

**DRAFT Minutes of the Southeastern Massachusetts Metropolitan Planning Organization (SMMPO) Meeting on Tuesday, May 17, 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  
Jamie Ponte-----Representing Jon Mitchell, Mayor of New Bedford  
Dean Larabee-----Town of Berkley  
Shawn McDonald-----Town of Dartmouth  
Robert Espindola-----Town of Fairhaven  
Mark Germain-----Town of Middleborough  
Alan Slavin-----SRPEDD Commission Chair  
Shayne Trimbell-----Representing Erik Rousseau, Administrator, SRTA  
Angela Constantino-----Representing Frank Gay, Acting Administrator, GATRA

**The following members were absent:**

Paul Heroux-----Mayor of Attleboro  
Paul Coogan-----Mayor of Fall River  
Shaunna O'Connell-----Mayor of Taunton

**The following were also in attendance:**

Andrew Reovan-----FHWA  
Barbara Lachance-----MassDOT  
Derek Shooster-----MassDOT  
Derek Krevat-----MassDOT  
Michelle Ho-----MassDOT  
Raissah Kouame-----MassDOT  
Jacob Vaught-----Somerset  
Lloyd Mendes-----Somerset  
Jim Hartnett-----Westport  
Nicole McDonald  
A Andrade  
Paul Mission-----SRPEDD  
Lisa Estrela-Pedro-----SRPEDD  
Lilia Cabral-Bernard-----SRPEDD  
Sean Hilton-----SRPEDD  
Julianne Griffiths-----SRPEDD  
Jackie Jones-----SRPEDD

Grant King-----SRPEDD  
Sara Brown-----SRPEDD  
Robert Cabral-----SRPEDD

**Handouts:**

SMMPO Revised Agenda May 17, 2022  
SMMPO Draft Meeting Minutes April 19, 2022  
FFY2022-2026 TIP Proposed Amendment #4  
Link to the Draft FFY2023-2027 TIP  
Link to the Draft FFY2023 UPWP  
Final Draft SMMPO By-Laws

**AGENDA:**

**1. Call to Order and Roll Call-**

Chairman Woelfel called the SMMPO meeting to order at 1:03 pm. Ms. Lilia Cabral-Bernard asked all MPO members and designees to please unmute themselves so she could call the roll for attendance. She then called the complete roll of MPO members, with the following being present at the time of the roll call.

MassDOT Chair-----Yes  
City of New Bedford-----Yes  
MassDOT Administrator-----Yes  
Town of Berkley-----Yes  
Town of Dartmouth-----Yes  
Town of Fairhaven-----Yes  
Town of Middleborough-----Yes  
SRPEDD Commission Chair -----Yes  
SRTA-----Yes  
GATRA-----Yes

**2. Approval of Minutes – April 19, 2022 (Materials Attached and Roll Call Vote Needed)**

Chairman Woelfel requested a motion to approve the minutes from the SMMPO meeting from April 19, 2022. The motion was made by Alan Slavin and seconded by Jamie Ponte. Ms. Cabral-Bernard then called the roll:

MassDOT Chair-----Yes  
City of New Bedford-----Yes  
MassDOT Administrator-----Yes

Town of Berkley-----Abstain  
Town of Dartmouth-----Yes  
Town of Fairhaven-----Yes  
Town of Middleborough-----Yes  
SRPEDD Commission Chair -----Yes  
SRTA-----Yes  
GATRA-----Yes

**THE MOTION PASSED WITH ONE ABSTENTION.**

**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**

Angela Constantino informed the group that GATRA is in the final stages of selecting a new administrator, and that should happen in the next month or so. They are also working on finalizing a mobile app to be able to pay for bus fare with a credit card or with your phone, and they are getting ready to implement some of the schedule changes for which public meetings have already been held.

Shayne Trimbell informed the group that SRTA is moving along with their bus stop capital improvement plan and they are expecting the first round of public engagement starting next month, with a couple events at their terminals. They will be holding a stakeholder meeting and meeting with the cities to review the plan.

**5. FFY2022-2026 Proposed Amendment #4 - Transit (including Highway Flex to Transit) & Highway Amendments - Roll Call Vote Needed to Endorse (Materials Attached)**

Lisa Estrela-Pedro informed the group that amendment #4 was released at the last SMMPO meeting on April 19 and a comment was received from SRTA that FTA did not wish for funding to be flexed to their federal fiscal year 2022 projects as funds had already been awarded, therefore, the project was removed. It was previously on the highway element. A public meeting was held on May 4, there were no comments received at that time and no additional comments. Ms. Estrela-Pedro then displayed the TIP pages showing the final amendments removing the SRTA project from FFY2022. She informed the group that the highway element includes three projects for GATRA, and that there is some flex funding being reallocated. There is also the addition of two projects that are being funded with statewide funds, which is the Acushnet

bridge replacement, Hamlin Street over the Acushnet River and in North Attleboro, bridge painting and repairs along Interstate 295.

Ms. Estrela-Pedro then displayed the transit element of the TIP, with all the projects that were discussed at the last meeting. She explained that the additional information column has the specifics for each project, and three of those were new projects. There were three that were flex funding, traditional ones where the funding category changed from 5307 to fully funded with state funds. She then asked the body to approve this amendment to the FFY2022 year of the 2022 to 2026 TIP.

Angie Constantino then pointed out that the state match for two of the highway projects were in fiscal year 2023 including the \$100,000 for the mini bus project and the \$16,000 for the supervisor vehicles.

With those small administrative changes added, the Chair asked for a motion. Alan Slavin made the motion and Jamie Ponte seconded it. The Chair asked Lilia to call the roll.

MassDOT Chair-----Yes  
City of New Bedford-----Yes  
MassDOT Administrator-----Yes  
Town of Berkley-----Yes  
Town of Dartmouth-----Yes  
Town of Fairhaven-----Yes  
Town of Middleborough-----Yes  
SRPEDD Commission Chair -----Yes  
SRTA-----Yes  
GATRA-----Yes

**THE MOTION PASSED UNANIMOUSLY.**

**6. Draft FFY2023-2027 TIP ([Link Draft FFY2023-2027](#)) - Roll Call Vote Needed to Endorse  
(Link to Materials Attached)**

Lisa started by informing the group that the SMMPO body is required to endorse the Certification of our Planning Process and self-compliance statement for the Global Warming Solutions Act. They will be displayed on the screen and Lilia will be reciting them word for word as required. Lilia then recited both the certification and the self-compliance word for word. (These 2 documents are attached at the end of these minutes for viewing). Lilia then turned it over to Lisa.

The Chair then formally stated that the Certification and Compliance will be included in the Endorsement of the draft FFY2023-27 TIP.

Lisa continued by saying that the draft 2023 to 27 TIP was released last month at the SMMPO meeting on April 19 to a minimum 21-day comment period. Comments received included from Sandra Medeiros of the South Coast Bikeway Alliance inquiring about moving up the bicycle and pedestrian Ramp Construction at Route 6 and MacArthur Drive in New Bedford. She stated that 2027 is several years past the 2023 completion date of the South Coast Rail, and she was under the understanding that the project was fully funded and construction would begin soon. She stated the lack of a ramp on the north side of Route 6 is the only impediment to cyclists accessing the train station from Fairhaven and points east. She is aware that cyclists could travel on the south side of Route 6 on the bumpy red brick path and circle back towards the station, but that would add additional minutes to their commute.

Comments were also received from federal highway and MassDOT noting suggestions, updates and corrections, all of which have been addressed and can be found in Table 8 of the draft TIP. And most recently, comments that came in via email, one from the Fairhaven bikeway committee. At their meeting held on April 26, the committee voted unanimously to send these comments and the committee agrees with comments made by Sandra Medeiros that are contained on page 38 of the existing draft, which advocate for advancing the timing of the construction of the ramp on the north side of Route 6 to more closely align with the completion of the South Coast Rail project. In the introduction section of the document, the plan calls for a comprehensive performance-based regional multimodal transportation planning process, while minimizing transportation related fuel consumption and air pollution. The Fairhaven bikeway committee believes it would be best if the ramp that is already programmed to be built in 2026 to 2027 on the north side of the Fairhaven New Bedford bridge, were moved up in the funding cycle to more closely coincide with the completion of the New Bedford South Coast rail station and 2023. The ramp will make it easier for people commuting to the New Bedford rail station by bicycle from Fairhaven and points east to right down off the bridge and into the train station.

The second email comment was from Bob Espindola, the president of the South Coast Bikeway Alliance, that they very much appreciate the mention of the South Coast Bikeway in the TIP document including on page 118 which states several projects are underway that include South Coast Bikeway rerouting by MassDOT, including projects in Marion and Wareham on Route 6, in New Bedford, the bicycle and pedestrian Ramp Construction from Rout 6 to MacArthur Drive project. At a meeting held on May 10, the South Coast bikeway Alliance voted unanimously to send you this comment on the draft 2023 to 27 TIP. The committee once again agrees with Sandra's comments and they are advocating for the timing of the construction of the ramp.

In addition, they stated that they envision the construction projects at the Weweantic Bridge in Wareham and the Cape Cod canal bridges, providing easier, safer crossings of those waterways and providing an increase in tourism, whereby people from Boston will choose intermodal transportation to ride down from Boston on South Coast Rail, then bike in New Bedford through

our beautiful coastal communities to experience Fort Phoenix and Mattapoisett rail trails and the magnificent new project connecting to Mattapoisett before riding down to Marion and Wareham and over the bridges to Cape Cod and over to the islands. The ramp on the north side down to the train station will be a tremendous asset to people traveling back and forth between New Bedford and points east. In conclusion, we are very grateful for the emphasis the TIP places on intermodal transportation and we hope that you will consider moving the construction of the ramp on the north side of Route 6 up to coincide with the completion of the South Coast rail station. Lisa explained that this is a statewide project, and comments will all be included in the TIP and MassDOT will have an opportunity to comment on that as well if they so wish.

Lisa continued by informing the group that since the release of the Draft TIP, they do need to note some changes. Final transit project lists which were included in the latest version of the draft, and for GATRA, there was approximately \$53 million programmed over the next five years for planning, preventative maintenance, operating assistance, mobility management, rehab and renovation of the Attleboro commuter rail station, rehab of Taunton's East Main facility, to purchase support equipment, 8 35-foot buses and 38 vans. We do need to note that there is a change on the project lists for federal fiscal year 27. For projects RTD 0011422, the amount of \$1,440,000 in 5307 funds was not shown and that information will be updated and will be included in the final TIP.

For SRTA over \$50 million is programmed over the next five years for planning, hardware, and software enhancements, tire leases, support vehicles, 9 replacement vans, 25 replacement buses, to support equipment and facilities, and in federal fiscal year 2027 engineering and design of a bus support equipment facility, which they are much in need of. We also need to note that there is an update to the cost for project in 2003 that was not displayed correctly on the transit element of the TIP. The cost should be programmed at approximately \$4.5 million. This information will be updated and included in the final TIP.

On the highway side of the TIP, in federal fiscal year 2025, there was a cost increase for the Lakeville Route 79 project. With that cost increase, the TIP was over programmed by approximately \$1.3 million. The recommendation is to push out the Norton intersection Improvement Program to federal fiscal year 2027. In doing that, we have a little under a million as a balance left in federal fiscal year 2025. That would be a change that would be made if this body so approves it.

Moving the Norton project into federal fiscal year 2027 over programs the TIP by approximately \$2 million. The first thought was to push out the lowest scoring projects, which was Dartmouth, Dartmouth Street at Prospect Street, or the Westport, Improvements at 177, Robert Road and Tickle Road. Following discussion with the town of Dartmouth, their preference would be to leave in the Dartmouth at Prospect Street, since they're moving quicker on that project and push out the Faunce Corner project onto the supplemental project list. Staff also reached out to Westport and they gave us an update that their project is advancing. Moving the Dartmouth Faunce Corner project 607820 to the supplemental list would leave us with a balance. And with

that balance, we would be able to move up a project that was previously on the supplemental list, which would be the Middleborough reconstruction related work on Wareham Street at Woods Street. If those changes were to be made, we'd end up with a balance of approximately \$1.6 million in federal fiscal year 2027. And we would be fiscally constrained in all years. So we are asking this body to endorse the TIP with these changes.

The Chair asked for a motion. Alan Slavin made the motion and Shawn McDonald seconded it. The Chair asked Lilia to call the roll.

MassDOT Chair-----Yes  
City of New Bedford-----Yes  
MassDOT Administrator-----Yes  
Town of Berkley-----Yes  
Town of Dartmouth-----Yes  
Town of Fairhaven-----Yes  
SRPEDD Commission Chair -----Yes  
SRTA-----Yes  
GATRA-----Yes

**THE MOTION PASSED UNANIMOUSLY.**

**7. Draft FFY2023 UPWP ([Link Draft FFY23 UPWP](#)) - Roll Call Vote Needed to Release to a 21-day comment period.**

Paul Mission explained that the UPWP covered work to be completed from Oct. 1, 2022 –Sept. 30, 2023, that it supports the 2020 Regional Transportation Plan, updates the 2024 Regional Transportation Plan, and outlines planning activities for SRPEDD.

He explained that the legislative guidance that is tied to the funding of the UPWP and includes monies that are filtered down from the Bipartisan Infrastructure Law (BIL) but also builds upon legislation and guidance from previous transportation bills which include FAST Act, MAP- 21. In general, all these bills support and strengthen America's highways, are designed to support the US D.O.T.'s aggressive safety agenda, promote alternative modes of transport, improve health, improve healthy and sustainable transportation, create jobs, support economic growth and address climate change and promote equity for all modes of transportation.

Mr. Mission continued with the funding sources that are tied to the UPWP. The first one is through the US DOT, from the Federal Highway Administration as well as Federal Transit Administration, where the combined planning funds are better known as PL with FHWA and a 5303 grant program from FTA to provide 80% of our contract annually. There is a required 20% match which is supplied through MassDOT, and there is one additional contract that we have is using the 5307 grant program from FTA through GATRA for technical planning services.

The UPWP consists of four elements: 1. Management & Support of the Planning Process; 2. Regional Data Collection, Modeling & Analysis Activities; 3. Transportation Plan Activities & Studies; and 4. Additional Technical Planning Activities.

Element 1 has five tasks. including: Task 1.1, the 3C Process; Task 1.2, Public Participation; Task 1.3, Environmental Justice & Title VI; Task 1.4, the Unified Planning Work Program; and Task 1.5, the Transportation Improvement Program.

Element 2 has six tasks, including: Task 2.1, Data Management and GIS; Task 2.2, Regional Modeling; Task 2.3, Regional Traffic Counting; Task 2.4, Pavement Management; Task 2.5, Performance Measures; and Task 2.6, Community Technical Assistance.

Element 3 consists of six separate tasks, including: Task 3.1, Update of the Regional Transportation Plan; Task 3.2, Management Systems; Task 3.3, Bicycle & Pedestrian Planning; Task 3.4, Intermodal Project Coordination, Freight Movement & Intelligent Transportation Systems (ITS); Task 3.5, Regional Resiliency; and Task 3.6, Mobility Management & Regional Transit Support.

Element 4 includes one task which is Task 4.1, GATRA Technical Planning Assistance.

Mr. Mission concluded with the timeline for the UPWP which is a release of this document for a 21-day public comment period, The document itself is available for download through the SRPEDD website, just click on the transportation tab and then click on regional transportation planning. That page will show you the link for the UPWP. The link was sent out as part of the materials for today's meeting. And I encourage everyone to download it and review it and provide us any comments and you can send those comments to either myself or you can send them to Lisa Estrella-Pedro.

There were no question so the Chair asked for a motion a second for this draft UPWP to be released to a public 21-day public comment period. The motion was made by Shawn McDonald and seconded by Bob Espindola.

The Chair asked Lilia to call the roll.

MassDOT Chair-----Yes  
City of New Bedford-----Yes  
MassDOT Administrator-----Yes  
Town of Berkley-----Yes  
Town of Dartmouth-----Yes  
Town of Fairhaven-----Yes  
SRPEDD Commission Chair -----Yes  
SRTA-----Yes  
GATRA-----Yes



**THE MOTION PASSED UNANIMOUSLY.**

**8. MPO By-Laws - Final Comments and Roll Call Vote Needed to Endorse (Materials Attached)**

Lilia Cabral-Bernard informed the group that the draft bylaws were presented at the last SMMPO meeting. These bylaws are a result of a recommendations of the federal certification review and staff has incorporated the helpful comments received from our federal partners. the MPO members were asked at the last at the last meeting to take a look at the draft and offer any comments, but no comments were received. She asked the group to endorse the SMMPO Bylaws.

The Chair asked for a motion and a second to endorse the MPO bylaws The motion was made by Alan Slavin and seconded by Jamie Ponte. The Chair then asked Lilia to call the roll.

MassDOT Chair-----Yes  
City of New Bedford-----Yes  
MassDOT Administrator-----Yes  
Town of Berkley-----Yes  
Town of Dartmouth-----Yes  
Town of Fairhaven-----Yes  
SRPEDD Commission Chair -----Yes  
SRTA-----Yes  
GATRA-----Yes

**THE MOTION PASSED UNANIMOUSLY.**

**9. Beyond Mobility/MassDOT Statewide Long Range 2050 Transportation Plan Presentation**

Raissah Kouame provided an overview of the state's long-range transportation plan called Beyond Mobility. The purpose of the long-range plan is to articulate and create a vision statement that will guide the future of transportation in Massachusetts, and also serve as a strategic plan for MassDOT and guide future capital planning at the agency. The last statewide long-range transportation plan was called We Move Massachusetts and was completed in 2014, and helped to define the structure of MassDOT's current capital investment plan.

This plan will help set the stage for the next revamp of the capital planning process through an extensive public engagement and strategic planning process. The tasks within the scope of work for the long-range plan have been categorized into four overarching phases. The assessment phase will involve tasks such as an existing conditions analysis, analyzing the most pressing

trends facing Massachusetts through scenario planning, and defining the network for site specific needs analysis. The visioning phase will involve extensive public and stakeholder engagement, and will entail crafting a vision based on input from the public and stakeholders. The evaluation phase will also involve public engagement, but will be based more on assessing public input on a variety of trade-offs. For example, when it comes to allocating limited resources for transportation, which projects are the greatest priority? Questions like this will be assessed as part of this stage.

The final stage will involve recommendations based on this input and other analysis. Recommendations may be related to restructuring the capital planning framework, organizational policy related or location specific.

MassDOT staff are currently in the visioning phase of the long-range planning process to define how Massachusetts residents envision the transportation system to best serve them in the future and what the most pressing needs and barriers are. So far, they have completed multilingual focus groups and have launched a website and public survey to begin gathering feedback. Additional stakeholder meetings will be held throughout the summer of 2022.

#### **10. Other Business - MPO self-nomination process, etc.**

Lisa informed the group that MPO self-nomination forms have been sent out to all the Boards of Selectmen as we will be electing two new members as the term for Dartmouth and Berkley representatives will expire on August 1. They have the option of re-nominating themselves, but they will have to go through the election process with the nomination form or they can be replaced by others who wish to join the MPO. The forms are due back on June 9, and the election will take place at the SRPEDD Commission meeting on June 22, where the commission will elect the members to the SMMPO.

She continued by informing the group that the Notice of Funding Opportunity for Safe Streets and Roads funding has been released, and staff will send out that information to our mailing lists. There is over \$5 to \$6 billion in dollars grants over the next five years. Funding will support regional, local and tribal initiatives through grants to prevent roadway deaths and serious injuries. The program supports the Department's National Roadway Safety Strategy and a goal of zero deaths and serious injuries on our nation's roadways. Eligible activities include the development or update of a comprehensive safety action plan, or action plan Vision Zero plans, planning, design and development of activities in support of an action plan, and carrying out projects and strategies identified in an action plan.

A couple of other announcements, include the MassDOT Innovation conference on May 24 and 25<sup>th</sup> at the DCU center in Worcester, in-person registration is closed, but you can still sign up to attend virtually through May 23.

On May 25 SRPEDD's annual dinner will be taking place at White's of Westport and we have keynote speaker secretary and CEO, Massachusetts Department of Transportation Jamie Tesler.

Also, MassDOT's Capital Investment Plan meeting will be held virtually on June 1 at 6pm. We will send out additional information once we've received that.

Paul formally introduced Raissah to all the MPO members. She is the new liaison between SRPEDD and the Office of Transportation Planning in Boston. He welcomed her to the group.

### **11. Date and Time for Next Meeting**

Paul asked the MPO members if they would be amenable possibly have a combined meeting in June with the JTPG and possibly outdoors. Staff is having trouble finding an off-site location for the meeting, but if we cannot, we could possibly have it in the SRPEDD parking lot, and instead of a hybrid, have an in-person meeting only due to the lack of technology depending on the location.

Discussion ensued including the need for an in-person quorum for an in-person meeting, and setting a rain date, with possible dates of June 14 or June 21, possibly with a June 14 with a rain date for the 21st. It was suggested that if it rains on the 14<sup>th</sup>, we could then change to a virtual meeting for the JTPG on that day, and then have an outdoor meeting on the 21<sup>st</sup> for the MPO. Alan stated that he could only do the 21<sup>st</sup>.

Dean Larabee reminded the group about Paul's retirement, and how he would like to meet all the MPO members in person after 2 years of virtual meetings. The Chair asked members to emails Paul and Lisa with their thoughts so a final plan could be made for the date and time of the next meeting.

### **12. Adjourn**

The Chair asked for a motion and second to adjourn. Alan Slavin made a motion and Mark Germain seconded it, and 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 2:04 PM.

## **Certification of the SMMPO Transportation Planning Process**

The Southeastern Massachusetts Metropolitan Planning Organization certifies that its conduct of the metropolitan transportation planning process complies with all applicable requirements, which are listed below, and that this process includes activities to support the development and implementation of the Regional Long-Range Transportation Plan and Air Quality Conformity Determination, the Transportation Improvement Program and Air Quality Conformity Determination, and the Unified Planning Work Program.

1. 23 USC 134, 49 USC 5303, and this subpart.
2. Sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 USC 7504, 7506 (c) and (d) and 40 CFR part 93 and for applicable State Implementation Plan projects.
3. Title VI of the Civil Rights Act of 1964, as amended (42 USC 2000d-1) and 49 CFR Part 21.
4. 49 USC 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity.
5. Section 1101 (b) of the Fast Act (Pub. L. 114-357) and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in U.S. DOT-funded projects.
6. 23 CFR part 230, regarding implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts.
7. The provisions of the US DOT and of the Americans with Disabilities Act of 1990 (42 USC 12101 et seq.) and 49 CFR Parts 27, 37, and 38.
8. The Older Americans Act, as amended (42 USC 6101), prohibiting discrimination on the basis of age in programs or activities receiving federal financial assistance.
9. Section 324 of Title 23 USC regarding the prohibition of discrimination based on gender.
10. Section 504 of the Rehabilitation Act of 1973 (29 USC 794) and 49 CFR Part 27 regarding discrimination against individuals with disabilities.
11. Anti-lobbying restrictions found in 49 USC Part 20. No appropriated funds may be expended by a recipient to influence or attempt to influence an officer or employee of any agency, or a member of Congress, in connection with the awarding of any federal contract.

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Jamey L. Tesler, Secretary and Chief Executive Officer  
Massachusetts Department of Transportation  
Chair, SMMPO

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Date

### 310 CMR 60.05: Global Warming Solutions Act Requirements for Transportation

This will certify that the Transportation Improvement Program and Air Quality Conformity Determination for the Southeastern Massachusetts Metropolitan Planning Organization Long Range Transportation Plan is in compliance with all applicable requirements in the State Regulation 310 CMR 60.05: Global Warming Solutions Act Requirements for Transportation. The regulation requires the MPO to:

1. 310 CMR 60.05(5)(a)1.: Evaluate and report the aggregate transportation GHG emissions impacts of RTPs and TIPs;
2. 310 CMR 60.05(5)(a)2.: In consultation with MassDOT, develop and utilize procedures to prioritize and select projects in RTPs and TIPs based on factors that include aggregate transportation GHG emissions impacts;
3. 310 CMR 60.05(5)(a)3.: Quantify net transportation GHG emissions impacts resulting from the projects in RTPs and TIPs and certify in a statement included with RTPs and TIPs pursuant to 23 CFR Part 450 that the MPO has made efforts to minimize aggregate transportation GHG emissions impacts;
4. 310 CMR 60.05(5)(a)4.: Determine in consultation with the RPA that the appropriate planning assumptions used for transportation GHG emissions modeling are consistent with local land use policies, or that local authorities have made documented and credible commitments to establishing such consistency;
5. 310 CMR 60.05(8)(a)2.a.: Develop RTPs and TIPs;
6. 310 CMR 60.05(8)(a)2.b.: Ensure that RPAs are using appropriate planning assumptions;
7. 310 CMR 60.05(8)(a)2.c.: Perform regional aggregate transportation GHG emissions impact analysis of RTPs and TIPs;
8. 310 CMR 60.05(8)(a)2.d.: Calculate aggregate transportation GHG emissions impacts for RTPs and TIPs;
9. 310 CMR 60.05(8)(a)2.e.: Develop public consultation procedures for aggregate transportation GHG emissions impact reporting and related GWSA requirements consistent with current and approved regional public participation plans;
10. 310 CMR 60.05(8)(c): Prior to making final endorsements on the RTPs, TIPs, STIPs, and projects included in these plans, MassDOT and the MPOs shall include the aggregate transportation GHG emission impact assessment in RTPs, TIPs, and STIPs and provide an opportunity for public review and comment on the RTPs, TIPs, and STIPs; and
11. 310 CMR 60.05(8)(a)1.c.: After a final GHG assessment has been made by MassDOT and the MPOs, MassDOT and the MPOs shall submit MPO-endorsed RTPs, TIPs, STIPs or projects within 30 days of endorsement to the Department for review of the GHG assessment.

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Jamey Tesler, Secretary and CEO  
Massachusetts Department of Transportation (MassDOT);  
Chair, Southeastern Massachusetts Metropolitan Planning Organization (SMMPO)

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Date

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