

March 23, 2022

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)

<https://us02web.zoom.us/j/86866570904?pwd=U3Z2bFdoUmJDdHlyUmNUZ2p4OWMvdz09>

AGENDA

1. Call to Order, Introductions, and Welcome
2. Approval of Minutes – February 23, 2022 * *(Vote requested)*
3. Reports
 - a. Chair
 - b. Executive Director
4. Committee Reports
 - a. Finance and Personnel Committees **(Vote to receive report and place on file)*
 - Preliminary Draft FY'23 Budget *
 - b. Joint Transportation Planning Group/MPO * *(Vote to receive and place on file)*
5. Funding Availability Notifications and Letters of Support:
 - a. MHP [Complete Neighborhoods Initiative](#), apply by April 15, 2022
 - b. MassDevelopment [Commonwealth Places](#) (new to One Stop) by June 3, 2022
 - c. MassDevelopment [Real Estate Services TA](#) (new to One Stop) by June 3, 2022
6. Programs and Project Updates:
 - a. State [Multi-Family Zoning Requirement for MBTA Communities](#)
 - [Comments](#) due on Draft Guidelines by March 31, 2022
 - Answers to [Frequently Asked Questions](#), updated March 10, 2022 *
 - [How to Comply](#)- Hold a briefing of your City Council, Town Council or Select Board on the Draft Compliance Guidance no later than May 2, 2022 *
 - Submit the [MBTA Community Information Form](#) by 5:00 pm, May 2, 2022
 - [Eight Steps](#) MBTA Communities can take while Guidelines are being finalized
7. Old Business
 - a. Technical Assistance * *(Vote to receive and place on file)*
8. New Business
 - a. 2022-2023 Commissioner (Re-)Appointment Forms: Mayor/Board of Selectmen, Planning Board, At-Large *
 - b. Call for SRPEDD 2022 Annual Award Nominations: Special Recognition, Commissioner of the Year, and Distinguished Service *
9. Roundtable: Opportunity for Commissioners to provide updates on local topics, projects or matters of regional interest
10. Adjourn

FUTURE MEETINGS: April 27, 2022; May 25, 2022 (Tentative Annual Mtg); June 22, 2022; July 27, 2022; September 28, 2022; October 26, 2022; December 14, 2022

NOTE: An Executive Committee Meeting will be convened in the absence of a Commission quorum.

*Attached

AGENDA ITEM: Minutes, # 2

SRPEDD Commission Minutes- Draft
February 23, 2022
Via Zoom

Present:**Commissioners:**

F. Uriot, Attleboro	C. Haddad, Dart.	R. Espindola, Fairh.	V. D'Antoni, Freetown
L. Carboni, Lakeville	B. Mancovsky, Lakeville	A. Horowitz, Mansfield	N. Hills, Marion
L. Bradley, Middleb.	L. Dalpe, Middleboro	L. Pirnie, No. Attle.	A. Bouley, Norton
M. Andrade, Raynham	W. Costa, Rehoboth	N. Durfee, Rochester	P. Dunn, Seekonk
L. Mendes, Somerset	N. McDonald, Somerset	G. Hovorka, Swansea	W. Roth, Taunton
A. Slavin, Wareham	J. Whitin, Westport	J. Peccini, Taunton A/L	

Guests/Staff:

L. deOliviera, SRPEDD	L. Estrela-Pedro, SRPEDD	G. King, SRPEDD	P. Mission, SRPEDD
T. Perez, SRPEDD	K. Porter, SRPEDD	S. Royer, SRPEDD	J. Walker, SRPEDD
H. Zincavage, SRPEDD			

Absent:

G. Ayrassian, Attleboro	D. Pimentel, Acushnet	S. Leary, Berkley	J. Walsh, Carver
B. Maki, Carver	S. Taylor, Dartmouth	M. Sweet, Dart. (Alter.)	J. Carvalho, Dighton
W. Kenney, Fall River	J. Ferreira, Fall River	R. Fleurent, Jr. Fairh.	D. Pettey, Freetown
J. Henry, Marion	R. Burgmann, Mattap.	J. Robbins, Mattap.	M. Clarner, No. Attle.
J. Ponte, N.B.	S. Ollerhead, Norton	C. Yarworth, Plainville	C. Sullivan, Raynham
G. Hartley, Rochester	J. Hansen, Swansea	M. King, Wareham	S. Ouellette, Westport
R. Tith, F.R A/L	P. Sullivan, NB A/L		

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

Ms. D'Antoni was introduced to the Commission as a new member from the town of Freetown.

- 2. Approval of Minutes:** A motion was made to approve the January 26, 2022 minutes with amendment under the Chairs report.

3. Reports:

- a. Chair:** Chairman Slavin mentioned that the State is moving along and it is important that you keep ahead of what is happening to make sure there are funds available. He mentioned that Mr. Walker and others will be discussing the MBTA Communities multifamily zoning requirement later in the agenda. He indicated that with the upcoming public comment and form return deadlines [3/31 and 5/2, respectively] approaching it is important for any area station or adjacent communities to tune in. With regard to ARPA funding, the State is starting to assign monies for projects that have been submitted (Plymouth County has their own set of monies, and they're in the process of assigning funding as well). Chairman Slavin mentioned that Wareham has a few projects that are involved

with the State and that you need to start looking at it closely to find out what's happening with them. He mentioned the Annual meeting will be discussed later as well in the agenda. He reported that the State is receiving funds far in excess of what their revenue benchmark was, and there has been discussion about Chapter 90 funding going up to potentially \$300 million. Lastly, he and Mr. Walker met recently with Congressman Keatings representative on the subject of future Blue Economy funding and collaboration within the SRPEDD region, all the more important now, since the Build Back Better grant program has effectively created additional competitors outside of the region.

- b. **Executive Director:** Mr. Walker reported with regard to assigned ARPA funding that Chairman Slavin referenced, the State has since posted a spreadsheet with a list of all communities who have received earmarks thus far, and that he would place a link to the spreadsheet so that anyone interested can download a copy. Among those listed, he noted, is a \$250,000 earmark thanks to Senator Rodrigues and also owing to Mr. Napolitano's and Ms. Zincavage's ongoing work on behalf of the Assawompset Pond Complex. Lastly, Mr. Walker mentioned that an upcoming virtual meeting on South Coast Rail in New Bedford was scheduled to be held on March 1 and that he would send the invite around to everybody following tonight's meeting.

4. Committee Reports:

- a. **Finance Committee:** Mr. Horowitz reported that the Finance Committee met on February 16, 2022, via Zoom at which the January 16, 2022 Finance meeting minutes were approved, the Treasurer's Report for January 2022 received, and a warrant for expenses approved in the amount of \$23,664.90.

The Committee reviewed the OPEB statement for December 2022 included in the packet, along with January 2022 month-end general journal entries. Upon conclusion of the Finance Committee meeting, the Personnel Committee also met on February 16 via Zoom.

Mr. Horowitz mention that Mr. Walker presented a preliminary draft salary schedule received from HR consultant Employer's Association of the Northeast (EANE), along with updates to job descriptions, part of an agency-wide compensation and classification study, and ongoing benefits review. The Committee discussed challenges being experienced by public- and private-sector employers alike, particularly after the past two years, and importance of ensuring that pay and benefits are periodically reviewed and adjusted as needed and feasible, in order to ensure that SRPEDD and member communities remain competitive in attracting and retaining top talent.

Mr. Horowitz mentioned that the consultant and committee were in the process of reducing the number of levels that SRPEDD has because of overlapping grades. Mr. Walker mentioned that since receipt of that preliminary draft, he had had opportunity to talk in further detail with the consultants at EANE, and that things were on track to receive a final draft iteration by the end of this month, for presentation to the Finance and Personnel Committees at their March meeting.

Mr. Horowitz mentioned another item that another item that was discussed was the education benefit that SRPEDD offers to staff looking to take applicable coursework and continue their professional development.

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

- b. **Joint Transportation Planning Group/MPO:** Mr. Mission reported that this is an exciting time of year for the Transportation department. He stated that staff is in the midst of developing the Transportation Improvement Program (TIP) which is well over \$20 million in projects per year for the next five years. Mr. Mission stated that he had recently attended the Annual MARPA-MassDOT meeting with Mr. Walker and other regional planning agency executive directors to discuss funding for the next fiscal year. He mentioned that good news is that SRPEDD and other RPAs will be receiving more planning money next year towards the work program and they will be seeing more money as well on behalf of regional projects. He reported that Ms. Estrela-Pedro presented information last month to the JTPG and the SMMPO where they are looking to get the JTPG's assistance to develop scenarios to recommend to the MPO and to complete the TIP. He said that in April it should be released for a 21-day comment period before being presented for endorsement in May. Mr. Mission discussed a few presentations that were given at the MPO and JTPG meeting by his staff as well.

In closing, Mr. Mission mentioned as he had announced to members of the MPO and JTPG Committee, and shared with Mr. Walker, that he will be retiring on July 21st, with Ms. Estrela-Pedro to take his place as Transportation Planning Manager. Mr. Walker said that planning was already underway with regard to how best to acknowledge and congratulate Mr. Mission and Ms. Estrela-Pedro as his successor, with details to follow soon.

Ms. Mancovsky asked Mr. Mission if there were updates to the Route 79 project in Lakeville, which Mr. Mission deferred to Ms. Estrela-Pedro. In answer, she reported that there hasn't been any movement because of the design and the numerous land takings that are going to be involved, and as of now at least, no opportunity to move it ahead.

Mr. Andrade asked Mr. Mission if he was aware of the existing dog track project on Route 138 in Raynham. Mr. Mission stated that he was not. Mr. Andrade mentioned that the project was proposed at the Planning Board meeting and the applicant is looking to build two buildings, totaling over 1 million square feet. He mentioned they are looking to apply for two signals on Route 138, one next to Ryan Iron and the other approximately 600 feet away in the general vicinity of where the warehouses would be developed. Mr. Mission mentioned that they will need to be in contact with the District 5 MassDOT office as the signals will have to meet warrants before they can be considered, and as they would be for essentially accessing a private business it might be difficult to meet those warrants in terms of projected volumes. He asked if they have started a MEPA review process yet. Mr. Andrade stated that they have started the MEPA process but he is not sure how far along it is. Mr. Mission stated that he could look into the project to see if they have filed an ENF or an environmental review and follow up with Mr. Andrade.

A motion was made and seconded to accept the Transportation report. VOTED UNANIMOUSLY.

5. Funding Availability Notifications and Letters of Support:

- a. **Community One Stop for Growth- program is accepting Expressions of Interest for up to 2 projects through 3/18:** Mr. Walker mentioned that a growing number of communities have already been in contact with Ms. Gonzalez in conjunction with a potential project idea or upcoming application for grant funding through the Community One Stop for Growth program.

He mentioned that applications can be submitted through June 3, and encouraged other communities who might be interested in submitting to please reach out.

Mr. Pirnie thanked Ms. Gonzalez for her hard work. He mentioned that North Attleborough has had submitted four expressions of interest and all were accepted.

6. Programs and Project Updates:

- a. **SRPEDD Community Technical Assistance:** Next, SRPEDD Transportation Planner Luis de Oliveira presented to the Commission on the SRPEDD Community Technical Assistance program. He gave a review of 2021 transportation technical assistance projects made possible through funding from MassDOT, FHWA and FTA through the Unified Planning Work Program (UPWP), and how to request such assistance. Mr. de Oliveira gave an overview on projects that he has worked on and stated if anyone has interest to please contact the Transportation department.
- b. **2022 SRPEDD District Local Technical Assistance Program:** Mr. King introduced Ms. Taylor Perez adding that she has been a creative and technical force on the DECA School project and on several master plans including the Middleboro 40R materials. Ms. Perez presented on the 2022 DLTA program and projects staff has been working on. She mentioned that they are looking for project solicitations and you will see SRPEDD on social media about the upcoming next funding round. Mr. Perez mentioned that applications are due back on March 18th and a large mailing will be going out to members shortly along with SRPEDD communities. She answered questions for the members and mentioned they should contact SRPEDD with questions.
- c. **State Multi-Family Zoning Requirement for MBTA Communities:** Ms. Zincavage updated the members on the State Multi-Family Zoning requirements for MBTA communities. She reported on the meeting that was held with DHCD and SRPEDD staff on February 17th. She mentioned SRPEDD submitted questions to them ahead of time and although they deferred on responding specifically to any of them, they referenced that formal responses to all that they had received would be posted shortly under the Frequently Asked Questions (FAQs) section of the state's website on the subject at: [Multi-Family Zoning Requirement for MBTA Communities](#).

7. Old Business:

- a. **Technical Assistance:** Mr. King referred to the traditional monthly update on projects contained in the packets. He mentioned there were no major changes since last month and entertained questions.

A motioned was made and seconded to approve the Technical Assistance report. VOTED UNANIMOUSLY.

8. **New Business:** Chairman Slavin mentioned the cost and structural difficulties that we are dealing with now are making it difficult, especially for the small communities with less assets. He mentioned even gateway cities are having the same kind of issues. Chairman Slavin mentioned that Onset has a bandshell where they hold concerts all summer. He mentioned that Wareham went ahead with there CPA funds and set aside \$330,000 to rebuild the bandshell. He indicated that they received

bids for \$1.4 million. He mentioned the town cannot afford to rebuild a new structure and they are looking to repairing the bandshell. Chairman Slavin indicated this is happening everywhere.

Chairman Slavin reported that covid cases have decreased about 50%. He said he would like to consider meeting in person for the upcoming May 25 SRPEDD Annual Meeting this year and that he would have Ms. Royer send out a survey to get a feel for how many might be likewise open to it.

9. Roundtable: Opportunity for Commissioners to provide updates on local topics, projects or matters of regional interest: Mr. Hills mentioned that the Marion Lagoon project as of February was completed which was a major milestone but it still is not functional as it needs to undergo testing first. He mentioned this is an example of a project where the town did not have money for it, in this case, upwards of \$10 million.

10. Adjourn: The meeting was adjourned at 7:45 PM. The next Commission meeting will be on Wednesday, March 23, 2022 at 6:30 P.M., and be held virtually via Zoom.

Respectfully submitted,

Janice E. Robbins, Secretary

Date: 3/23/2022

AGENDA ITEM: Finance Committee Report # 4.a.

The Finance Committee met on March 16, 2022, at SRPEDD with an additional member joining remotely via Zoom. The Feb. 16, 2022 Finance meeting minutes were approved, the Treasurer's Report for February 2022 received, and a warrant for expenses signed off on in the amount of \$40,991.49.

Cash & Funds: Feb. 1, 2022	\$ 568,720.46
Cash Receipts: Feb. 1 – 28, 2022	<u>\$ 436,841.24</u>
Total Cash Accounted for:	\$ 1,005,561.70
Disbursements: Feb. 1 – 28, 2022	\$ 171,725.22
Cash & Funds: Feb. 28, 2022	<u>\$ 833,836.48</u>
Total Cash Accounted for:	\$ 1,005,561.70

The Committee reviewed the OPEB statement for January 2022 included in the packet along with February 2022 month-end general journal entries.

Uniform Guidance Update

On the recommendation of agency accountants following recent completion of SRPEDD's FY'21 audit, several figures on pages 5, 15 and 16 of the agency's earlier-adopted Uniform Guidance are in need of an update; reviewed and approved by members of the Committee.

Preliminary FY'2023 Budget

Next, Mr. Walker presented Committee members with the preliminary draft FY'2023 budget in the amount of \$3,101,105 with an unchanged indirect overhead rate of 115%. He indicated that the preliminary budget is conservative with respect to continuing and anticipated state, federal and local service contracts, and that he and Ms. Chang are confident with both its numbers and assumptions.

In addition to new positions in response to continuing growth, and a series of requisite adjustments in order to bring compensation for a number of identified positions up to date upon completion of a recent salary and classification study, the Committee, following detail discussion, voted its agreement of a merit-based allowance of up to 4% (\$83,565), as included in the draft budget for forwarding to the full commission at its upcoming next meeting.

Personnel Committee

The Personnel Committee also met at SRPEDD on March 16, 2022, with two additional members joining remotely via Zoom.

The proposed updated new schedule provided commensurate with the consultants' salary and classification study findings, along with accompanying recommended adjustments in order to bring compensation for a number of identified positions up to date were reviewed, discussed, and approved. Also approved were:

- a second extension of the earlier-planned, phased reduction from three to two-week PTO carryover limit until June 30, 2023, owing to the continuing challenge until recently of taking PTO during the pandemic; and
- an increase in the agency's well-received deferred income match program from the current \$20 match, to up to \$50 match per person per pay period, beginning on July 1, 2022.



FISCAL YEAR 2023 Preliminary Draft Budget		SUMMARY Pg. 1			
PROPOSED: 3/16/22					
REVENUE		FY 2022 APP 1/2022	FY 20223 PROP. 3/2022	CHANGE: 1/20221 to 3/2022	PERCENT CHANGE
1. FEDERAL & STATE GRANTS					
a.	MASSDOT.-3C*	1,410,836	1,591,746	180,910	12.82%
b.	SRTA-SEC.5307*	31,974	0	-31,974	-100.00%
c.	GATRA-SEC.5307*	88,788	64,446	-24,342	-27.42%
d.	EDA*	70,000	70,000	0	0.00%
e.	NPS TNVRV*	165,000	240,000	75,000	45.45%
f.	HOMELAND SEC/EOPSS*	193,711	193,000	-711	-0.37%
g.	DLTA (2020)*	124,247	124,247	0	0.00%
h.	DLTA (2021)	124,247	124,247	0	0.00%
<i>Sub-total</i>		2,208,803	2,407,685	198,882	9.00%
2. ASSESSMENTS		121,361	131,592	10,231	8.43%
3. MUNICIPAL & LOCAL					
a.	ARPA APC	0	12,500	12,500	
b.	Carver Green Communities	2,000	1,339	-661	-33.05%
c.	Dartmouth OSRP	23,450	17,392	-6,058	-25.83%
d.	EDA Fall River Mothers Brook	40,000	30,607	-9,393	-23.48%
e.	MAAdb Dart & Wareham climate TA	0	8,585	8,585	
f.	Mattapoissett MP	3,440	3,440	0	0.00%
g.	Middleborough OSRP	0	6,408	6,408	
h.	N Attle MP	9,258	9,258	0	0.00%
i.	RRP EDA- Federal	141,225	138,295	-2,930	-2.07%
j.	RRP Eff and Regionalization- State	78,725	66,492	-12,233	-15.54%
k.	Regional Energy Planning TA '21	0	49,550	49,550	#DIV/0!
l.	Regional Energy Planning TA '22	0	12,000	12,000	
m.	SNEP Community Resilience Building TA	0	10,194	10,194	
n.	Somerset EDA III	32,000	16,423	-15,577	-48.68%
o.	Swansea MP, OSRP	50,000	135,294	85,294	170.59%
p.	Taunton OSRP	9,000	3,050	-5,950	-66.11%
<i>anticipated</i>					
q.	SNEP APC Implementation	0	40,000	40,000	
<i>Sub-total</i>		389,098	560,827	171,729	44.14%
4. MISCELLANEOUS					
	Interest	1,000	1,000	0	0.00%
<i>Sub-total</i>		1,000	1,000	0	0.00%
TOTAL REVENUES		\$2,720,262	\$3,101,105	380,843	14.00%



FISCAL YEAR 2023 Preliminary Draft Budget		SUMMARY Pg. 2			
PROPOSED: 3/16/22					
EXPENDITURES		FY 2022 APP 1/2022	FY 2023 PROP. 3/2022	CHANGE: 1/2022 to 3/2022	PERCENT CHANGE
1	SALARIES	1,968,959	2,193,220	224,261	11.4%
2	FRINGE BENEFITS	378,279	345,019	-33,260	-8.8%
3	TRAVEL	1,250	1,250	0	0.0%
4	BANK CHARGES	110	110	0	0.0%
5	PRINTING	500	500	0	0.0%
6	SUPPLIES	16,500	16,500	0	0.0%
7	ACCOUNTING & LEGAL	16,716	16,716	0	0.0%
8	COMPUTERS	75,499	60,237	-15,262	-20.2%
9	DUES & SUBSCRIP.	6,900	6,900	0	0.0%
10	EQUIP. LEASE	7,165	7,165	0	0.0%
11	INSURANCE	15,500	21,000	5,500	35.5%
12	MEETINGS & CONF.	4,000	4,000	0	0.0%
13	ADVERTISING	1,500	1,500	0	0.0%
14	POSTAGE & TELEPHONE	6,348	6,348	0	0.0%
15	SERVICES (GMS & IT)	17,440	17,440	0	0.0%
16	BUILDING COSTS	36,840	41,840	5,000	13.6%
17	TRAFFIC COUNT VEHICLE	472	472	0	0.0%
18	EQUIP. SERV.& REPAIR	1,500	1,500	0	0.0%
19	EDUCATIONAL BENEFITS	1,500	2,000	500	33.3%
20	CONSULTANTS/PASS THRU	114,101	230,000	115,899	101.6%
21	DIRECT COSTS	80,445	73,445	-7,000	-8.7%
22	LOCAL COST/INVEST.ACCT.	17,111	17,111	0	0.0%
TOTAL EXPENDITURES		2,768,635	3,064,273	295,638	10.7%
TOTAL REVENUES		2,956,518	3,101,105	144,587	4.9%
TOTAL EXPENDITURES		2,765,223	3,064,273	299,050	10.8%
EXCESS REV. OVER EXPEND.		191,295	36,831	-154,464	-80.7%

DRAFT Minutes of the Southeastern Massachusetts Metropolitan Planning Organization (SMMPO) Meeting on Tuesday, February 15, 2022 at 1:00 PM - Held remotely via Zoom.

The following members were in attendance:

Steve Woelfel-----Representing Jamey Tesler, MassDOT Secretary and CEO, Chair
 Pamela Haznar-----Representing Jonathan Gulliver, MassDOT Highway Div. Administrator
 Kaitlyn Young-----Representing Paul Coogan, Mayor of Fall River
 Justin Chicca-----Representing Jon Mitchell, Mayor of New Bedford
 Dean Larabee-----Town of Berkley
 Mark Germain-----Town of Middleborough
 Robert Espindola-----Town of Fairhaven
 Alan Slavin-----SRPEDD Commission Chair
 Frank Gay-----GATRA

The following members were absent:

Paul Heroux-----Mayor of Attleboro	Shawn McDonald-----Town of Dartmouth
Shaunna O’Connell-----Mayor of Taunton	Erik Rousseau-----SRTA

The following were also in attendance:

Andrew Reovan-----FHWA	Lisa Estrela-Pedro-----SRPEDD
Barbara Lachance-----MassDOT	Lilia Cabral-Bernard-----SRPEDD
Derek Shooster-----MassDOT	Jennifer Chaves-----SRPEDD
Derek Krevat-----MassDOT	Sean Hilton-----SRPEDD
Valerie Kilduff-----MassDOT	Julianne Griffiths-----SRPEDD
Paul Mission-----SRPEDD	Jackie Jones-----SRPEDD

Handouts:

SMMPO Agenda February 15, 2022
 SMMPO Draft Meeting Minutes January 18, 2022
 FFY2022-2026 TIP Proposed Amendment #2
 Draft PPP Update

1.1 AGENDA:

1. Call to Order and Roll Call-

Chairman Woelfel opened the SMMPO meeting at 1:04 pm. Ms. Lilia Cabral-Bernard announced she would read through the entire roll for attendance and asked all MPO members and designees to please unmute themselves. She then called the complete roll of MPO members, with the following being present at the time of the roll call.

MassDOT Chair-----Yes	Town of Berkley-----Yes
City of Fall River-----Yes	Town of Fairhaven-----Yes
City of New Bedford-----Yes	Town of Middleborough-----Yes
MassDOT Administrator-----Yes	SRPEDD Commission Chair -----Yes

2. Approval of Minutes – January 18, 2022 (Materials Attached and Roll Call Vote Needed)

Chairman Woelfel requested a motion to approve the minutes from the SMMPO meeting from January 18, 2022. The motion was made by Alan Slavin and seconded by Dean Larabee. Ms. Cabral-Bernard then called the roll:

MassDOT Chair-----Yes	Town of Berkley-----Yes
City of Fall River-----Yes	Town of Fairhaven-----Yes
City of New Bedford-----Abstain	Town of Middleborough-----Abstain
MassDOT Administrator-----Yes	SRPEDD Commission Chair -----Yes

THE MOTION PASSED WITH TWO ABSTENTIONS.

3. Public Comments - Opportunity for the public to address the SMMPO-

Chairman Woelfel invited members of the public to make comments. There were no comments presented.

4. Regional Transit Authorities (RTAs) Report - RTA Updates

There were no RTA reps present at the meeting at the time of this agenda item.

5. Endorsement of FFY2022-2026 TIP Amendment #2 - Corridor improvements on Route 79/Davol Street in Fall River. (Materials Attached and Roll Call Vote needed)

Lisa Estrela-Pedro informed the group that this is Proposed Amendment #2 to the FFY2022-26 TIP for a cost increase approximately \$22.2 million over federal fiscal years 2023 to 2026 for the Route 79 Davol Street project to approximately \$122 million. The increase in the cost is due to the redesign of the drainage system to accommodate the city sewer separation project, the relocation of stormwater outfall and the addition of estimated utility relocation costs. This was released at the last SMMPO meeting on January 18 to a 21-day comment period. There was a public meeting held on February 9. At that time, there were no comments received or otherwise As Ms. Estrela-Pedro displayed, the breakdown will be split between federal fiscal years 2023 through 2026. She displayed the revised program amounts.

Chairman Woelfel requested a motion to endorse the proposed amendment. The motion was made by Pamela Haznar and seconded by Alan Slavin. The Chair then asked Ms. Cabral-Bernard to call the roll:

MassDOT Chair-----Yes	Town of Berkley-----Yes
City of Fall River-----Yes	Town of Fairhaven-----Yes
City of New Bedford-----Yes	Town of Middleborough-----Yes
MassDOT Administrator-----Yes	SRPEDD Commission Chair -----Yes

THE MOTION PASSED UNANIMOUSLY.

6. Draft FFY2023-2027 TIP Development Discussion –

Ms. Estrela-Pedro began her discussion by telling the group that to assist in the development of the FFY2023-2027 TIP, staff received our regional funding targets at the end of last month. And there is an increase between 18% and 19% for the federal fiscal years 2023 to 2026. That translates into an additional approximately 4 million per year for projects. She also noted that project costs are going up, mainly due to material costs. In FFY 2027, there is approximately \$27.5 million dollars available for projects.

Yesterday, staff participated in TIP day with Mass DOT Boston office and several of their departments, including environmental and right of way, and the district five office was also in participation. During that conversation, it was discussed where projects should fall within the federal fiscal years of the TIP based on their readiness. The biggest takeaway is that the region is not advancing project to the degree where there is a backlog. So, if a project hits a snag, and it's not ready, there isn't anything ready that we can program in that particular year.

Ms. Estrela-Pedro then displayed a chart showing the current projects by fiscal year with the first year, 2023, where she noted that projects should be at 75% design. Since the Dartmouth Faunce Corner project is only at 25% design, based on TIP day recommendations, that project is to be pushed out. However, by removing the Dartmouth project, that leaves the region with an allocated balance of approximately \$11 million. There are cost increases with all of these projects, and we've also added inflation of 4% per year as recommended by federal highway to all of these project costs.

Federal fiscal year 2024 currently has four projects, and staff generally likes projects to be at the 25% design stage here. Swansea is at 75%, and Taunton, Mansfield and Wareham are at 25%, but if the Dartmouth project is brought in, it will over-program the year by approximately \$3.6 million. If we're bringing in Dartmouth into 24, we're going to have to look at shifting a project out in one direction or another. Hopefully, maybe there's something that could advance quicker, consideration then could be given to move the Swansea project up to FFY2023, although that was not necessarily a recommendation. Staff will work with MassDOT to keep FFY2024 within fiscal constraints.

Ms. Estrela-Pedro continued by moving on to FFY 2025 with both Route 79 in Lakeville and Wareham shared-use path in those years, and said those are moving along. The next table she displayed showed FFY2026 with two projects, in Mattapoisett and Plainville, and those are also moving along. And in both years, there is a balance of funding that is not allocated to any particular project, in FFY2025 there is approximately \$6.4 million, and in FFY2026, there is approximately \$5.8 million still available.

Next shown was the supplemental project list with projects that have no programming associated with them at this time, but all of these projects could be considered to be brought into at least federal fiscal year 2027 with several of them are being considered to move into federal fiscal year 2026 if the funding allows, so all the highlighted projects are being considered. If those projects being considered were programmed for federal fiscal year 2027, the region would be over programmed by approximately \$10 million. But that obviously will not be the case and that is something being looked at and that will be discussed. Staff is looking for input and updates and moving forward, staff will be working with MassDOT on some of the statuses of the projects to see if some of that unallocated funding that we're looking at right now can be programmed. But we will be looking at the project costs and the evaluation criteria scoring when we put together our scenarios for discussion at both the JTPG meeting, and at the next MPO meeting. Staff will be reaching out to communities for additional updates as MassDOT is looking for a list by March for projects being considered. At the April JTPG meeting, staff will be looking for a recommendation of the TIP highway program list to send out to a comment period, for full endorsement in May.

7. Public Participation Plan 2022 Update - Release for a 45-day Public Comment Period (Materials Attached and Roll Call Vote needed) –

Ms. Cabral-Bernard began the presentation by informing the group that the MPO is being asked to release the draft Public Participation Plan (PPP) for a 45-day public comment period. She said that the PPP guides the MPO in its public participation efforts, with the goal of early, inclusive, accessible and continuous public participation. This includes traditionally under represented populations, such as minority, low-income, Limited English Proficient (LEP), as well as older adults and persons with a disability.

The PPP is a fluid document, being updated with lessons learned and with new technologies, new federal guidelines and as staff assesses the effectiveness of its efforts, all to improve the public involvement process. Unlike other planning documents, the PPP requires a 45-day public comment period and the wide distribution of the draft for feedback. The PPP is required to be updated every 5 years but we have updated more often and as needed. In 2016 it was updated, in 2017 it was amended, in 2019 updated and updated now in 2022, with another possible update later in 2022.

What’s been added in this update is language concerning virtual/online and hybrid meetings, a new Scoping Process and Public Engagement Resource developed by SRPEDD staff. Also added is Virtual Public Involvement (VPI), with examples such as interactive and story maps, videos, surveys, social media, and the use of visualization techniques.

She also noted the addition of new equipment and software, including assistive listening devices, a Public Address System with wireless microphones, Meeting Owl with a 360° camera that is useful for hybrid meetings in allowing remote participants to see and hear all the in-person participants. The new software includes Otter for live auto captioning for persons who are deaf or hard of hearing, and Wordly software for translations for persons who are LEP.

Possible upcoming updates relate to President Biden’s Executive Order 13985 including the setting of goals, how public comments are incorporated, measuring the effectiveness of outreach methods and outcomes and documentation. Other updates may be due to the amendments, updates, or extensions to the State law authorizing members of a public body to continue participating in meetings remotely. That extension expires on April 1, 2022:

Any changes need to be updated in the PPP.

The Chair asked for a motion to send the PPP out for a 45-day public comment period. Alan Slavin made the motion and Dean Larabee seconded it. The Chair then asked Ms. Cabral-Bernard to call the roll:

MassDOT Chair-----Yes	Town of Berkley-----Yes
City of Fall River-----Yes	Town of Fairhaven-----Yes
City of New Bedford-----Yes	Town of Middleborough-----Yes
MassDOT Administrator-----Yes	SRPEDD Commission Chair -----Yes

THE MOTION PASSED UNANIMOUSLY.

8. Safety Performance Measures (Roll Call Vote needed) -

Mr. Derek Shooster began by telling the group the presentation was performance measures and targets that Massachusetts and MassDOT have set both for statewide targets and a comprehensive look at regional targets. In 2016, federal highway passed a rule establishing three performance measures that state DOT's and MPOs must track as required by MAP-21 and the FAST Act. Today is for PM1 targets which are for improving safety. PM2 targets are about maintaining pavement and bridge condition and PM3 are for improving efficiency of the system and freight movement, reducing traffic congestion and reducing emissions.

The performance measures include two for fatalities. One is a 5-year average of total fatalities and the second is a rate of fatalities per 100 million vehicle miles traveled or VMT. The second pair of performance measures are serious injuries, also a 5-year average of serious injuries as well as the rate of serious injuries

per 100 million VMT. And the last is the combined non-motorized fatalities and serious injuries.

The projected target for the 5-year rolling average from 2018 to 2022 is 340 fatalities total across the Commonwealth and a rate of 0.56 per 100 million VMT. The next pair of statewide targets for total serious injuries. Due to unpredictable fluctuations between 2019 and 2020 data and an overall decrease in the trend line, there is a 3% reduction in annual serious injuries from 2018 to 2021 and a 4% annual reduction from 2021 to 2022. These were assumed to calculate the 2022 target.

The new performance target for the 2018 to 2022 timeframe is a total of 2,500 for incapacitating injuries for 5-year average, and a serious injury rate of 4.11 per 100 million VMT. The last statewide target is non-motorized fatalities and serious injuries combined. A note before I point to the data is to project the non-motorist fatality and serious injuries for 2022. A 2% reduction was estimated overall, this translated to a 2022 5-year average of 471 fatalities and serious injuries combined for non-motorists.

The data for the Southeast Mass region specifically, for fatalities the total annual fatalities target was 58 in 2019, and 55 in 2020. The 5-year average fatalities was 56 in 2019, and 56.2 in 2020.

The proposed action is that all MPOs are required to either endorse MassDOT safety targets or establish their own region-specific targets by the end of February 2022. A vote to endorse MassDOT’s targets signals that the MPO is committed to using the regional planning process to advance statewide safety goals and move toward the statewide targets.

Mr. Espindola asked a question involving the increase in crashes during the pandemic and how that would affect these outcomes.

Mr. Shooster replied that performance measures are a goal, a target that they are trying to set. Performance targets are inherently aspirational. But obviously, when they have the data to compare to and what those 5-year averages look like, it will not only illustrate the picture, but when and how are they going to see those reflected in the charts? Is it going to go from a downward trend to a spike in 2021 and 2022 all of a sudden? But it also will hopefully inform some of the transportation project selection and, and goals that we set, like with the STIP development discussion, and if safety targets are something that you think should weigh more heavily on that transportation evaluation criteria for your region. That's a tool that the MPO has an opportunity to exercise for improving safety.

Mr. Germain asked with the serious injury trend the way it is and he sees a lot of distracted driving all day, every day, should there be more enforcement, so we can limit these serious injuries and fatalities?

Chairman Woelfel responded, saying that MassDOT kicked off its new State Highway Safety Plan and among the stakeholders at these discussions are from law enforcement. That process just kicked off about a month or two ago and there will be will be focus on that.

The Chair asked for a motion and a second to endorse the statewide targets for performance measures. Alan Slavin made the motion and Robert Espindola seconded it. Ms. Cabral-Bernard then called the roll as follows:

MassDOT Chair-----Yes	Town of Berkley-----Yes
City of Fall River-----Yes	Town of Fairhaven-----Yes
City of New Bedford-----Yes	Town of Middleborough-----Yes
MassDOT Administrator-----Yes	SRPEDD Commission Chair -----Yes

THE MOTION PASSED UNANIMOUSLY.

9. Other Business-

Mr. Mission acknowledged Frank Gay, the new acting administrator for GATRA who arrived at the meeting late, and offered him a chance to address the group with a report from GATRA.

Mr. Gay said that he had only been back a month and was trying to get caught up. GATRA does now have 6 electric buses that they've just received from Gillig and those are being still inspected and tested, but they are only in limited service. We do have some issues that we're trying to work out with Gillig, so they're not in regular service yet.

Mr. Mission discussed an article in the Standard Times that was brought to his attention by Bob Espindola about bridge replacements including the Hamlin Street Bridge in Acushnet and some Fall River and Freetown bridges, and several bridges listed for superstructure replacement, the I-195 East and Westbound ramps over Route 18 in New Bedford. Bob pointed the exclusion of the Route 6 New Bedford-Fairhaven bridge that was studied several years ago by MassDOT and basically ready to go forth as a project. There has been no action on that in several years. Sean Hilton and he met with the New Bedford Port Authority recently, and they raised some concerns about the Fairhaven bridge, not only because of its structure, but that it is slow to open and close, and is a choke point from any further development for the North Harbor. The city of New Bedford is pursuing some economic development opportunities, possibly with a roll on-roll off docking system, for the North Harbor that would be closer to the highway and would avoid the downtown area in future. With another regional transportation plan in the next year or so, everyone is wondering what the status of that bridge is? And is it going to become a project at some time, especially with this new transportation law that we have in place?

Ms. Haznar said that she could provide a brief update. The MassDOT Highway Division is doing a readiness day style activity for their bridge program this week, and there will be more guidance for the regions on the Statewide Bridge Program for the 2023 to 2027 STIP development period in the coming weeks that would address some of the projects mentioned, but to be respectful of the MPO members time she will discuss with staff before the next MPO meeting.

10. Date and Time for Next Meeting-

The date and time for the next meeting was set for March 15, 2022 at 1:00 PM virtually.

11. Adjourn-

The Chair asked for a motion to adjourn. The motion was made by Alan Slavin and seconded by Bob Espindola. The Chair asked for all in favor of adjournment to please say aye. There were all ayes heard and none opposed. The Chair thanked everyone and adjourned the meeting at 1:46 PM.

**Southeastern Regional Planning & Economic Development District (SRPEDD)
Joint Transportation Planning Group (JTPG) Meeting**

Draft Minutes for the Meeting Held on Wednesday, March 9, 2022 at 2:00 PM

Held Remotely via Zoom due to the COVID-19 State of Emergency in Massachusetts.

The following members and alternates were in attendance:

Lee Azinheira, Chair.....Town of Mansfield	Franklin Moniz.....Town of Lakeville
Alan Slavin, Vice Chair.....Town of Wareham	Josh Reinke.....Town of Mansfield
Robert Araujo.....City of Attleboro	Norm Hills.....Town of Marion
John Woods.....Town of Carver	Stephanie CramptonCity of New Bedford
Thomas Ferry.....Town of Dighton	Ed Buckley.....Town of Raynham
Paul Foley.....Town of Fairhaven	Bill Roth.....City of Taunton
Kaitlin Young.....City of Fall River	Janine Peccini.....At-Large, City Taunton
Deborah Pettey.....Town of Freetown	

The following members/alternates were NOT in attendance:

Town of Acushnet	Town of Rehoboth
Town of Berkley	Town of Rochester
Town of Dartmouth	Town of Seekonk
Town of Mattapoisett	Town of Somerset
Town of Middleborough	Town of Swansea
Town of North Attleborough	Town of Westport
Town of Norton	At-Large, City of Fall River
Town of Plainville	At-Large City of New Bedford

Also in Attendance:

Kevin Dumas.....Town of Mansfield	Lisa Estrela-Pedro.....SRPEDD
Shayne Trimbell.....SRTA	Lilia Cabral-Bernard..... SRPEDD
Barbara Lachance.....MassDOT	Jackie Jones.....SRPEDD
Derek Krevat.....MassDOT	Sean Hilton.....SRPEDD
Ali Hiple.....CLF	Julianne Griffiths.....SRPEDD
Sid Kashi.....GPI	Luis De Oliveira.....SRPEDD
Paul MissionSRPEDD	

Handouts:

The JTPG Agenda March 9, 2022
DRAFT JTPG February 9, 2022 Minutes
PPP Update Presentation
JTPG Draft FFY2023-27 TIP Presentation
Bipartisan Infrastructure Law Presentation

AGENDA

1. Call to Order and Roll Call:

Chair Lee Azinheira called the meeting to order at 2:02 PM. Ms. Cabral-Bernard called the complete roll call of JTPG members, with the following being present at the time of the roll call.

Robert Araujo..... City of Attleboro
 John Woods-----Town of Carver
 Thomas Ferry-----Town of Dighton
 Paul Foley-----Town of Fairhaven
 Franklin Moniz-----Town of Lakeville
 Lee Azinheira-----Town of Mansfield

Norman Hills-----Town of Marion
 Leeann Bradley-----Town of Middleboro
 Stephanie Crampton-----City of New Bedford
 Ed Buckley.....Town of Raynham
 Alan Slavin-----Town of Wareham

2. Public Comments - Opportunity for the public to address the JTPG

Tom Ferry of the Town of Dighton informed the group that they will be crossing Route 138 at Main Street with a water main replacement.

3. Approval of Minutes – February 9, 2022 (Materials Attached & roll call vote needed)

Chairperson Azinheira called for a motion to approve the minutes of February 9, 2022. The motion was made by Thomas Ferry and seconded by Norm Hills. Ms. Cabral-Bernard then called the roll:

City of Attleboro.....Yes	Town of Mansfield.....Yes
Town of Carver.....Yes	Town of Marion.....Yes
Town of Dighton.....Yes	City of New Bedford.....Yes
Town of Fairhaven.....Yes	Town of Raynham.....Yes
City of Fall River.....Yes	Town of Wareham.....Yes
Town of Lakeville.....Yes	At-Large, City of Taunton.....Yes

THE MOTION PASSED UNANIMOUSLY

4. Regional Transit Authorities (RTA’s) Report

Shayne Trimbell announced that SRTA was holding a public meeting to look at some possible service changes to the routes that serve New Bedford’s south end. The public meeting public will be held from 6 to 7pm at the Howland-Green library.

5. FFY2023-2027 TIP Development Discussion –

Ms. Estrela-Pedro began her discussion by telling the group that the draft 2023-27 TIP is being developed and she is going to run through all of the Regional Target projects, the Statewide projects, and the RTA projects. She started with the Regional Target projects in FFY2023 with 3 projects. In Rehoboth - Route 44 at 118, in New Bedford - County Street and in Dartmouth - Route 6 from Faunce Corner Road to Hathaway Road. During TIP Day, discussions focused on the readiness, specifically of the Dartmouth project. The recommendation is to move the Dartmouth project out, with only two projects programmed in FFY2023 in this proposed scenario, leaving an unallocated balance of approximately \$11.1 million. In FFY22024, there are currently 4 projects. In Taunton - Broadway phase II, in Mansfield - Chauncey Street, in Wareham - improvements at Route 6 and Swifts Beach Road, and in Swansea - Route 6 at Gardner’s Neck Road. If the Dartmouth project was brought in, that year would be over programmed, but fortunately for us, the state has picked up the Swansea project and will be funding that with statewide funds. So, for FFY 2024 with the three original projects, minus the Swansea project, plus the Dartmouth project leaves the region with a balance of approximately \$448,000.

In FFY 2025 is the Lakeville - Route 79, in Wareham - Shared use path construction on Narrows Road and Minot St. With only those two projects, the region would have a remaining balance of approximately \$6.4 million. Looking to the supplemental project list, both regional priorities based on our evaluation criteria scoring and project readiness were considered and both in Norton – Route 123 at North and South Worcester and in Mansfield - School Street are proposed for FFY2025, leaving the region with a balance of

approximately \$62,000. In the existing FFY2026, are currently two projects, in Mattapoisett – Main, Water, Beacon at Marion Road, and in Plainville – South Street at Route 1A with a balance of approximately \$5 million. Looking to the supplemental project list again, what made sense was a high priority project that kept the region fiscally constrained. That project was New Bedford - Mount Pleasant at Nash Road, leaving the region with a balance of approximately \$1.6 million.

In FFY2027, looking again to the supplemental project list, all of the other remaining projects were able to be programmed, which are Mansfield - Chauncy Street phase II, Dartmouth-Fauce Corner Road, Dartmouth - Dartmouth Street at Prospect Street, and the Route 177 at Roberts and Tickle Road in Westport, leaving a balance of approximately \$126,000 for FFY2027. That leaves the region with three projects on the supplemental project list which are Middleborough, Fairhaven and Dartmouth, and these will be monitored for readiness.

Returning to FFY2023, there is still a large unallocated balance of approximately \$11.1 million. Staff is working with MassDOT to take up some of that funding, with options including to flex some of that funding to our Regional Transit Authorities, or to maybe program a statewide project within our region and Jackie Jones is working on to try and maybe look at to see if there's still a need for bike racks or a bike share program that can take up some of that funding. Staff is looking for a preferred alternative, hoping that when the group meets next month, there will be a vote to recommend to the MPO.

Alan Slavin had a question regarding the status of the bike path at the Weweantic Bridge, since the state is re-doing the bridge and putting lanes on both sides and possibly considering expanding those to meet up with Swift's Beach Road and dropping the County Road concept entirely and to basically go onto Route 6, which would fit in with the long-term Route 6 project of bringing four lanes to three, hopefully.

Jackie Jones replied that there are 4 projects, 2 on the TIP and 2 are on the supplemental list for these. There's only one small gap in that section that's not covered by a project and it's from Point Road to the Weweantic Bridge.

Ms. Estrela-Pedro informed the group that the project review committee, are going to be meeting in June, and the pre-project review committee is in May, and if there are any communities that are developing projects, now's the time to get in into the Mapit program and start having discussions with MassDOT on developing those projects.

Shayne Trimbell asked if the MPO chose to flex funds to the RTAs, would that be restricted, or would it be able to be used for rolling stock or restricted to physical assets?

Ms. Estrela-Pedro responded that they are waiting on specifics from MassDOT on that.

She then moved on to the statewide lists of TIP projects. She explained that the gray shaded projects are a continuation of a project that's been programmed in an earlier year and some of them may span several years. The orange shaded projects are new projects in that year.

For FFY2023, in Mansfield - bridge replacement at Balcomb Street over the Wading River. In Attleboro - bridge replacement I-295 over the Ten Mile River. In Attleboro and North Attleboro – guide and traffic sign replacement on Interstate 295. In Somerset - stormwater improvements. In Fall River - corridor improvements on Route 79, Davol Street. In Marion - the shared use path from Marion to the Mattapoisett town line to Point Road.

In FFY2024 Marion and Wareham - bridge replacement over the Weweantic River. In New Bedford - superstructure over County Road. In Dartmouth to Raynham - guide and traffic sign replacement. In Somerset stormwater improvements along Route 6, Route 138 and Route 103 for the Taunton River. In New Bedford - pavement preservation on Route 140 was actually programmed in 2026 and has moved up to 2024. In Fairhaven – the Leroy Wood Elementary School improvements was currently programmed in 2023 and has been pushed out one year to 2024. In Mansfield, intersection improvements at Route 140 at 106 which will be combined with the other project that is currently programmed with regional target funds.

In FFY2025, there are a couple of new projects. In Freetown - superstructure replacement Main Street over Route 24 and also in Freetown - bridge replacement Chase road over Route 140. In Swansea we have that project that was previously funded with regional target funds which is Route 6 at Gardner's Neck Road. In Taunton - guide and traffic sign replacement on a section of Route 140. In Taunton - bridge replacement Scadding Street over the Snake River. In Somerset and in Swansea pavement preservation on I-195 that was currently programmed in 2026 and has moved up to 2025. In Fall River - the Mary Fonseca Elementary School Safe Routes to School project. In Swansea - traffic sign and safety improvements at three intersections on Route 6.

In FFY2026, in Fall River - bridge replacement Jefferson Street over Sucker Brook. In Middleboro -interstate maintenance and related work on I-495.

In FFY2027, in North Attleboro - superstructure replacement on Mendon Road over Abbott Run River. In North Attleboro and Attleboro - interstate maintenance and related work on I-295. In North Attleboro, Mansfield and Foxborough - resurfacing and related work on I-95. In Somerset - intersection improvements at Route 6 and Lee's River Ave, and in New Bedford - bicycle and pedestrian ramp construction, Route 6 to MacArthur Drive.

Alan Slavin asked a question about the Route 6 project, going from four lanes to three lanes, and the third lane being a turning lane, which MassDOT was interested in, and do we have any idea where that's going to be, you know, as far as what year it might be in the TIP, if it actually comes forward.

Ms. Estrela-Pedro responded that it would be a state initiated project, and right now, the TIP is being proposed through federal fiscal year 2027 and it would probably be programmed beyond that point, or being state initiated it may be funded with statewide funding, but there are occasions where we also pick up projects with regional target funding, there are state initiated, so that could be a possibility for the project to move forward.

Barbara Lachance from District 5 wanted to let the group know that the next PRC is actually going to be in May. It's scheduled for May 12.

Ms. Estrela-Pedro thanked her and continued with lists from MassDOT on the draft capital improvement program for both of the Regional Transit Agencies. For GATRA over the next 5 years. approximately \$67 million for all of their needs including operating assistance, replacement of vans and buses, rehabilitation of the Attleboro station, as well as support equipment.

For SRTA it's \$57 million over the next 5 years and those includes support vehicles, replacements of vans and buses, tire leases, equipment, etc. and staff will get these draft lists out to the group for further review. Once staff has final project lists by next month, they will those with more information.

6. PPP Update Release – Request for Review and Feedback

Ms. Lilia Cabral-Bernard presented the update to the public participation plan by explaining that the draft plan has been released for a 45-day public comment period with the plan to endorse at the April MPO meeting. The goal is early inclusive, accessible and continuous public participation, especially geared toward traditionally underrepresented populations, such as minority, low income, limited English proficient, as well as older adults in persons with a disability. This is a fluid document, being updated as staff assesses the effectiveness of their methods, with lessons learned, and with new technologies and new federal guidelines. This is all done to improve the public involvement process. Unlike other planning documents, the PPP requires a 45-day public comment period and a wide distribution of the draft for feedback. Ms. Cabral-Bernard then asked for review and feedback of the draft PPP.

The PPP is required to be updated every 5 years, but staff updates more often, as needed, including 2016, 2017, 2019 and this year. Some of the things added in this update are virtual online and hybrid meetings, a scoping process and public engagement resource developed by SRPEDD staff. The scoping process IDs, those underserved populations just mentioned, and this is completed before the start of a project. The public engagement resource addresses common barriers to participation such as language, transportation access, work schedules, discomfort with technology accessibility, and safe meeting spaces for minority and BIPOC populations. Also added was text on virtual public involvement, and examples of VPI include online meetings, interactive and story maps, surveys and social media. Also added was new equipment at SRPEDD including assisted listening devices, a public address system with wireless microphones, and a meeting owl with a 360-degree camera that will allow remote participants of a hybrid meeting to see and hear all the participants attending the meeting in person. New software includes our software for live captioning for persons who are Deaf or hard of hearing, and Wordly software for translations for persons who are Limited English proficient, and this is to better enable our accessibility.

There may be another update this year due to President Biden's executive order that may include the setting of new goals, how public comments are incorporated and measuring the effectiveness of outreach methods and outcomes. So, in essence, performance measures for participation. Due to the extension of the update to the Open Meeting Law, extending virtual meetings until July 15, 2022, we another update to the PPP is possible, with any further extensions or permanent changes to this law. Ms. Cabral-Bernard informed the group how to easily find the PPP page on the SRPEDD website and asked for review and feedback on the document and thanked the group.

7. UPWP Development Discussion – Request for Project and Community Tech Ideas

Mr. Paul Mission explained to the group that it's the time of year to start working out details of the Unified Planning Work Program for the federal fiscal year from October 1, 2022 to September 30, 2023. The UPWP is the outline and guidance for the transportation staff on how to spend the Federal Highway Administration planning money that we receive, in addition to the Federal Transit Administration money that we receive for planning activities in transportation throughout Southeastern Mass. It allows an opportunity for communities to take advantage of some of these funds for the study of various transportation corridors, intersections, anywhere where there's transportation, including public transit, bike and pedestrian, and even airport planning for that matter. It allows the opportunity for the community to get some planning and some evaluations done with very little or no cost to the community. As every year, we are asking if any of the communities have a particular transportation issue they would like to see addressed in some way and we can incorporate these studies into our work program. Staff can then prioritize the tasks that we have and, in the work, that we anticipate for the coming year. Staff has received some requests including from the town of Somerset about some evaluations of an existing intersection on Route 6 near the Veterans Memorial Bridge. There are some concerns about some safety issues there.

Staff does need these requests to come in sooner than later and this also alerts us to any issues that may be outstanding that we should highlight within our Regional Transportation Plan, which will begin data collection for next year in development for a completed plan in 2024.

8. Presentation on Bipartisan Infrastructure Bill (BIL)

Derek Krevat presented the Bipartisan Infrastructure Bill (BIL) including these highlights: Massachusetts five-year apportionments (FY22-FY26) under the Bipartisan Infrastructure Law (BIL) include approximately \$5.4 billion in highway formula funds.

BIL's highway formula funds are composed of:

- \$3.5 billion in reauthorized amounts already programmed in the FFY22-FY26 STIP
- \$449 million in increased funding for existing STIP programs
- \$1.4 billion for other formula programs

The \$1.4 billion in other formula funds includes:

- \$1.125 billion for a new bridge program
- \$106.5 million for a new resiliency program (PROTECT)
- \$93.7 million for a new carbon reduction program
- \$63.5 million for a new electric vehicle infrastructure program
- \$9.1 million for ferry boats and terminals

Regional Target Funding in the TIPs is based upon formula funds annually apportioned to the state from the Highway Trust Fund. Consistent with a long-established process, Massachusetts distributes approximately 1/3 of these funds among the state's MPOs based upon a formula developed by the Massachusetts Association of Regional Planning Agencies.

Based upon an assumed obligation authority of 90% (five-year rolling average), for FY23-FY26 the statewide increase in STIP funding is \$442.2 million; the increase in overall regional target funding is \$150.7 million; and the increase in Southeastern Mass MPO target funding is \$17.7 million. The fifth year of the TIP, FY27, will be based on an assumed amount consistent with BIL's annual amounts.

Over the five-year period FY22-FY26, BIL increased Massachusetts transportation formula funding by over 34% including:

- \$449 million in increased apportionments for existing programs
- \$200 million for two new HTF funded programs – Carbon Reduction and PROTECT
- \$1.2 billion for two new Supplemental Appropriation funded programs – Formula Bridge and Electric Vehicle Infrastructure

Mr. Mission asked that although this is a significant increase, the recent rate of inflation may be nothing more than a stop gap as far as the cost of projects. Mr. Krevat said they're still using a 4% adjustment for inflation but that may be adjusted going forward.

Mr. Mission asked if we start seeing the release of funds, will MassDOT be looking for shovel-ready projects and Mr. Krevat said yes, they would be looking for those this year.

Mr. Mission asked about increases for off system bridges and Mr. Krevat responded that there will be proportional increases for off system bridges.

Mr. Mission asked about the electric charging stations, does a corridor have to be established as an alternative fuel quarter before you can designate or start building charging areas or charging stations? Mr. Krevat responded that a certain percentage of the funding for the program has to fund stations or chargers on alternative fuel cord or designated roads, but half of it is meant to be for more local roads.

9. Other Business

Mr. Mission announced that Lee Azinheira has officially retired and wanted to offer him congratulations. Mr. Azinheira said that he is retired but that he would continue to Chair the JTPG through the end of June.

Mr. Mission also reminded the group that we will be electing the officers in June, and new Chairman to replace Lee. That's also an opportunity for us to maybe have the an in-person meeting for the first time in well over two years. And if people are comfortable with that, we will certainly try to program such a meeting in an outdoor space to be able to socially distance and to follow any guidelines that may be in place at that time.

Kevin Dumas asked that the amendments and other presentations be sent out to the group and Lisa agreed.

10. Date and Time for Next Meeting

The date and time for the next meeting was set for April 13, 2022 at 2 PM, virtually.

11. Adjourn

The Chair asked for a motion to adjourn. The motion was made and seconded and hearing no objections, the Chair adjourned the meeting at 3:16 PM.

MBTA COMMUNITIES
FREQUENTLY ASKED QUESTIONS

A. General

A1. What role does DHCD play in determining compliance with the new section 3A of the Zoning Act (“Section 3A”)?

Section 3A gives DHCD, in consultation with the Massachusetts Bay Transportation Authority and the Massachusetts Department of Transportation, discretion to promulgate guidelines to determine if an MBTA community complies with Section 3A. DHCD released draft guidelines on December 15, 2021. The draft guidelines clarify what is required to comply with the statute, for example by defining what it means for a district to be of “reasonable size,” and explaining how communities demonstrate that a district meets the law’s minimum gross density requirement. The draft guidelines do not impose mandates or create restrictions that are not in the law.

A2. Can you clarify how DHCD determined if a particular MBTA community is a rapid transit community, a bus service community, a commuter rail community, or an adjacent community?

MBTA communities were categorized based on whether they have transit service located within the municipality or within 0.5 miles of the municipal boundary, and if so what type of transit service. A community with access to more than one transit type is classified in the category with the higher unit capacity requirement. More specifically:

- A rapid transit community has an MBTA subway station located within its borders, or within 0.5 miles of its border. Note, a rapid transit community may also have other types of transit stations.
- A bus service community has no subway station within its border or within 0.5 miles of its border, but does have an MBTA bus route with one or more bus stops located within the community. Note, a bus community that happens also to have a commuter rail station within its borders is placed within the bus community category due to the presence of the bus route.
- A commuter rail community has a commuter rail station within its borders or within 0.5 miles of its border, but has no bus route or subway station.
- An adjacent community abuts a rapid transit community, bus service community or commuter rail community, has no subway station or commuter rail station within its boundaries or within 0.5 miles of its border, and has no MBTA bus route running through it.

A2A. *My community has a commuter rail station and a bus route. We appear to be misclassified based on the definition of “bus service community” in the draft guidelines. Can you clarify why we were classified as a bus service community?*

There is a typographical error in the definition of “bus service community” in the draft guidelines. For purposes of the draft guidelines, this definition was intended to read as follows: “*Bus service community*” means an MBTA community with a bus station within its borders or within 0.5 miles of its border, or an MBTA bus stop within its borders, and no subway station ~~or commuter rail station~~ within its border, or within 0.5 mile of its border. That error will be corrected in the final guidelines. (Added March 10, 2022)

B. Location of Districts

B1. *How much discretion does each MBTA community have with respect to where a multi-family district is located?*

A multi-family zoning district must be located within 0.5 miles of a transit station, with at least half of the district’s land area within the 0.5-mile radius, when that is possible. Where it is not possible to locate a district within 0.5 miles of a transit station, cities and towns otherwise have considerable flexibility to decide where to locate these districts. These districts may be located where there are existing single-family, multi-family, commercial or other existing uses and structures, or in areas ready for redevelopment. DHCD strongly encourages cities and towns to consider multi-family districts where there is existing or planned pedestrian and bicycle access to a transit station, or that otherwise are in areas of concentrated development. Regardless of location, each community must demonstrate that the zoning allows for multi-family housing that meets or exceeds the required unit capacity and at a density that meets the statutory minimum.

B2. *What if my community has more than one transit station—for example, a subway station and a separate commuter rail station, or multiple commuter rail stations? Do I need a multi-family zoning district in proximity to each station? If not, can I choose which transit station the district?*

Section 3A requires each MBTA community to “have a zoning ordinance or by-law that provides for at least 1 district of reasonable size in which multi-family housing is permitted as of right” An MBTA community may have more than 1 such multi-family zoning district, but a single district is all that Section 3A requires. If an MBTA community has more than one transit station, it may locate the multi-family zoning district within 0.5 miles of any of them.

B3. *Can my town establish a multi-family district in an area where there is already significant multi-family development?*

Yes, but you still must demonstrate the district meets the “reasonable size” criteria, including the minimum unit capacity, and at the required minimum gross density.

B4. *Can my town establish a multi-family district in an area where there are many single family homes on small lots?*

Yes, but it may be difficult to demonstrate such a district meets the minimum multi-family unit capacity and gross density requirements, because the zoning is unlikely to allow for the construction of the required number and density of multi-family housing units on small parcels.

B5. *My community has been categorized as a “bus service community” because we have an MBTA bus route, with several bus stops in town. Are bus stops or park-and-ride locations the same as “bus stations,” and do we have to locate our multi-family zoning district within 0.5 miles of one of a bus stop or park-and-ride location if we have one?*

No. Neither a bus stop nor a park-and-ride location is considered to be a bus station. The draft guidelines attempted to make this point by including a definition of bus station.

B6. *What is required of “adjacent communities” with no land area within ½ mile of a transit station?*

Section 3A requires all MBTA communities, including adjacent communities, to have at least 1 zoning district in which multi-family uses are allowed by right. An adjacent community with no land area within ½ mile of a transit station should locate its district in an area that makes the most sense for that community, and should carefully consider establishing the district in an area of concentrated development, or an area with pedestrian access to a transit station that is more than one half mile away. (*Added March 10, 2022*)

C. Size of Districts

C1. *How do the draft compliance guidelines define reasonable size?*

The draft compliance guidelines consider two factors in determining if a zoning district is of reasonable size. First, they require the land area in the district be at least 50 acres. Second, the draft guidelines consider the number of multi-family units that the zoning allows in the district—what the guidelines refer to as the district’s “multi-family unit capacity.” The minimum multi-family unit capacity for each district depends on the type of transit service in a particular community, if any, and ranges from 10 to 25 percent of the community’s total housing stock. This may at first sound like a large number of units, but keep in mind that “unit capacity” is just a measure of the number of multi-family units allowed by right in the district—many of which may already exist. Unit capacity is not a requirement to construct a particular number of units, or any units at all. Section 3A requires multi-family by right zoning, not housing production.

C2. *A minimum land area of 50 acres seems like a lot—isn't that too big for most communities?*

The intent of Section 3A is to require the creation of multi-family zoning districts within 0.5 miles of a transit station, where applicable. For reference, a circle with a half-mile radius and a transit station at its center comprises about 500 acres. The minimum district size of 50 acres is approximately one-tenth of that land area. In most MBTA communities, 50 acres will be well under 1 percent of the community's total land area. A minimum land area of 50 acres will encourage long-term, neighborhood-scale planning, instead of using zoning as a way to permit proposed projects on specific sites. But 50 acres is still only a small fraction of the land area in a town and gives communities significant flexibility on where to locate a district in the half-mile radius around a transit station.

C3. *Section 5.a of the draft guidelines states that portions of an overlay district can be a minimum of 5 acres as long as one portion of the overlay district is 25 acres. Does this apply to "base districts" as well?*

Yes, base districts and overlay districts have the same minimum land area requirements.

C4. *My community has 2500 total housing units and is categorized as an "adjacent community." Is the required unit capacity 250 (10% of the total housing units) or 750 (50 acres x 15 units/acre)?*

Your town's minimum unit capacity is 250 as that term is defined in the draft guidelines. But, to comply with Section 3A, the multi-family zoning district also must meet the minimum gross density requirement of not less than 750 multi-family units (for a 50-acre district). Because the guidelines establish a minimum land area of 50 acres and the statute requires a minimum gross density of 15 units per acre, the result is that every MBTA community, regardless of its size, must provide a zoning district that allows at least 750 multi-family units as of right. This requirement is a floor on the number of units a zoning district must allow—many MBTA communities are required to have a district with a larger unit capacity. In other words, because of the minimum gross density requirement, a compliant district must allow at least 750 units regardless of the number of housing units in the community.

C5. *My community is categorized as a "commuter rail community" because we have a commuter rail station. We have almost 10,000 housing units. Are you saying we need to construct new multi-family units equal to 15% of our total housing stock?*

No, your community does not have to produce 1,500 new housing units. Your community must adopt a multi-family zoning district that can accommodate that many units. Those units may be existing units, as long as they would be allowed to be built as of right under the district's zoning; or they may be new units that potentially could be constructed by right sometime in the future; or a combination of existing and potential new units.

C6. *According to the draft guidelines, my community must have a zoning district with a unit capacity of 970 units. We have an area in town with 800 multi-family units already. Some of these units were built by special permit, and others were built under chapter 40B. Can we create a new zoning district in this area and count the existing units?*

The zoning district must allow for 970 multi-family units by right. To determine the unit capacity of a new or existing multi-family zoning district, you do not “count” existing units—you instead determine how many multi-family units the zoning district would allow by right on that parcel if it were undeveloped. Depending on the density, height, open space, setbacks, parking and other requirements that apply in the district, and the amount of developable land on each parcel, it is possible that all of the existing 800 units could be constructed by right—or even more than the existing 800 units. The important thing to understand is that you are counting what the zoning allows by right, not the number of units that currently exist. Note that in addition to meeting the unit capacity requirement, the district must meet the minimum gross density requirement as well. In some cases, the zoning for a district will need to allow for more multi-family units to meet the minimum gross density requirement.

C7. *By basing the minimum multi-family unit capacity on the number of existing housing units the draft guidelines require greater density in communities that already are densely developed. Shouldn't there be more expected of communities that haven't already allowed for multi-family housing?*

MBTA communities include dense, urban communities, suburban communities and rural communities. One of the guiding principles of the draft guidelines is that MBTA communities should adopt multi-family districts that will lead to development of multi-family housing projects of a scale, density and character that are consistent with a community's long-term planning goals, while also leveraging local and state investment in public transportation. The draft guidelines are intended to establish zoning requirements that will lead to more multi-family housing production in appropriate locations, while allowing towns to adhere to other municipal goals. *(Added March 10, 2022)*

D. Minimum Gross Density

D1. *What does it mean to have a minimum gross density of 15 units per acre?*

Section 3A states that each multi-family zoning district of reasonable size “shall ... have a minimum gross density of 15 units per acre, subject to any further limitations imposed by section 40 of chapter 131 and title 5 of the state environmental code established pursuant to section 13 of chapter 21A.” The law defines gross density as “a units-per-acre density measurement that includes land occupied by public rights-of-way and any recreational, civic, commercial and other nonresidential uses.” The law clearly states that the gross density requirement applies to the district as a whole, rather than to individual parcels or projects within

that district. The draft guidelines provide further instruction on how to calculate the gross density of an existing or proposed multi-family zoning district.

D2. Can the multi-family district have subdistricts with varying degrees of density as long as the average gross density is 15 units/acre?

Yes. The draft guidelines permit the multi-family district to contain sub-districts that may have varying densities (higher and lower than a gross density of 15 units/acre) as long as the gross density for the entire district is at least 15 units/acre.

D3. Is a district that allows or requires mixed use and residential gross density of at least 15 units per acre acceptable to meet the guidelines?

Yes, commercial and other uses can also be permitted by right or by special permit in a multi-family zoning district. A mixed-use district will be deemed to comply with Section 3A as long as it meets the unit capacity, density and other requirements in the guidelines.

D4. A density of 15 units per acre is out of character with my rural community. Can the final guidelines reduce the minimum gross density requirement from 15 units per acre for more rural MBTA communities in which that density is out of character with existing development patterns?

No. The minimum gross density of 15 units per acre is expressly set forth in Section 3A. The guidelines must be consistent with the statute. But, the dimensional requirements in the zoning district can encourage the construction of low-rise multi-family housing projects where that kind of development is desired. (*Added March 10, 2022*)

E. Interim Compliance Requirements

E1. DHCD released draft guidelines on December 15. What is expected of us until these draft guidelines are issued as final guidelines?

While DHCD is collecting public comment on the draft guidelines, and until final guidelines are issued, an MBTA community can remain in compliance with Section 3A by taking the following actions set forth in the “How to Comply for 2022 for MBTA Communities” which can be [found here](#). If you would like to submit comments on the draft guidelines, you may do so [online here](#).

E2. Who signs the attestation required in section 9 of the guidelines? We are concerned our small town doesn't have the expertise to make this statement.

The attestation must be signed by each municipality's chief executive officer—the mayor in a city and the board of selectmen in a town, unless some other municipal office is designated to be the chief executive officer under the provisions of a local charter. Technical assistance will

be available after the guidelines are finalized and you may also consult with your Regional Planning Agency for assistance.

E3. What happens if my community does not comply with Section 3A?

MBTA communities that do not timely comply with Section 3A will not be eligible to receive Massworks or Housing Choice funding through the 2022 Community One-Stop Application. Non-compliant MBTA communities will also be ineligible to receive funding from the Local Capital Projects Fund established in section 2EEEE of chapter 29. The compliance requirements in effect until the issuance of final guidelines can be [found here](#).

E4. Does Section 3A require all MBTA communities to adopt a multi-family zoning district, or is compliance optional?

Section 3A states that each “MBTA community shall have a zoning ordinance or by-law that provides for at least 1 district of reasonable size in which multi-family housing is permitted as of right ...” The word “shall” indicates that the legislature intended to require all MBTA communities to have a multi-family zoning district. (Added March 10, 2022)

E5. Subsection (b) of Section 3A says that an MBTA community that does not have a compliant multi-family zoning district shall not be eligible for funds from: (i) the Housing Choice Initiative as described by the governor in a message to the general court dated December 11, 2017; (ii) the Local Capital Projects Fund established in section 2EEEE of chapter 29; or (iii) the MassWorks infrastructure program established in section 63 of chapter 23A. What are these grant programs?

The MassWorks infrastructure program provides the largest and most flexible source of capital funds to municipalities and other eligible public entities primarily for public infrastructure projects that support and accelerate housing production, spur private development, and create jobs throughout the Commonwealth. EOHEd grants approximately \$75 million in MassWorks funding every year. The Housing Choice Initiative is a flexible grant program open to communities that have been designated as “housing choice communities”. Approximately \$19 million in grant funding has been awarded since 2018. The Local Capital Projects Fund collects a portion of the state’s gaming revenue and has been used in recent years to fund the operations of local housing authorities. (Added March 10, 2022)

F. Technical Assistance

F1. Where can I find help understanding the new law and how best to comply with it?

Additional resources are available at mass.gov/MBTACommunities. Funding opportunities for planning and other technical assistance will be available in next year’s One Stop application. Further information on the One Stop application is available at mass.gov/onestop. Other technical assistance will be offered by the Massachusetts Housing

Partnership (MHP) and regional planning agencies. Details about MHP’s technical assistance are available at www.mhp.net/mbtazoning.

G. Miscellaneous

G1. What if I already have a zoning district in which multi-family housing is allowed by special permit? Does that count?

No, the law requires that multi-family uses be allowed by right in the district. Those uses may be subject to site plan review and design review, but multi-family uses cannot be subject to special permits or other discretionary permits that a local board can deny the use, or impose conditions unrelated to site layout, pedestrian safety, internal circulation of automobiles, and public safety considerations.

G2. Can an MBTA community’s zoning require that multi-family projects within a multi-family zoning district include a specified percentage of affordable units?

Yes, reasonable affordability requirements are allowed, as long as they are financially feasible and do not unduly impede the construction of new multi-family housing in the district. At least 140 cities and towns in the Commonwealth have some form of “inclusionary” zoning requiring that a percentage of units in new housing developments be affordable. Any affordability requirements in a zoning ordinance or bylaw will be reviewed on a case-by-case basis to ensure that they are reasonable.

G2A. Answer G.2 says that the multi-family zoning may require projects to include a percentage of affordable units, as long as the requirements are financially feasible and do not unduly impede the construction of new multi-family housing in the district. How will DHCD review affordability requirements to ensure that they are reasonable?

The final guidelines may provide more specific rules about what is reasonable and what is not. DHCD encourages and invites public comment on this issue to inform the final guidelines. (Added March 10, 2022)

G3. Can a project within the multi-family zoning district be required to have an adequate number of parking spaces?

Requiring too many parking spaces for multi-family housing projects can practically impede the number of multi-family units that can be constructed within the district. A municipality should consider reducing or eliminating any minimum parking requirements in the multi-family zoning district—particularly for projects that are within walking or biking distance to a transit station—to allow for a greater density of multi-family units on each parcel. In all cases, a municipality must consider whether the unit capacity and minimum gross density

requirements are met given the amount of parking required.

G4. *My community does not currently provide a public sewer system. Are we required to design and construct a public sewer system and offer sewer hook ups to support higher density housing? If so, how can we pay for that expensive infrastructure?*

No. Multi-family housing can be created at the required density using private septic and wastewater treatment systems that meet state environmental standards. Where public systems currently exist, private developers may be able to support the cost of necessary water and sewer extensions. Communities are encouraged to consider the location of any municipal water sources and other nitrogen-sensitive areas when siting multi-family zoning districts to minimize barriers to installing septic and wastewater systems that can serve the needs of multi-family housing development in the district. Cities and towns seeking to affirmatively plan for growth may also be eligible for state grants to defray the cost of new or expanded public infrastructure.

G5. *My community is concerned that new multi-family housing will mean many more children in the school system. Our school system is already at capacity and we do not have the resources to accommodate more children. What can we do?*

The new law does not require immediate housing production—only the creation of compliant zoning districts where multi-family housing *may* be created as of right. It is unlikely that communities will see an immediate increase in school attendance, given the time needed to assemble land for development, design and build housing. Moreover, studies have shown that in most cases new multi-family housing development has no negative impact on a community's school system.



Commonwealth of Massachusetts
DEPARTMENT OF HOUSING &
COMMUNITY DEVELOPMENT

Charles D. Baker, Governor ♦ Karyn E. Polito, Lt. Governor ♦ Jennifer D. Maddox, Undersecretary

December 15, 2021

MBTA COMMUNITIES: HOW TO COMPLY IN 2022

New section 3A to the Zoning Act (Chapter 40A of the General Laws) requires each of the 175 MBTA communities to have a zoning district in which multifamily zoning is permitted as of right, and that meets other requirements set forth in the statute. An MBTA community that does not comply with Section 3A is not eligible for funding from the Housing Choice Initiative, the Local Capital Projects Fund, or the MassWorks Infrastructure Program.

This document describes the actions MBTA communities must take to remain eligible for these funding sources for the next One Stop application cycle, which formally opens on May 2, 2022 and closes on June 3, 2022. These requirements supersede and replace the Preliminary Guidance for MBTA Communities Regarding Compliance with Section 3A of Chapter 40A (By Right Multifamily Zoning) issued on January 29, 2021.

How to Comply in 2022

Simultaneously with the release of these 2022 compliance requirements, the Department has issued Draft Guidelines for public comment, which can be found here: www.mass.gov/mbtacomunities. To remain in compliance with Section 3A while DHCD is collecting public comment on the Draft Guidelines, an MBTA community must take the following actions by no later than 5:00 p.m. on May 2, 2022:

1. Include a presentation of the Draft Guidelines in a meeting of the Select Board, City Council or Town Council, as applicable;
2. Complete and submit the MBTA Community Information Form, found here: www.mass.gov/forms/mbta-community-information-form; and
3. Submit updated GIS parcel maps to MassGIS if the most recent updated parcel maps were submitted prior to January 1, 2020. DHCD will contact each of the 14 MBTA communities that need to submit updated GIS parcel maps.

Up-to-date standardized parcel maps are important to assist your community in determining whether an existing or proposed new multi-family zoning district meets the criteria established in the Draft Guidelines. To submit updated parcel update, or if you have questions about it, please contact MassGIS staff Craig Austin craig.austin@mass.gov.

These requirements are effective as of December 15, 2021 and will remain in effect until the issuance of final compliance guidelines, or until modified or revoked by DHCD.

AGENDA ITEM: Technical Assistance Report, # 7.a.

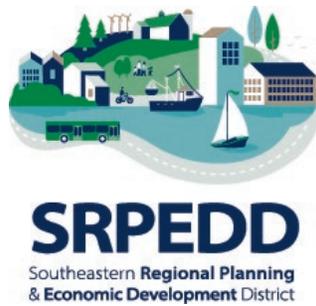
Community	Project Name	Status	Department	Project Leads	Funding
Acushnet	Municipal Vulnerability Planning	Ongoing	Comprehensive	Bill Napolitano	EOEEA
Attleboro	Green Communities Assistance	Ongoing	Environmental	Helen Zincavage, Danica Belknap	MA
Attleboro	Neighborhood Cut-thru Traffic Counts	Complete	Transportation	Luis de Oliveira	MassDOT
Berkley	Municipal Vulnerability Planning	Ongoing	Environmental	Bill Napolitano	DLTA, CCC, local
Carver	Green Communities Assistance	Ongoing	Environmental	Helen Zincavage, Danica Belknap	DOER
Carver	Open Space and Recreation Plan Update	Ongoing	Environmental	Helen Zincavage	local
Carver	Pre-Application Business Park Development	Pending	Comprehensive	Don Sullivan	EDA
Dartmouth	Open Space and Recreation Plan Update	Ongoing	Environmental	Helen Zincavage	local
Dartmouth	Master Plan	Ongoing	Comprehensive	Helen Zincavage	DLTA, local, MA
Dartmouth, Fairhaven, Fall River, Wareham	Bike Path (Regional Plan) Assistance	Ongoing	Transportation	Jackie Jones	MassDOT
Dartmouth, Westport	Route 6 Corridor Study	Ongoing	Transportation	Jackie Jones, Greg Guertin	MassDOT
Dighton	Speed Zone Sign Placement	Complete	Transportation	Luis de Oliveira	MassDOT
Fairhaven	Green Communities Assistance	Ongoing	Environmental	Helen Zincavage, Danica Belknap	DOER
Fairhaven	Alden Road Redevelopment Study Phase 2	Ongoing	Comprehensive	Phillip Hu, Lizeth Gonzalez	DLTA, local, MA
Fairhaven	Benoit Square Traffic Assessment	Pending	Transportation	TBD	MassDOT
Fall River	TOD Market Study, Zoning, and Design Guidelines	Scoping	Comprehensive	Grant King	DLTA, MA
Fall River	Mother's Brook Sewer Sewer Upgrades (D&E, Permitting) Project Administration	Ongoing	Comprehensive	Lizeth Gonzalez	EDA
Mansfield	Housing Production Plan Phase 2	Ongoing	Comprehensive	Phillip Hu, Taylor Perez	DLTA, MA
Mansfield	Bicycle Planning Technical Assistance	Ongoing	Transportation	Jackie Jones	MassDOT

Mansfield	TOD Area Build-Out and Indicators	Final Draft	Comprehensive	Grant King, Taylor Perez	DLTA, MA
Mansfield	Green Communities Assistance	Ongoing	Environmental	Helen Zincavage, Danica Belknap	DOER
Mansfield	Signal Warrant Analysis	Complete	Transportation	Luis de Oliveira	MassDOT
Marion	Housing Production Plan Update	Ongoing	Comprehensive	Rob Cabral, Taylor Perez	local
Marion	Marion Village Parking Assessment	Pending	Transportation	TBD	MassDOT
Mattapoissett	Master Plan and Housing Production Plan	Ongoing	Comprehensive	Lizeth Gonzalez, Robert Cabral, Phillip Hu	DLTA, CCC, local, MA
Mattapoissett	Industrial Drive Infrastructure Improvement	Ongoing	Comprehensive	Don Sullivan, Bill Napolitano	local, EDA
Middleborough	Open Space and Recreation Plan Update	Ongoing	Environmental	Helen Zincavage, Danica Belknap, Sara Brown	local
Middleborough	Historic/General Use District Bylaw Amendments	Ongoing	Comprehensive	Grant King, Robert Cabral	MassDOT, SCR
New Bedford	Marine Commerce Terminal	Pending	Comprehensive	Don Sullivan	EDA
New Bedford	North Terminal Extension Phase II and Pier Fendering Project	Ongoing	Comprehensive	Don Sullivan	EDA
New Bedford	Quest Center, Armory District	Pending	Comprehensive	Don Sullivan	EDA
New Bedford	TOD Market Study, Zoning, and Design Guidelines	Final Draft	Comprehensive	Phillip Hu, Grant King	DLTA, MBTA, City
New Bedford	Traffic Count Request	Complete	Transportation	Luis de Oliveira	local
North Attleboro	Master Plan	Ongoing	Comprehensive	Robert Cabral, Taylor Perez	DLTA, CCC, local, MA
Norton	Bicycle Committee Technical Assistance	Ongoing	Transportation	Jackie Jones	MassDOT
Raynham	Master Plan	Final Draft	Comprehensive	Lizeth Gonzalez	DLTA, local
Raynham	Green Communities Assistance	Ongoing	Environmental	Helen Zincavage	DOER
Regional	SRPEDD Regional Resilience Plan (SRRP)	Ongoing	Comprehensive, Environmental, Transportation	Helen Zincavage, Bill Napolitano, Don Sullivan, Grant King	DLTA and CCC; EDA
Regional	2022 District Local Technical Assistance (DLTA)	Scoping	Comprehensive	Jeff Walker, Grant King	DHCD
Regional	Old Rochester Regional High School Active Shooter Response Job-Aid Tool	Final Draft	Comprehensive, Homeland Security	Kevin Ham	DLTA

Regional	Justice, Equity, and Community Development (JECD) Initiative	Ongoing	Comprehensive	Taylor Perez	DLTA
Regional	CARES Act/COVID-19 U.S. EDA Technical Assistance	Ongoing	Comprehensive	Jeff Walker, Don Sullivan, Grant King	SRPEDD, U.S. EDA
Regional	South Coast Administrators Committee	Ongoing	Administrative	Jeff Walker	SRPEDD
Regional	Mass. Assn. of Regional Planning Commissions (MARPA)	Ongoing	Administrative	Jeff Walker	RPAs
Regional	Traffic Counting and Turning Movement Counts	Delayed	Transportation	Luis de Oliveira	MassDOT
Regional	Pavement Management - Fed. Aid Road Network	Ongoing	Transportation	Luis de Oliveira	MassDOT
Regional	Bus Stop Capital Investment Plan	Ongoing	Transportation	Jennifer Chaves	MassDOT
Regional	Bus Stop Inventory Update	Ongoing	Transportation	Jennifer Chaves	MassDOT
Regional	Agriculture Retention Workshops	Ongoing	Environmental	Bill Napolitano, Helen Zincavage	DLTA
Regional	Regional Housing Services Office Feasibility Study	Complete	Comprehensive	Grant King, Taylor Perez	DLTA, MassHousing
Regional	Rural Policy Advisory Council	Ongoing	Environmental	Helen Zincavage	DLTA, sister RPAs
Regional	Cranberry Bog Program Technical Assistance	Ongoing	Environmental	Bill Napolitano, Helen Zincavage	DER
Regional	Assawompset Ponds Flood Management Program	Ongoing	Environmental	Bill Napolitano, Helen Zincavage	DER
Regional	Taunton Watershed Pilot Project	Ongoing	Environmental	Bill Napolitano, Helen Zincavage	SNEP, Mass-Audubon
Regional	Trails Mapping (Off Road)	Ongoing	Transportation	Greg Guertin, Jackie Jones, Karen Porter	MassDOT
Regional	Taunton River Trail	Ongoing	Transportation	Bill Napolitano	MassDOT
Regional	Freight Action Plan	Ongoing	Transportation	Greg Guertin	MassDOT
Regional	RTP Continuous Public Outreach	Ongoing	Transportation	Lisa Estrela-Pedro, Lilia Cabral, Lizeth Gonzalez	MassDOT

Regional - Green Communities	Annual Reports and Competitive and Designation Grant Applications	New	Environmental	Helen Zincavage, Danica Belknap, Sara Brown	EOEEA
Regional - Legislative	FEMA Flood Map Bylaw Update	Ongoing	Comprehensive, Environmental	Jeff Walker, Bill Napolitano, Helen Zincavage	SRPEDD
Regional - SRAC	FFY20 Homeland Security Program and Project Management	Ongoing	Comprehensive, Homeland Security	Jeff Walker, Todd Castro, Kevin Ham, Grant King	MAPC
Regional-GATRA	Technical Assistance Planning and GIS	Ongoing	Transportation	Jen Chaves	GATRA
Rochester	Green Communities Assistance	Ongoing	Environmental	Helen Zincavage, Danica Belknap	DOER
Seekonk	Services and Facilities Master Plan Element	Final Draft	Comprehensive	Sara Brown	DLTA
Seekonk	Land Use Master Plan Element	Final Draft	Comprehensive	Sara Brown, Taylor Perez	DLTA, local, MA
Somerset	Green Communities Program Assistance	Ongoing	Environmental	Helen Zincavage, Danica Belknap	DOER
Somerset	Inflow & Infiltration EDA Application	Ongoing	Comprehensive	Don Sullivan	EDA
Somerset	Route 103 Access Management Study	Complete	Transportation	Luis de Oliveira	MassDOT
Somerset	Municipal Vulnerability Planning	Ongoing	Environmental	Bill Napolitano	EOEEA
Somerset, Swansea	Wastewater District Assistance	Ongoing	Comprehensive	Don Sullivan	EDA
Swansea	Town-Wide Growth Model	Complete	Comprehensive	Taylor Perez	DLTA, MA
Swansea	Master Plan	Ongoing	Comprehensive	Robert Cabral, Taylor Perez	Town
Taunton	Open Space and Recreation Plan Update	Ongoing	Comprehensive	Helen Zincavage	DLTA, local
Taunton	MSIP V- Business Park	Ongoing	Comprehensive	Don Sullivan	EDA
Taunton	Economic Development Marketing and Permitting	Final Draft	Comprehensive	Robert Cabral	DLTA, MA, CCC
Taunton	Route 140 Corridor Study	New	Comprehensive, Environmental, Transportation	Jeff Walker, Grant King, Robert Cabral, Helen Zincavage, Lisa Estrela-Pedro, Paul Mission	MassDOT

Wareham	Bicycle Committee Technical Assistance	Ongoing	Transportation	Jackie Jones	MassDOT
Westport	Complete Streets Prioritization Plan	New	Transportation	Sara Brown	MassDOT



2022-2023 SRPEDD Commission Member Appointment Form

The **Southeastern Regional Planning and Economic Development District (SRPEDD)** was created by the Massachusetts Legislature, along with 12 other regional planning agencies across the state to undertake regional planning and deliver cost-effective planning-related technical assistance to the municipalities that they serve (in SRPEDD’s case: four cities and 23 towns). The key to all such agencies’ success and effectiveness in achieving those missions, is the **Regional Commission**, or body of **appointed representatives** from each member municipality. As one would expect, there is call and opportunity for such Commissioners to exercise leadership, share of their expertise, and help to advance their respective regions— be it through land use, transportation, economic development, environmental, or multiple other types of planning. Indeed, it is the Commissioners that define the agency, who through their commitment, dedication and engagement in the following, help to ensure that the region is most effectively served:

1. ***Policy Setting*** - Through your participation in Committee and at Commission meetings, you will be asked to vote on important policy matters affecting the region:
 - Regional development policies – adoption of plans and goals.
 - Regional priorities –assessment and establishment of priorities that help to determine and apportion federal and state funding for transportation and economic development projects.
 - Work program direction – deliberation on whether to apply for particular funding, and/or pursue identified projects in conjunction with the annual work program.
2. ***Partnering with Member Municipalities*** - As a liaison and key point of contact between your municipality and SRPEDD:
 - Provide timely information and updates to your municipality in regards to ongoing planning initiatives, upcoming funding and other opportunities; also, to fellow Commissioners about key planning issues in your community.
 - Help to represent your city/town's perspective in discussion of regional issues.
 - Help to educate and promote awareness of regional planning in your community.
3. ***Agenda Setting*** – Based on your understanding and familiarity with local and regional needs, help to set the organization’s agenda by encouraging focus on prioritized planning issues important and beneficial to the region.

4. **Commission Governance** – Finally, in conjunction with fellow Commissioners and possible service as a SRPEDD officer or committee member, help to provide key oversight on personnel, budget and other areas related to day-to-day operations.

**2022-2023 SRPEDD COMMISSION MEMBER
Appointment Form**

Please be advised that has been appointed to

represent the (*check one*) Mayor [], Bd. of Selectmen [] Planning Bd. [] for the

City/Town of

on the SRPEDD Commission for the period:

May 25, 2022 through May 24, 2023

Signature: _____
Mayor or Chair, Board of Selectmen/Planning Board

Date: _____

Please provide SRPEDD Commissioner Appointee contact information

Name: _____

Street: _____

City/Town: _____

Telephone: _____

Email Address: _____

Please return this form by: MAY 13, 2022

Via Email: ssousa@srpedd.org, Fax: (508) 823-1803 or U.S. Mail



CALL for AT-LARGE COMMISSIONERS (2022-23)

TO: Mayors; Community Groups in the SRPEDD Region;
At-Large SRPEDD Delegates; SRPEDD Commissioners
FROM: Alan Slavin, SRPEDD Chair
DATE: March 10, 2022
RE: NOMINATIONS FOR SRPEDD AT-LARGE COMMISSIONER(S)

We are seeking representatives of minority and low-income community groups to serve on the Commission of the Southeastern Regional Planning and Economic Development District (SRPEDD). These appointments will take effect on May 25, 2022 at SRPEDD's Annual Meeting and continue through May 24, 2023. SRPEDD (pronounced sir-ped) is a regional planning agency established by the Legislature to provide regional planning and related planning technical assistance in transportation, land use, economic development, housing, and environmental concerns to the 27 municipalities (4 cities and 23 towns) that SRPEDD serves.

The Commission is SRPEDD's governing body and consists of municipal and community representatives who oversee the activities of the agency and address regional issues. The Commission meets approximately eight to ten times per year on the fourth Wednesday of the month. Meetings are held at SRPEDD's office in Taunton and begin at 6:30 pm.

The position of At-Large Commissioner, per the agency's bylaws, is a unique opportunity for individuals who represent and speak for traditionally disenfranchised minority and/or low-income populations in housing and economic development planning processes, as well as area transportation investments, among other important areas. The opportunity is all the more significant because At-Large Commissioners are also official voting members of the Joint Transportation Planning Group (JTPG), the advisory group to the Southeastern Massachusetts Metropolitan Planning Organization (SMMPO) for all transportation related issues. The JTPG is the forum for citizen involvement in transportation planning, and usually meets the second Wednesday of each month, likewise at SRPEDD, beginning at 2:00 pm.

Commission bylaws provide for up to six At-Large delegates representing low income and minority group interests: **2 for the New Bedford area; 2 for the Fall River area; 1 for the Taunton area; and 1 for the Attleboro area.**

The attached sheet outlines the eligibility criteria for At-Large Commissioner Appointees and the communities included in each subarea.

You or your organization may propose a person to sit on the Commission, who will be nominated by a member of the Commission and confirmed by the body as a whole.

If interested, kindly fill out the attached Qualification Statement, and forward your completed form to: Stacy Royer at ssousa@srpedd.org or 88 Broadway, Taunton, MA 02780. Questions? Please call Stacy at (508) 824-1367

We hope to see a full complement of six At-Large Commissioners serving for the 2021-22 term so that low-income and minority community groups are well represented on the board. If you are aware of other qualified or interested community groups who may not have received this mailing, please notify us so we may contact them or pass along a copy on to the appropriate party.

The **NOMINEE** must be a resident within one of the following subareas, as appropriate:

<p><u>Attleboro Subarea</u> Attleboro Mansfield North Attleborough Norton Plainville Rehoboth</p>	<p><u>Fall River Subarea (2)</u> Fall River Freetown Seekonk Somerset Swansea Westport</p>	<p><u>New Bedford Subarea (2)</u> New Bedford Acushnet Dartmouth Fairhaven Marion Mattapoisett Rochester Wareham</p>	<p><u>Taunton Subarea</u> Taunton Berkley Carver Dighton Lakeville Middleborough Raynham</p>
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CURRENTLY SERVING AT-LARGE COMMISSIONERS (2020-2021)

Attleboro Subarea: No appointment
 Fall River Subarea: Ricky Tith, CARO
 New Bedford Subarea: Patrick Sullivan, Community Development Director
 Taunton Subarea: Janine Peccini, (OECD) Off of Econ & Community Development

The NOMINEE must be certified as a representative of a qualified low-income or minority community group in writing.

COMMUNITY GROUPS are defined as one of the following:

- a legal non-profit corporation or association whose members are minority and/or low income; or
- the governing body or advisory board of a public agency whose goals are reflective of the needs of minority and low-income people.

MINORITIES are those defined by the Economic Development Administration as:

- Black or African American – American Indian and Alaska Native
- Hispanic - Mexican, Puerto Rican, Other Hispanic or Latino
- Native American - persons known by virtue of tribal associations
- Asian - Japanese, Chinese, Korean, Filipino, Indian, Thai, Cambodian, Vietnamese
- Other Races including Native Hawaiian & Other Pacific Islanders

LOW-INCOME is defined according to the Bureau of Labor Statistics' minimum standard of living.

QUALIFIED COMMUNITY GROUPS are those organizations, associations, or bodies which were formally established on or before July 1, 2013.



QUALIFICATION STATEMENT

TITLE OF ORGANIZATION (Community Group): _____

_____ Address: _____

City/Town: _____ Telephone: _____

Fax: _____ Agency email: _____

Date Organized or Incorporated: _____ Approx. # of Members: _____

Purpose (Brief Description): _____

Minority or Low-Income Groups Represented: _____

Our organization would like to nominate the following individual(s) to sit on the SRPEDD Commission:

Name: _____ Name: _____

Address: _____ Address: _____

E-mail: _____ E-mail: _____

Telephone: _____ Telephone: _____

Submitted by:

Name: _____ Title _____

E-mail: _____ Signed: _____

Date: _____

*Mass. General Laws: "The Commission may increase its membership by not more than six in order to provide representation to low income and minority groups."

PLEASE RETURN BY MAY 12, 2022 Email or fax the completed form to <mailto:ssousa@srpedd.org> or 508-823-1803 fax Or forward via U.S. Mail to SRPEDD, 88 Broadway, Taunton, 02780



2022 SRPEDD ANNUAL SPECIAL RECOGNITION AND COMMISSION AWARDS *REQUEST FOR NOMINATIONS*

As has long been the tradition, for presentation at the SRPEDD Annual Meeting the fourth Wednesday of May—and tentatively scheduled to be held at **White's of Westport** this year, albeit with ultimate scheduling dependent upon the status of the COVID-19 health situation—the Southeastern Regional Planning and Economic Development District (SRPEDD) Commission has recognized individuals and organizations from across Southeastern Massachusetts that have made a difference in advancing the agency and region, and once again, solicits your assistance in identifying this year's awardees. Awards are given in two categories: **Special Recognition** and **Commission Awards** (of which there are two types of the latter).

SPECIAL RECOGNITION AWARDS

Special Recognition - honors a person, area business or community organization for specific contribution(s) to SRPEDD, the region, or field of planning or economic development;

COMMISSION AWARDS

Commissioner of the Year - given to a present SRPEDD Commission member for specific and recent contribution(s) to SRPEDD, and/or to the advancement of regionalism over the past year;

Distinguished Service - given to a former or present SRPEDD Commissioner for leadership and outstanding service to SRPEDD, in honor and acknowledgment of a range/extended body of contributions.

All three awards represent a unique opportunity to recognize someone in your community for their noteworthy contribution(s) to the region, in the case of the Special Recognition Awards, be they elected officials, citizen volunteers, advocates, educators, non-profit or business leaders; and in the case of the Commission of the Year or Distinguished Service Awards, be they present or former and present Commissioners, respectively.

Nominations must be received at SRPEDD by May 4, 2022 in order for the Awards Committee to review and decide on this year's awardees, for presentation at the upcoming Annual Meeting tentatively slated for May 25, 2022.

Please email, fax or post your completed form to:

SRPEDD
Attn: Stacy Royer
88 Broadway
Taunton, MA 02780
info@srpedd.org or (508) 823-1803 fax

Questions? Please contact Jeffrey Walker or Stacy Royer.
Tel: 508-824-1367/Email: info@srpedd.org



SPECIAL RECOGNITION AWARDS

This award will be given to a person, area business or community organization for specific contribution(s) to SRPEDD, the region, or field of planning or economic development

Criteria

- The contribution may be the initiation, development or administration of a plan, policy or program; it may be a specific product; or it may be ideas, concepts, actions or any other achievements.
- The nominee's contribution to SRPEDD, the region, or the field of planning and economic development must be easily documented and evaluated.
- The nominee's contribution may be past, recent, or ongoing.

Eligibility

- Candidates may be: an individual, business or community organization; from in or outside of SRPEDD region.
- Candidates may not be: SRPEDD Commission members; SRPEDD staff; or members of the nominating committee.

SRPEDD COMMISSION AWARDS

COMMISSIONER OF THE YEAR (For SRPEDD Commission Members Only)

This award will be given to a SRPEDD Commission member for specific and recent contribution(s) to SRPEDD, and/or to the advancement of regionalism over the past year.

DISTINGUISHED SERVICE (For SRPEDD Commission Members Only)

This award will be bestowed on a former or present SRPEDD Commission member for leadership and outstanding service to SRPEDD, in honor and acknowledgment of a range/extended body of contributions.

Criteria

- The contribution may be the initiation, development or implementation of a plan, policy or program; it may be a specific product; or it may be ideas, concepts, actions or related achievements.
- The nominee's accomplishments, leadership, and contributions to SRPEDD, and/or to the advancement of regionalism must be clearly documented; known to the membership of SRPEDD; and acknowledged by his/her own community.
- Although recognized and documented service to the benefit of a nominee's own community will be considered, the contribution to SRPEDD and Southeastern MA region at large will be accorded the most weight.

Eligibility

- Candidates must be currently serving SRPEDD Commission members in the case of Commissioner of the Year Award, or former or currently serving Commission members in the case of the Distinguished Service Award.
- Candidates may not be SRPEDD staff, or members of the Awards Committee.

SPECIAL RECOGNITION AWARDS

PAST RECIPIENTS

1987	Representative Stephen Karol, Attleboro Robert Dillman, Bridgewater State College	2003	Michael Rodriques, State Representative, Westport Nancy Yeatts, Lakeville, Assawompsett Ponds Jon Witten, Esq., Duxbury, Chapter 40B Reform
1988	Edwin H.B. Pratt, Marion Representative Philip Travis, Rehoboth Lawrence J. Harman, EOTC SEMass, Rochester The Robbins Company, Attleboro The City of New Bedford/PACE Carver-Plymouth, Wareham Task Force	2004	Kara Pennini, Katie MacAulay, Kellie Savery and David White, Middleb. Distrib. Ed. Clubs Rae Mercer, Plainville; Thomas Davis, NBIF
1989	Representative Joan Menard, Somerset	2005	Anthi Frangiadis, Wareham Pln. Board Ljiljana Vasiljevic, SouthCoast Insider Tony & Elsie Souza, New Bedford
1990	Representative Marc Pacheco, Taunton Frederick Rubin, Lakeville	2006	50 th Anniversary – Not Awarded
1991	Representative John Bradford, Rochester Peter Kortright, BayBank	2007	Marijoan Bull, Staff Member & College Professor Marge Ghilarducci, Berkley Village Heritage Park The Sheehan Family Foundation Chief Robert Crosby and Reinald Ledoux for Southeast Regional Advisory Council
1992	John George, Union Street Bus Co. Stewart Washburn, SEED Corporation Robert DelRosso, Seekonk	2008	Marie Clamer, Conservation Commissioner, No. Attle. William “Buzz” Constable, MARPA
1993	The Standard-Times, New Bedford Anita Flanagan, Boston Edison	2009	Taunton River Stewardship Council, Jim Ross, Bill Napolitano and Jamie Fosburgh
1994	Southeastern Massachusetts Leg. Caucus Dr. John Mullin, UMass.	2010	Kristina Egan, South Coast Rail Project Manager Maryan Nowak, Citizen Volunteer; GATRA & Francis Gay; Irene Winkler, Coordinator of the Pilgrim RC&D
1995	Manual Goulart, Acushnet Golf & Rec. Comm. Dennis Kelly, Pres., BCSB, Taunton	2011	State Representative Stephen Canessa; Susan Jennings, UMass Sustainability Initiative; Officer Lance Lawson, Mansfield
1996	Kathleen Simpson, Chair, GATRA’s CAC David Webster, Public Works Director, Swansea The Berkley Strategic Planning Committee	2012	Ron Labelle, Commissioner DPI, New Bedford David Wojnar, Selectman, Acushnet Alex Houtzager, Berkley
1997	Richard Shafer, City of Taun. Econ. Dev. Corp. Ray Pickles, Executive Sec., Arthur Marchand, Town Adm., Somerset	2013	Keven Desmarais, Freetown Planning Bd. & Conservation Commission Rachel Calabro, Save The Bay
1998	John Corrigan, Reg. Adm., EDA, Phil. Mark Primack, Wildlands Trust of S.E. Mass	2014	Representative William Straus, Mattapoissett Beth Lambert, Mill River Restoration Partnership
1999	Alfred Raphael, Dir. Public Works, Fairhaven Norene Hartley, Rochester Lands Trust Freetown Youth Athletic Association	2015	Elain Ostrof, Westport; Wareham Celebration Alfred J. Lima, Fall River
2000	David Westgate, President, and Maria Gooch-Smith Executive Dir., SEED Corp. Representative William Straus, Marion Land Bank; Christopher Richard, Fairhaven’s Dir. Of Tourism	2016	Norman Hills, Marion Michael O’Reilly, Dartmouth; Julianne Kelly, Fall River
2001	Chawner Hurd, Town of Lakeville Bd. Of Sel. Leonard Gonsalves, Buzzards Bay Action Comm. Laurell Farinon, Land Preservation Trust	2017	David Cole, Westport; Larry Cameron, MassDevelopment
2002	Deborah Hogan, Mass. Envirothon Coordinator Michael Gagne, Executive Adm., Dartmouth	2018	Jennifer Francis, Marion; Resilient Taunton Watershed
2003	Michael Rodriques, State Representative, Westport Nancy Yeatts, Lakeville, Assawompsett Ponds Jon Witten, Esq., Duxbury, Chapter 40B Reform	2019	Jennifer Carlino, Norton; Sandy Conaty; Community Economic Development Center (CEDC)
		2020	Steve Silva, Taunton River Watershed Alliance (TRWA)
		2021	Lee Azinheira, Mansfield DPW Director

SRPEDD COMMISSION AWARDS

PAST RECIPIENTS

COMMISSIONER OF THE YEAR AWARDEES

1977 Luke Leonard, Jr., Lakeville
 1979 Melville Moody, Attleboro
 1980 David Knight, Carver
 1982 Emeline MacDonald, Raynham
 1984 Richard T. Curley, Mansfield
 1985 Denise Poyant, New Bedford
 1986 Julia Enroth, Westport
 1987 Robert Arabian, Rehoboth
 1988 Donald Hussey, Somerset
 1989 Gus Yankopoulos, Wareham
 1990 Jayme Dias, New Bedford
 1991 Loretta Schaefer, Marion
 1992 Karl Eklund, PHD, Berkley
 1993 Daniel DeCarlo, Fall River
 1994 Ann M. Miller, Carver
 1995 Gus Yankopoulos, Wareham
 1996 Lou Martin, Taunton
 1997 Peter Kortright, Mattapoisett
 1998 Basil Castaldi, Dartmouth
 1999 Joseph Andrade, New Bedford
 2000 Susan Peterson, Rochester
 2001 Henry Young, Acushnet
 2002 Robert Rogers, Mattapoisett
 2003 Lori Schaefer, Marion
 2004 Martin Newfield, Raynham
 2005 Lorri-Ann Miller, Dartmouth
 2006 50th Anniversary
 2007 Wayne Sunderland, Westport
 2008 Chuck Gricus, Wareham
 2009 Susan Peterson, Rochester
 2010 No Award
 2011 Jean Fox, Freetown
 2012 William Roth, Fairhaven
 2013 Rita Garbitt, Lakeville
 2014 Joseph Callahan, Berkley
 2015 Jonathan Henry, Marion
 2016 Joan Marchitto, N. Attleboro
 2017 Alan Slavin, Wareham
 2018 George Hovorka, Swansea
 2019 Jim Whitin, Westport
 2020 Deborah Melino-Wender, Dartmouth
 2021 Marie Clarner, North Attleborough

DISTINGUISHED SERVICE AWARDEES

1976 John Waterman, Rehoboth
 1977 Albert Larsen, No. Attle.; William Jordan, Norton
 1978 Raymond Fleurent, Fairhaven
 1979 George Hall, Westport
 1980 Luke Leonard, Jr., Lakeville
 1981 Kenneth Vining, Fairhaven
 1982 David Knight, Carver
 1983 Julia Enroth, Westport
 1984 Emeline MacDonald, Raynham
 1986 George Bare, Rochester
 1989 Allan Campbell, Dighton
 1990 Donald Hussey, Somerset
 1991 Basil Castaldi, Dartmouth
 1992 Patricia Redding, No. Attleborough
 1995 Karl Eklund, Berkley
 1996 Gus Yankopoulos, Wareham
 1997 Raymond Payson, No. Attleborough
 1998 Albert Caron, Marion
 1999 Mark Rasmussen, Fairhaven
 2000 Louis Martin, Mattapoisett
 2001 Loretta Schaefer, Marion
 2002 Emeline MacDonald (posthumously)
 2003 Robert Mawney, Attleboro
 2004 Gary Ayrassian, Attleboro
 2005 Leonard Flynn, Mansfield; Robert Rogers, Mattapoisett
 2006 50th Anniversary
 2007 George Hovorka, Fall River, At Large;
 Jack Healey, Middleborough
 2008 Albert Borges, Fairhaven
 2009 Robert Carney, Dartmouth
 2010 No Award
 2011 Raymond Fleurent, Fairhaven
 2012 Joan Marchitto, No. Attleborough
 2013 Randall Kunz, Mattapoisett
 2014 Lorri-Ann Miller, Dartmouth
 2015 Donna Kulpa, Dighton
 2016 Executive Director Search Committee
 2017 Robert Rogers, Mattapoisett
 2018 No Award
 2019 Rita Garbitt, Lakeville
 2020 Deborah Melino-Wender, Dartmouth
 2021 Joe Callahan, Berkley