSLY

Mr. Mission continued by informing the group that they needed to fill the Vice Chair vacancy and this would be for communities served by SRTA bus service in Bristol County including Acushnet, Dartmouth, Fairhaven, Fall River, Freetown, New Bedford, Somerset, Swansea, and Westport.

A nomination for Manuel Silva of New Bedford to fill the vacant Vice Chair position was made by Lee Azinheira and that motion was seconded by Paul Foley of Fairhaven. Ms. Cabral-Bernard then called the roll:
THE MOTION PASSED UNANIMOUSLY

4. Date and Time for the Next Meeting
Mr. Mission announced the date and time for the next meeting as Wednesday, January 13, 2021 at 2PM, held virtually.

GENERAL MEETING AGENDA

1. Public Comments - Opportunity for the public to address the SMMPO and the JTPG -
Chairman Pounds opened the general meeting to public comments, and offered the opportunity for the public to address the joint board, the MPO and the JTPG. He explained that would wait a few minutes to see if any members of the public had a comment.

Jeff Oakes, the town of Marion’s representative on the South Coast Bikeway Alliance had some questions regarding the town of Marion’s shared use path, regarding phase one, which is currently under review by the DOT. He explained that he had spoken with the project engineer last week who indicated the 75% submittal would be presented on December 18 and includes the highway design plan and the right-of-way plans. His question was, in consideration of that 75% submittal by the end of the year, is there anything that the South Coast Bikeway Alliance and the town of Marion could do to accelerate the construction funding, which is currently slated for 2024? Is there anything in addition to those submittals that might expedite that?

Bob Wheeler responded that they’ll be able to better answer that question once they see the documents which are due next week.

Chairman Pounds further explained that the STIP is a live document and they come back and revisit it every year. They look at updated design schedules, and if projects that are programmed in the TIP are still on track to advertise in the year they are in. So, if they do feel like a project is ahead of schedule, they do take that into consideration when revising the TIP. So, there is an opportunity in the upcoming months to discuss the project and the status.

Mr. Oakes asked a second question involving Phase 2 of the Shared Use Path project in Marion, which has the preferred alternative route on County Road. He explained that given the past feasibility study of Route
6 and ongoing work in the town of Wareham, it looks as though incorporating the shared use path connector from Marion to Wareham along the Route 6 corridor from Point Road to the town line on the Weweantic Bridge might be a better alternative than trying to pursue County Road route. He then asked, given that, is there anything the South Coast Bikeway Alliance and/or that town of Marion should do to promote or try and get the connector along Route 6 as our preferred alternative for phase 2?

Mr. Wheeler responded that there isn’t a good answer for that. He explained that the developing plans for the Marion/Wareham Route 6 bridge over the Weweantic includes bike accommodations on that bridge. He continued by saying that how that will connect with Point Road, they’ll have to discuss as the plans are further developed.

Mr. Oakes asked if there is there some point along that planned development where input can be offered regarding the incorporation of the shared use path from Point Road to the Wareham line and when would be the best point to try and interject or get involved?

Mr. Wheeler responded that once the first plan submission is in, they will provide comments on the plans and have a comment resolution meeting and at that time we could bring that issue up.

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Mr. Manuel Silva of New Bedford then informed the group that the New Bedford project in FFY2022 was on schedule and will be in on time.

Mr. Muller of MassDOT informed the group of the Winter Shared Streets Program. The second of four rounds of applications for these programs are due January 5, with additional rounds later in January and February. Projects through this program would have to be complete and in place by the end of May. This program is a follow-up from the Shared Streets and Spaces grant program which provided about $10 million. These grants are between $5,000 and $300,000 to do quick build improvements to streets and to off-street parking lots, with added incentive for projects that add safe outdoor winter activities, and bonus points for access for seniors and students, for equity populations, for transit improvements, and for investment in new or expanded bike share or other micro mobility programs. Towns may also apply to make previous installations more permanent, regardless of the original funding source. Mr. Muller recommended a website for the city of Edmonton that looks at making the public space a year-round asset during the winter months, including incorporating exercise into public space in the winter. If your town needs guidance, reach out to SRPEDD or to the program managers of the shared streets program.
5. SRPEDD Trails Mapping Presentation
Jackie Jones explained that SRPEDD had launched a trails-mapping program in June to map and collect information on unpaved trails in the region and the goal is to have a consolidated statewide trail database. This effort can also assist communities with trail data needs and potentially help fill some gaps in our multimodal network, and has the potential to assist with tourism efforts.

Staff has thus far collected information on 120 miles of trail, conducting boots-on-the-trail data collection and has added over 200 miles to the database of map trails, some of it through partnerships with municipalities and groups such as the Buzzards Bay coalition, that provided GPS data. Staff uses a collector app that allows the use of phones and tablets to collect the data on the trail. This tool is used to record GPS data on previously unmapped trails that only exist on paper and verify the actual trail. Data collected includes surface type, trail condition, parking available and several other factors. Data shows that the majority of trail surface is natural surface, that 64% of trails has been in really good shape and that 41% of the trails have trail markers. It also shows that the large majority (70%) is appropriate for beginners, and can be used by a wide range of hikers, or mountain bikers.

The next steps are a year-end report that will be released in January, and staff is also planning on doing a public outreach campaign. We also have a website if you're interested in more information.

Mr. Lee Azinheira asked why the town Mansfield in not on the trail map. Ms. Jones replied that it was only because we don't have any data as of yet for Mansfield.

Mr. Mark Hollowell asked about the collector app being used and Ms. Jones responded that it is Esri Collector.

6. Freight Action Plan Presentation and Discussion
Mr. Gregory Guertin gave a brief presentation on the freight action plan. He explained that the intent of this effort is to analyze and incorporate global, national, and statewide goals and trends into the framework of southeastern Massachusetts; assess how growing and changing freight movements may impact communities and infrastructure assets, and to equip our communities and business leaders to respond to and mitigate the effects of those potential impacts.

He explained the incorporation of NCHRP guidebook for freight policy planning in producing our freight plan, conducting self-assessment, establishing our freight planning directive, and drawing up a regional freight profile. Staff will also review existing planning documents to better understand how freight is already incorporated with our agency's goals, objectives and policies.

There have been over 9000 truck crashes, including 35 fatalities since 2010, staff will consider setting goals to reduce or eliminate these fatalities. In February of 2021, staff would like to have a discussion with any of you who are interested in participating in our efforts, so please feel free to email him at gguertin@srpedd.org.

7. Federal Certification Review Discussion
Mr. Paul Mission explained that staff is in the midst of federal certification, conducted every four years. It involves Federal Highway and Federal Transit reviewing the planning process with the MPO and with SRPEDD staff in the interactions with the communities, as well as our state and other agencies throughout the Commonwealth. It is typically conducted after the development of a Regional Transportation Plan,
which was released last year.

This is an evaluation with our federal and state partners to see how we can improve, it's constructive criticism of where we need to focus on for the next round of planning for the four years leading up to development of the Regional Transportation Plan. The federal certification hearings will be conducted in January via Zoom. We will have discussions on the planning process with the MPO, JTPG and other bodies that are part of the MPO process. The next JTPG meeting is on Wednesday, January 13, 2021 at 2pm, and the next MPO meeting is on January 19, 2021 at 1pm. Following the MPO meeting, we will have a public meeting, hosted by Federal Highway and Federal Transit, to invite any member of the general public to come in and comment on the strengths and weaknesses of the MPO planning process from the past four years. Essentially, it's open to anyone within our region to come in and discuss this process.

The actual certification review typically is conducted in one day in our office, with members of the MPO and various agencies present to talk about different aspects of planning, in coordination with the JTPG and the MPO. The usual one-day meeting will be broken up over three days, on Tuesday, January 26, from 1pm to 4pm; on Wednesday, January 27th from 9am to 12pm; and then on Thursday, January 28, from 9am to 12pm.

Mr. Mission further explained that in early January there will be an agenda of topics of discussion that will be distributed to the MPO, the JTPG, and state partners, as well as neighboring RPAs and MPOs, and they will be invited to come in to participate in that discussion on the planning process. We encourage everybody to come in and participate in this process.

8. Other Business
Other business included reiterating the dates and times for the upcoming JTPG meeting, which will be held on Wednesday, January 13, 2021 at 2pm and the next SMMPO meeting, which will be held on Tuesday, January 19, 2021 at 1:00 pm.

9. Adjourn
Chairman Pounds asked for a motion to adjourn. The motion was made by Alan Slavin of Wareham and was seconded Shawn McDonald of Dartmouth. With no objections, Chairman Pounds adjourned the meeting at 2:23 PM.
Held Remotely via Zoom due to the Covid-19 State of Emergency in Mass

The following members were in attendance:

Bryan Pounds Representing Stephanie Pollack, MassDOT Secretary and CEO, Chair
Bob Wheeler Representing Jonathan Gulliver, MassDOT Highway Div. Administrator
Bill Roth Representing Shaunna O’Connell, Mayor of Taunton
Shawn McDonald Town of Dartmouth
Nancy Durfee Representing Holly McNamara, Town of Somerset
Alan Slavin SRPEDD Commission Chair
Mark Sousa Administrator, GATRA

The following were also present:

Lee Azinheira Town of Mansfield
Joe Callahan Town of Berkley
Paul Foley Town of Fairhaven
Mark Hollowell Town of North Attleborough
Leeann Bradley Town of Middleborough
Manuel Silva City of New Bedford
James Hartnett Town of Westport
Franklin Moniz Town of Lakeville
Fred Cornaglia City of Taunton
David Cabral Town of Seekonk
Ed Buckley Town of Raynham
Norman Hills Town of Marion
Thomas Ferry Town of Dighton
Stephanie Crampton City of New Bedford
Kevin Dumas Town of Mansfield
Andrew Reovan FHWA
Mary Ellen DeFrias MassDevelopment
Janine Peccini At-Large, City of Taunton
Barbara Lachance MassDOT
Michelle Ho MassDOT
Cheryl Senior MassDOT
Benjamin Muller MassDOT
Lisa Sherman CDM Smith
Shawn Syde City of New Bedford
Jeff Oakes SouthCoast Bikeway
Joe Federico BETA Group
Sid Kashi GPI
Phil Viveriros McMahon Associates
Jamie Pisano VHB
Lloyd Mendes Member of the Public
Karen Porter SRPEDD
Paul Mission SRPEDD
Gregory Guertin SRPEDD
Guoqiang Li SRPEDD
1.1 SMMPO BUSINESS MEETING AGENDA:

1. Call to Order and Roll Call-

Chairman Bryan Pounds, representing Secretary Pollack, called the meeting to order and asked for a roll call. Ms. Lilia Cabral-Bernard reminded the group that this roll call was for the MPO and she would call every member’s name to verify who is present. Ms. Cabral-Bernard then called the roll:

- MassDOT Chair
- MassDOT Administrator
- City of Taunton
- Town of Dartmouth
- Town of Somerset
- SRPEDD Commission Chair
- GATRA

THE MOTION PASSED UNANIMOUSLY

2. Approval of Minutes – November 17, 2020 (Materials Attached and Roll Call Vote needed)

Chairman Pounds requested a motion to approve the minutes from the SMMPO meeting from November 17, 2020 as presented. The motion was made by Alan Slavin, the SRPEDD Commission Chair and seconded by Mark Sousa of GATRA. Ms. Cabral-Bernard then called the roll:

- MassDOT Chair
- MassDOT Administrator
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3. Unified Planning Work Program (UPWP) –

a. Discussion on proposed FFY 2021 UPWP Amendment for Route 6 Corridor Study (Materials Attached and Roll Call Vote needed to approve)

Paul Mission explained that there was an amendment presented to the MPO at the last meeting that was released for 21-day public comment period in regards to a study of the Route 6 corridor. He further
explained that there are fatalities and other serious crashes occurring and the board of selectmen in the town of Westport were very concerned, and consulted with the MassDOT District 5 office, as well as with their state representatives. The district office suggested that the corridor be examined by SRPEDD staff as has been done for other corridors, to identify safety problems and to make recommendations for improvements. Essentially, Phase 1 will be a data collection effort that will take place in this fiscal year, which will conclude in September of 2021. Phase 2 will begin in October 2021, where staff will examine future conditions and conduct public outreach. We held a public meeting on December 1, where there were no comments received, nor have we received any written comments over the 21-day public comment period. We need approval by the MPO board to include this in the UPWP to begin work this year.

Chairman Pounds called for a motion to approve the amendment as presented. Alan Slavin, the SRPEDD Commission Chair, made the motion and it was seconded by Shawn McDonald of Dartmouth. Ms. Cabral-Bernard called the roll:

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4. **FFY 2021-2025 TIP Proposed Amendment**—
   Discussion on proposed FFY 2021 A Highway & Transit Amendments *(Materials Attached and Roll Call Vote needed to approve)*

Lisa Estrela-Pedro presented the FFY2021-2025 TIP amendment which includes both highway and transit amendments. She explained that we are requesting a vote to approve the amendment that was presented at the last SMMPO meeting on November 17. The amendment was released to a 21-day comment period and there was a public meeting held on December 1, where there were no comments at the public meeting or during the comment period. She went on to explain that, on the highway side, there was a redistribution of funds exercise that was conducted at the end of FFY 2020. Funds were obligated to the Route 24 at Route 140 project earlier than anticipated, which triggered this amendment, which is removing those funds from FFY2021. On the transit side, there are several amendments being proposed for GATRA. These include the addition of new projects, including the addition of funding for a parking garage feasibility study in the TOD area surrounding the commuter rail station, and the engineering and construction for a pedestrian walkway on East Fourth Street in Taunton. For SRTA, they have an amendment which includes some additional operating funds, which would be incorporated into FFY 2021.

Chairman Pounds asked for a motion and a second to approve these amendments. A motion was made by Sean McDonald of Dartmouth and it was seconded by Bill Roth of Taunton. Ms. Cabral-Bernard then called the roll:

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5. The Date and Time for the Next Meeting – Mr. Mission announced the date and time for the next meeting as January 19, 2021 at 1pm, held virtually. He explained that there would be the regular meeting and discussion, as well as a public meeting after the MPO meeting as part of the federal certification review.

1.2 GENERAL MEETING AGENDA

1. Public Comments—Opportunity for the public to address the SMMPO and the JTPG

Chairman Pounds opened the general meeting to public comments, and offered the opportunity for the public to address the joint board, the MPO and the JTPG. He explained that he would wait a few minutes to see if any members of the public had a comment.

Jeff Oakes, the town of Marion’s representative on the South Coast Bikeway Alliance had some questions regarding the town of Marion’s shared use path, regarding phase one, which is currently under review by the DOT. He explained that he had spoken with the project engineer last week who indicated the 75% submittal would be presented on December 18 and includes the highway design plan and the right-of-way plans. His question was, in consideration of the 75% plans submittal by the end of the year, is there anything that the South Coast Bikeway Alliance and the town of Marion could do to accelerate the construction funding, which is currently slated for 2024? Is there anything in addition to those submittals that might expedite that?

Bob Wheeler responded that they’ll be able to better answer that question once they see the plans which are expected next week.

Chairman Pounds further explained that the STIP is a live document and they come back and revisit it every year. They look at updated design schedules, and if projects that are programmed in the TIP are still on track to advertise in the year they are in. So, if they do feel like a project is ahead of schedule, they do take that into consideration when revising the TIP. So, there is an opportunity in the upcoming months to discuss the project and the status.

Mr Oakes asked a second question involving Phase 2 of the Shared Use Path project in Marion, which has the preferred alternative route on County Road. He explained that given the past feasibility study of Route 6 and ongoing work in the town of Wareham, it looks as though incorporating the shared use path connector from Marion to Wareham along the Route 6 corridor from Point Road to the town line on the Weweantic Bridge might be a better alternative than trying to pursue the County Road route. He then asked, given that, is there anything the South Coast Bikeway Alliance and/or that town of Marion should do to promote or try and get the connector along Route 6 as our preferred alternative for phase 2?

Mr. Wheeler responded that there isn’t a good answer for that. He explained that the developing plans for the Marion/Wareham Route 6 bridge over the Weweantic includes bike accommodations on that bridge. He continued by saying that how that will connect with Point Road, they’ll have to discuss as the plans are further developed.
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Mr. Manuel Silva of New Bedford then informed the group that the New Bedford project in FFY2022 was on schedule and will be in on time.

4. Shared Winter Streets and Open Spaces Program Discussion
Mr. Muller of MassDOT informed the group of the Winter Shared Streets Program. The second of four rounds of applications for these programs are due January 5, with additional rounds later in January and February. Projects through this program would have to be complete and in place by the end of May. This program is a follow-up from the Shared Streets and Spaces grant program which provided about $10 million. These grants are between $5,000 and $300,000 to do quick build improvements to streets and to off-street parking lots, with added incentive for projects that add safe outdoor winter activities, and bonus points for access for seniors and students, for equity populations, for transit improvements, and for investment in new or expanded bike share or other micro mobility programs. Towns may also apply to make previous installations more permanent, regardless of the original finding source. Mr. Muller recommended a website for the city of Edmonton that looks at making the public space a year-round asset during the winter months, including incorporating exercise into public space in the winter. If your town needs guidance, reach out to SRPEDD or to the program managers of the shared streets program. [https://www.mass.gov/shared-winter-streets-and-spaces-grant-program](https://www.mass.gov/shared-winter-streets-and-spaces-grant-program)

5. SRPEDD Trails Mapping Presentation
Jackie Jones explained that SRPEDD had launched a trails-mapping program in June to map and collect information on unpaved trails in the region and the goal is to have a consolidated statewide trail database. This effort can also assist communities with trail data needs and potentially help fill some gaps in our multimodal network, and has the potential to assist with tourism efforts.
Staff has thus far collected information on 120 miles of trail, conducting boots-on-the-trail data collection and has added over 200 miles to the database of map trails, some of it through partnerships with municipalities and groups such as the Buzzards Bay coalition, that provided GPS data to us. Staff uses a collector app that allows the use of phones and tablets to collect data right on the trail. This tool is used to record GPS data on previously unmapped trails that only exist on paper and verify the actual trail. Data collected includes surface type, trail condition, parking available and several other factors. Data shows that the majority of trail surface is natural surface, that 64% of trails are in really good shape and that 41% of the trails have trail markers. It also shows that the large majority (70%) is appropriate for beginners, and can be used by a wide range of hikers, or mountain bikers.

The next steps are a year-end report that will be released in January, and staff is also planning on doing a public outreach campaign. We also have a website if you’re interested in more information.

Mr. Lee Azinheira asked why the town Mansfield in not on the trail map. Ms. Jones replied that it was only because we don’t have any data as of yet for Mansfield.

Mr. Mark Hollowell asked about the collector app being used and Ms. Jones responded that it is Esri Collector.

6. Freight Action Plan Presentation and Discussion
Mr. Gregory Guertin gave a brief presentation on the freight action plan. He explained that the intent of this effort is to analyze and incorporate global, national, and statewide goals and trends into the framework of southeastern Massachusetts; assess how freight movements may benefit or impact communities and infrastructure, and to equip our communities and business leaders to respond to and mitigate the effects of those potential impacts.

He explained the incorporation of the NCHRP guidebook for freight policy planning in producing our freight plan, conducting self-assessment, establishing our freight planning directive, and drawing up a regional freight profile. Staff will also review existing planning documents to better understand how freight is already incorporated with our agency’s goals, objectives and policies.

There have been over 9000 truck crashes, including 35 fatalities since 2010, and staff will consider setting goals to reduce or eliminate these fatalities. In February of 2021, staff would like to have a discussion with any of you who are interested in participating in our efforts, so please feel free to email him at gguertin@srpedd.org.

7. Federal Certification Review Discussion
Mr. Paul Mission explained that staff is in the midst of federal certification, conducted every four years. It involves Federal Highway and Federal Transit reviewing the planning process with the MPO and with SRPEDD staff in the interactions with the communities, as well as our state and other agencies throughout the Commonwealth. It is typically conducted after the development of a Regional Transportation Plan, which was released last year.

This is an evaluation with our federal and state partners to see how we can improve, it’s constructive criticism of where we need to focus on for the next round of planning for the four years leading up to development of the Regional Transportation Plan. The federal certification hearings will be conducted in January via Zoom. We will have discussions on the planning process with the MPO, JTPG and other bodies that are part of the MPO process. The next JTPG meeting, will occur on Wednesday, January 13 at 2pm, and the next MPO meeting, will take place on January 19 at 1pm. Following the MPO meeting, we will have a
public meeting, hosted by Federal Highway and Federal Transit, to invite any member of the general public to come in and comment on the strengths and weaknesses of the MPO planning process from the past four years. Essentially, it's open to anyone within our region to come in and discuss this process.

The actual certification review typically is conducted in one day in our office, with members of the MPO and various agencies present to talk about different aspects of planning, in coordination with the JTPG and the MPO. The usual one-day meeting will be broken up over three days, on Tuesday January 26, from 1pm to 4pm; on Wednesday, January 27th from 9am to 12pm; and then on Thursday, January 28, from 9am to 12pm.

Mr. Mission further explained that in early January there will be an agenda of topics of discussion that will be distributed to the MPO, the JTPG, and state partners, as well as neighboring RPAs and MPOs, and they will be invited to come in to participate in that discussion on the planning process. We encourage everybody to come in and participate in this process.

8. Other Business
Other business included reiterating the dates and times for the upcoming JTPG meeting, which will be held on Wednesday, January 13 at 2pm and the next SMMPO meeting, which will be held on Tuesday, January 19 at 1:00 pm.

9. Adjourn
Chairman Pounds asked for a motion to adjourn. The motion was made by Alan Slavin of Wareham and was seconded Shawn McDonald of Dartmouth. With no objections, Chairman Pounds adjourned the meeting at 2:23 PM.
Southeastern Regional Planning & Economic Development District (SRPEDD) Joint Transportation Planning Group (JTPG) Meeting

DRAFT Minutes for the Meeting Held on Wednesday, January 13, 2020 at 2:00 PM

Held Remotely via Zoom due to the COVID-19 State of Emergency in Massachusetts.
The following were in attendance:

Lee Azinheira, Chair  Town of Mansfield
Paul Foley  Town of Fairhaven
Manuel Silva  City of New Bedford
Alan Slavin  Town of Wareham
James Hartnett  Town of Westport
Franklin Moniz  Town of Lakeville
Richard LaCamera  Town of Lakeville
Bill Roth  City of Taunton
Nancy Durfee  Town of Somerset
John Woods  Carver
Stephanie Crampton  City of New Bedford
Mark Hollowell  Town of North Attleborough
Shayne Trimbell  SRTA
Leah Sirmin  FTA
Cassie Ostrander  FHWA
Andrew Reovan  FHWA
Mary Ellen DeFrias  MassDevelopment
Barbara Lachance  MassDOT
Benjamin Muller  MassDOT
Pamela Haznar  MassDOT
Matt Shute  BETA Group
Greg Lucas  BETA Group
Bill Kenney  City of Fall River
Sid Kashi  GPI
Phil Viveiros  McMahon Associates
Jamie Pisano  VHB
Lloyd Mendes  Member of the Public
Paul Mission  SRPEDD
Gregory Guertin  SRPEDD
Guoqiang Li  SRPEDD
Lisa Estrela-Pedro  SRPEDD
Lilia Cabral-Bernard  SRPEDD
Jackie Jones  SRPEDD
Luis de Oliveira  SRPEDD
Jen Chaves  SRPEDD

Handouts:
DRAFT JTPG December 9, 2021 Minutes

AGENDA
1. Call to Order and Roll Call:
   Chairman Lee Azinheira called the meeting to order at 2:04 PM and asked for a roll call. Ms. Cabral-Bernard reminded the participants that if they are JTPG members to please unmute themselves and she would do the entire roll call to check attendance. Ms. Cabral-Bernard then called the roll.

   Town of Carver    Yes
   Town of Fairhaven Yes
   City of Fall River Yes
   Town of Lakeville  Yes
   Town of Mansfield  Yes
   City of New Bedford Yes
   Town of Somerset   Yes
   City of Taunton    Yes
   Town of Wareham   Yes
   Town of Westport  Yes

2. Public Comments - Opportunity for the public to address the JTPG
   Lloyd Mendes wanted to bring to the attention of the JTPG that Fall River has lost its Newport to Fall River bus commute route with Peter Pan bus company having eliminated that route from their schedule.

3. Approval of Minutes – December 9, 2020 (Materials Attached and Roll Call Vote needed)
   Chairman Azinheira called for a motion to approve the minutes of December 9, 2020. The motion was made by Alan Slavin of Wareham and seconded by Jim Hartnett of Westport. Ms. Cabral-Bernard then called the roll:

   Town of Carver    No verbal response
   Town of Fairhaven Yes
   City of Fall River Yes
   Town of Lakeville  Yes
   Town of Mansfield  Yes
   City of New Bedford Yes
   Town of Somerset   Yes
   City of Taunton    Abstain
   Town of Wareham   Yes
   Town of Westport  Yes

4. Regional Transit Authorities (RTA’s) Report
   Shayne Trimbell from SRTA reported that there are no significant changes, but that ridership is back up, especially in the mid-day. He also informed the group that SRTA was still mask mandated and still fare free, although they are anticipating to restore fares on March 1, with discounted fares that they will then readjust in September to the full fare, but these plans are still tentative.

5. New SRPEDD Website Interactive Maps & Dashboards Presentation-   Jennifer Chaves (SRPEDD)
   Ms. Jennifer Chaves presented interactive maps & dashboards on SRPEDD’s website, all created using Esri and are cloud based. The maps include regional data for traffic counts, all signalized intersections, pavement management, as well as bicycle and pedestrian networks. Ms. Chaves demonstrated some of the Maps and dashboards as follows.
The traffic count map includes traffic count information including volumes, percentage of truck traffic, the 85th percentile speed, and historical counts. The signalized intersection map includes signal equipment ownership, permit year and peak volumes. The pavement management dashboard and map display road pavement by community, miles surveyed and conditions. Users are also able to click on a segment of roadway to access data from the map. The data available for pavement conditions are just for the federal aid eligible roads in the region. Ms. Chaves continued with bicycle and pedestrian networks, explaining that the data is illustrated with a story map, and for those not familiar with story maps, these enable a ton of different data to be used, including graphics, dashboards, and text. It provides an interesting way to view a lot of information. On this particular page, anything that's underlined can be selected and it will bring you to an additional website and more information. The photo of the regional bicycle plan will link to the plan itself.

Ms. Chaves then informed the group that data such as congestion, Top 100 crash locations, lane departure crashes, and more would be added to the website as these maps and dashboards are developed. SRPEDD’s goal is to provide as much data as possible to our communities and to the public. She encouraged the group to reach out if they would like to see additional information on any of the existing maps, or additional sets of data to be made available. Some examples include geocoding and creating a map for fire hydrants in the community for the fire department, or simply mapping all stop signs in a town. With the Esri platform, any similar data would be convenient and easy to access, and the information that you need will be at your fingertips.

Paul Mission added that additional data is available for bus stop locations and pavement markings and that data would be used to create additional maps and dashboards. He added that SRPEDD encourages all the communities to let them know if they have some ideas and would like to see them mapped, the staff would be more than happy to work with them.

6. FFY2022–2026 TIP Development, Presentation of Projects for Consideration & Discussion-

LAKEVILLE- RECONSTRUCTION AND RELATED WORK ON RHODE ISLAND ROAD (ROUTE 79), FROM THE TAUNTON CITY LINE TO CLEAR POND ROAD (606715)

Matt Shute of the Beta Group presented this project. He began by explaining that the town of Lakeville is the proponent, BETA Group is completing the design and MassDOT is responsible for administering the design process on this project and providing the engineering and construction. The project area of Route 79 spans 2.5 miles and includes two intersections, at Precinct Street (an unsignalized T intersection) and at Route 18 (signalized). The issues on this roadway include intersection and corridor safety, lack of bicycle and pedestrian accommodations, pavement deterioration and stormwater collection. The crash rate at the intersection of Route 79 and Route 18 does exceed the state crash rate.

The goals of the project are to improve intersection and corridor safety, bicycle and pedestrian access, provide new sidewalk and curb ramps, as well as crosswalks to meet ADA standards, geometry improvements to improve sight distance and to provide full depth reconstruction or reclamation which will improve the stormwater collection. Improvements at Precinct Street specifically include improvements to alignment, and at Route 18 include adding turn lanes.

NORTON - INTERSECTION IMPROVEMENTS AT WEST MAIN STREET (ROUTE 123), NORTH WORCESTER STREET AND SOUTH WORCESTER STREET (609193)
Greg Lucas of the Beta Group presented this project which presently includes an off-set intersection geometry and flashing beacons at North and South Worcester Streets. He explained that there have been 38 crashes over a 5-year period and the crash rate is over the statewide average. The pavement conditions also need work and there is limited pedestrian accommodations, no crosswalks and no sidewalks directly at the intersection. There was a study done by SRPEDD in 2016 and the signal warrants analysis indicated that warrants were met.

Mr. Lucas continued by telling the group that a roundabout was considered for this intersection, but was eliminated as it was not considered feasible. A signalized option would be two distinct offset legs under one traffic signal controller. Access to the adjacent plaza would be right-turn-in, right-turn-out with full access via South Worcester Street. The project aims to install a fully actuated traffic signal at the intersection that provides an exclusive left-turn lane for Route 123 westbound, a right-turn lane from South Worcester Street with an overlap phase with the westbound left turn, and split phasing for the two North and South Worcester Street approaches. Also included would be sidewalks with ADA compliant curb ramps, providing an exclusive pedestrian phase with a crosswalk across Route 123. Mr. Lucas concluded by informing the group that the cost right now is at $2.2 million, which is within the $3.1 million that was approved by PRC.

FALL RIVER- BEDFORD STREET CORRIDOR IMPROVEMENTS (610929)

Phil Viveiros from McMahon Associates presented the design for this project on Bedford Street in Fall River. The project area contains four signalized intersections and four transit stops. The corridor connects to various residential neighborhoods to the north and business and commercial properties to the south. It is a central corridor within the city of Fall River. A major concern is safety since most of the corridor falls within HSIP clusters for pedestrian and bicycle crashes. There are also a number of intersections along the corridor, particularly the two signalized intersections at Troy Street/High Street, and at Third Street/Rock Street that are high crash locations, that have been identified in past years among the top 200 crash locations in the state. The corridor is very vehicle oriented in its design, and has very deficient pedestrian accommodations. The ADT is about 10,500 per day for the entire corridor. The design is proposing a bike lane throughout most of this corridor in early concepts, as well as providing opportunities where sidewalks can be widened.

Mr. Viveiros informed the group that the project would entail full depth reconstruction and that the PRC approval construction cost was for $12 million. He added that they are very early on in the process, and are looking to work with the city on getting through to a 25% design in the near future.

WAREHAM-ROUTE 6 AT SWIFT’S BEACH ROAD

Ms. Pamela Haznar of MassDOT started the presentation by informing the group that this project is on the TIP programmed in federal fiscal year 2024 and at pre 25% design, being designed in house at MassDOT. The preliminary estimate is around $4.3 million. This project was developed from a study that SRPEDD conducted, the route six corridor study. There was also a traffic signal warrant analysis performed on this intersection and it does meet intersection warrants. There have been a number of pedestrian crashes, and it’s very difficult to get in and out of the intersection. The project includes installation of a new traffic signal at Swift’s Beach Road, updates to the signal at Shaw’s and the consideration of a road diet, which will reduce the four lanes to 2 lanes with left-turning lanes at the intersections. There is also a shared use path included on the south side of the road, with reconstruction of the sidewalks on the north side. A 25% submission is expected this spring.

SEEKONK-ROUTE 44 (TAUNTON AVENUE) FROM THE RHODE ISLAND LINE TO PECK STREET

Ms. Pamela Haznar of MassDOT started the presentation by informing the group that this project is not yet
programmed. This project includes two high crash intersections at Arcade Avenue and Route 114A, and has many nearby destinations, including the Senior Center, YMCA, high school, and town hall with minimal to no bicycle or pedestrian accommodations and no ADA compliance either. The length of the project is 1.3 miles long, both intersections will be reconstructed, adding dedicated turn lanes, and a shared use path on the north side.

7. SMMPO Federal Certification Update/Discussion

Ms. Cassie Ostrander informed the group that she was joined by Andrew Reovan and Leah Sirmin and they are the federal team leading the certification review for the SMMPO that is currently underway reviewing the transportation planning process for the MPO. This is a requirement for Federal Highway and Federal Transit and they last certified the SMMPO in April of 2017. The virtual onsite portion of the review is scheduled for later this month. The goal for this review is to serve as a catalyst to improve the effectiveness and efficiency of the planning process. They will provide some recommendations for improvements on the process and some commendations on best practices, things that are working well, maybe that can be shared across the regions, states, or nationally. The goal is to enhance the quality of the transportation planning process.

Ms. Ostrander reminded the group of the public meeting following the SMMPO meeting next week, on the 19th and encouraged attendance to provide comments. They are accepting comments verbally, in writing, or by email until January 29. The virtual on-site review is being split into three separate sessions on January 26, 27, and 28 and they hope to have an open discussion about the planning process and just get a better understanding of what we are doing across the region. They will prepare a report and issue a certification letter by the end of April of this year. So again, if anyone has any comments that you want to submit, you can share them with us today, or send them to us in writing.

Ms. Pamela Haznar introduced herself as the project development engineer at MassDOT District 5 and she wanted to say that the Route 6 in Wareham project in her presentation, that is advancing developed out of a SRPEDD study and they, at MassDOT, have a wonderful relationship with SRPEDD. There have been a number of projects that have been very, very successful, developed from SRPEDD studies over the years, with Route 6 being one of them. She also wanted to point out the Faunce Corner Road in Dartmouth project was a study that SRPEDD did quite a few years ago. Between MassDOT and the town of Dartmouth, there have been four projects, three that have been successfully designed and constructed, and one that is under design and programmed on the TIP right now in 2023. SRPEDD has brought these projects from study to fruition. There is a project that's under construction right now on King's Highway in New Bedford by Route 140 that is high crash and high congestion and that was developed out of a SRPEDD study as well. She concluded by saying that she wanted to mention that and thank the SRPEDD region for all of their hard work.

8. Other Business

Other business included reiterating the dates and times for the upcoming JTPG meeting, which will be held on Wednesday, February 10, 2021 at 2:00 pm.

9. Adjourn

Chairman Azinheira asked for a motion to adjourn. The motion was made by Alan Slavin of Wareham and was seconded by Jim Hartnett of Westport. With no objections, Chairman Azinheira adjourned the meeting at 3:38 PM.
SRPEDD’S U.S. EDA CARES ACT AWARD

RESC Meeting
• January 21, 2021
• http://www.srpedd.org/RESC

Marketing
• Drone and Matterport
  at 5 Industrial Drive, Mattapoisett, MA
• https://srpedd.org/virtual-building-tours
SRPEDD’S U.S. EDA CARES ACT AWARD

Applications in the Pipeline
- 12 Active Grant Requests
  - EDA
  - Shared Streets
  - MassDevelopment
  - CDBG

PURSUING $695,000

Award highlights
- North Attleborough Awarded $29K for downtown improvements
- Plainville awarded $35K through MOD for ADA transition plan

Moving Forward
- It’s our goal to reach and work with as many communities as possible across a wide range of ED-related opportunities
SRPEDD’S U.S. EDA PLANNING GRANTS & PROJECTS

Recent award EDA Planning Grant for 2021

EDA Project update

• Mattapoisett IP
• Somerset water/sewer, Somerset planning IMA
• Swansea Rte 6. Feasibility Study proposed
• New Bedford North Terminal Ph. II & Pier Fendering project
• Wareham Decas School Feasibility
  • www.srpedd.org/Decas-School
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HARNESSING WIND POWER
OFF MASSACHUSETTS' SOUTH COAST

SPEAKERS:
Paul Vigeant
Offshore Wind Consultant
Nathaniel Mayo
Vineyard Wind
Director of Public Affairs
Heidi Ricci
Mass Audubon
Director of Policy
Ed Washburn
Director of Business Development
Crowley Maritime Corporation
Former Director-Port of New Bedford
Kevin Stokesbury
UMass Dartmouth/SMAST
Professor/Researcher

LEARN ABOUT THE POTENTIAL FOR:
- Clean Energy
- High Paying Jobs
- Growing maritime supply chain

Tuesday February 9, 2021
7:00 PM – 9:00 PM

The coastal shelf off the south coast of Massachusetts and Rhode Island provides one of the best areas in the US for generating offshore wind. The Bureau of Ocean Energy Management has already authorized 6 sites near Mass. and R. I. where wind turbines can be installed. When fully built, these sites could generate more than 1,200 GW of clean energy.

Come learn about wind energy and how it will generate good jobs and clean power at well below the cost of fossil fuels.

Join us on-line and learn about these projects and how you might be able to get involved in the newest industry in our region.