



## Notice of Project Change

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## Attachment 1 – Project Change Description



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## 1. Introduction

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The Commonwealth of Massachusetts is committed to moving forward with the South Coast Rail Project (SCR) and to doing so in a manner that provides long-awaited commuter rail service for the South Coast region as soon as possible. For this reason, MassDOT is proceeding with permitting and early actions on the Stoughton Electric project already reviewed by MEPA while also proposing to adopt a phased approach that could provide an interim service years before revenue service is possible on the final phase project. This Notice of Project Change is being filed in order to advance the option of an interim service serving both New Bedford and Fall River using the existing Middleboro/Lakeville commuter rail line while at the same time work proceeds to design, permit and fund the Stoughton Electric final phase project (including, particularly, the so-called Southern Triangle). Phase 1 would provide service from New Bedford, Fall River and Taunton to Boston using the Middleborough Secondary line and the existing Middleborough/Lakeville Commuter Rail line. Portions of the Phase 1 Project have not previously been reviewed under MEPA (**Figure 1**). The improvements associated with Phase 1 service may result in wetland impacts that require a Variance under the Wetlands Protection Act, therefore, MassDOT anticipates that the project may be categorically required to prepare a Supplement Environmental Impact Report.

The South Coast Rail (SCR) Project is an initiative of the Massachusetts Department of Transportation (MassDOT), implemented through the Massachusetts Bay Transportation Authority (MBTA). MassDOT's stated purpose of the Project is to more fully meet the existing and future demand for public transportation between Fall River/New Bedford and Boston, Massachusetts, and to enhance regional mobility while supporting smart growth planning and development strategies in the affected communities. The SCR Project will ultimately extend the existing Stoughton Line commuter rail service south to Fall River and New Bedford using the out-of-service Stoughton Line from Stoughton to Taunton, the New Bedford Main Line from Taunton to New Bedford, and the Fall River Secondary from Myricks Junction (Berkley) to Fall River. Both the New Bedford and Fall River lines are active freight railroads.

As described in the previous MEPA filings, the Project will provide electric commuter rail service, with stops at the reconstructed Canton Center Station and the relocated Stoughton Station as well as ten new stations (North Easton, Easton Village, Raynham Place, Taunton, Taunton Depot, Freetown, Fall River Depot, Battleship Cove, Kings Highway, and Whale's Tooth). Two new overnight layover facilities will be constructed (Weaver's Cove in Fall River and Wamsutta in New Bedford). The Project will use 15.5 miles of the existing Northeast Corridor infrastructure between Boston and Canton Junction; improve 3.8 miles of existing track from Canton Junction to Stoughton; restore track infrastructure on the 16.4-mile Stoughton Line between Stoughton and Taunton; reconstruct 20 miles of the New Bedford Line from Taunton to New Bedford; and reconstruct 12.3 miles of the Fall River Line between Berkley and Fall River. The Project will add a second track and passing sidings where

needed to support the future commuter and freight operations. The Project will also reconstruct or replace railroad bridges over roads and waterways, and will need to reconstruct three highway bridges that cross over the railroad. The Project will also restore grade crossings along the inactive Stoughton-to-Taunton segment, and upgrade equipment and signals at all at-grade crossings to meet modern standards.

The SCR Project was reviewed under the Massachusetts Environmental Policy Act (MEPA) in 2002 and 2013 (EOEEA 14346), with a Final Certificate issued in November, 2013, completing the MEPA process. It has also been reviewed under the National Environmental Policy Act (NEPA) with the U.S. Army Corps of Engineers (USACE) as the lead federal agency. The Final Environmental Impact Statement/Report (FEIS/R) was released in September 2013. The USACE has not yet issued the Record of Decision required to complete the NEPA process. Following the completion of the MEPA process, the MBTA retained the partnership of VHB and HNTB as its Program Manager-Construction Manager (PM-CM) for the Project. The Project is currently in the preliminary design and permitting phase.

Since the 2013 FEIS/R, MassDOT has advanced the design of the Project, and determined that the timeline for implementing service was significantly longer than originally anticipated and in fact, extended out several years beyond the previously produced schedule. MassDOT also determined that the cost of the project was substantially greater than previously anticipated. MassDOT believes that service to the South Coast communities is critical and such a delay (until at least 2028) was not ideal. Therefore, MassDOT has adopted a phased approach to the Project. Phase 1 would consist of extending service from the existing Middleborough/Lakeville Line along the Middleborough Secondary to Taunton, New Bedford and Fall River. Service through Middleborough was identified in the prior MEPA review but was dismissed as a permanent-service option, as described further below, and therefore was not evaluated in detail.

This Notice of Project Change (NPC) for the SCR Project describes the proposed changes to the Project that will result from implementing a proposed Phase 1 service. This document gives an overview of proposed changes from what was reported in the 2013 FEIS/R, and discusses aspects of the Project that will likely require additional analysis in a Supplemental Environmental Impact Report (SEIR).

## 2. Project Change Description

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MassDOT is developing a Phase 1 for the SCR Project that will provide service to New Bedford, Fall River, and Taunton using the existing Middleborough/Lakeville Commuter Rail Line sooner than the projected timelines for the final phase Stoughton Electric service. The majority of the Phase 1 corridor, known as the Southern Triangle, extends from Cotley Junction in Taunton to Fall River (using the Fall River Secondary Line) and to New Bedford (using the New Bedford Main Line). The Southern Triangle is an existing active freight-rail corridor, and the Project would improve the track infrastructure and add stations and overnight layover facilities for commuter-rail service. Elements of the Southern Triangle included in the Phase 1 service have already been reviewed as part of the FEIS/R. Phase 1

also includes a new Project element, which would connect the Southern Triangle to the Middleborough Main Line at Pilgrim Junction in Middleborough. This new element would improve the track infrastructure on the Middleborough Secondary (**Figure 1**), an active freight rail line. Other new elements include constructing a new station in East Taunton south of Cotley Junction, and a new, relocated or reconstructed station in Middleborough/Lakeville. Variants of this service will be analyzed as part of this process.

The Middleborough route was evaluated in the prior alternatives analysis process under MEPA and NEPA review, but ultimately not pursued because it did not meet full-build ridership criteria and did not meet the Project purpose. The environmental effects of this route, and appropriate mitigation measures, were therefore not evaluated in the 2013 FEIS/R for the SCR Project. MassDOT is filing this NPC under MEPA, redefining the approach to the Project and providing information about the Phase 1 changes. MassDOT anticipates that the Secretary of the Executive Office of Energy and Environmental Affairs (EOEEA) will require an SEIR for the Project.

By taking a phased approach, MassDOT will be able to provide service to the South Coast Region much sooner than would be possible if the entire Project were constructed at one time. The phased approach will establish service from Boston to the South Coast region, particularly the underserved cities and populations of New Bedford, Fall River, and Taunton, in a timelier manner given the cost and complexity of advancing the full SCR Project. MassDOT is continuing to design and advance the full SCR Project, as shown on **Figure 1**, which consists of track infrastructure and stations between Canton Center and Cotley Junction, connecting to the Southern Triangle facilities.

While MassDOT views Phase 1 service as an interim service until the full service along the Stoughton corridor can be provided, this Phase 1 service will provide utility in the short term by reaching the project goals for service to New Bedford and Fall River in a timely manner. In the long term, the project will have independent utility since the capital construction elements will provide the Commonwealth with improved and faster freight service along a critical freight corridor. Phase 1 could provide a connection between Bridgewater State College and the Fall River/New Bedford area. MassDOT also believes that a connection from the South Coast region to Boston via the Middleborough Line will provide a level of redundancy and resiliency that could be an asset. The distance from these terminal cities to Boston will be the longest in the MBTA system. The chances of impacts and barriers to service increases over distance. The likelihood of barriers to service is even greater since the Stoughton line joins the Northeast Corridor, a high frequency line with various complicated service conditions. By providing a permanent by-pass to these service obstacles, the MBTA service plan can recover from a service interruption far more quickly.

In addition, many of the bridges along the Stoughton corridor are in floodplains and subject to flooding in extreme storm conditions. In the event of more frequent or more extreme storms due to the effects of climate change, many of these bridges may be impassable for short durations until the flood waters recede. By having a permanent alternative route to use in those situations, the MBTA brings a level of resiliency to the corridor that is warranted and appropriate.

## 2.1 Track Infrastructure

Phase 1 will use the existing Middleborough/Lakeville Commuter Rail Line and Middleborough Secondary to provide service to New Bedford and Fall River (**Figure 1**). The Middleborough/Lakeville Line is an active freight and commuter rail line and part of the MBTA commuter rail system administered by Keolis. The Middleborough Secondary is an active single track freight line owned by MassDOT, administered by Mass Coastal Railroad, and with operating rights for CSX Corporation.

Phase 1 will provide service using the existing Middleborough/Lakeville Line from South Station in Boston to Pilgrim Junction in Middleborough, where the rail intersects the Middleborough Secondary at the existing Middleborough Layover facility. No additional trains on the Middleborough/Lakeville Line are anticipated to support Phase 1 service. Phase 1 will then run along the Middleborough Secondary from Pilgrim Junction to Cotley Junction in Taunton.

MassDOT will make the following improvements along the Middleborough Secondary to accommodate Phase 1:

- Reconstructing existing single track from Pilgrim Junction to Cotley Junction, including culvert replacements and retaining wall construction (upgrades are being coordinated with the current MassDOT State of Good Repair program presently underway along this alignment). MassDOT is continuing to evaluate whether this section will be fully or partially double-tracked;
- Four bridge replacements;
- New signal and communications systems;
- Positive train control; and
- Upgrades to five grade crossings.

From Cotley Junction, Phase 1 service will continue on the New Bedford Main Line, with trains to Fall River using the Fall River Secondary. Track reconstruction from Cotley Junction south will be as previously evaluated in the FEIS/R. Construction on the Southern Triangle will be as described in the FEIS/R.

MassDOT is currently evaluating the potential for accelerated construction alternatives for both the Southern Triangle and Middleborough Secondary lines. A 2016 review of construction costs for the full SCR Project showed an updated cost of \$3.3 billion, with service beginning in 2028. The estimated cost to construct Phase 1 is approximately \$1.1 billion, with service beginning in 2024.

## 2.2 Operations

Phase 1 will provide a more limited level of service to the South Coast region than the full-build of the SCR Project and will result in a slightly longer travel time from the terminal stations to Boston. Specifically, Phase 1 will construct the stations at King's Highway and Whale's Tooth in New Bedford

and Fall River Depot in Fall River, a station at East Taunton, and a potential new station in Middleborough or modification of an existing station on the Middleborough Main Line (for a cross-platform transfer). Phase 1 will also offer two to three peak-period trains from and to each terminal station. MassDOT is currently working with Central Transportation Planning Staff (CTPS) to evaluate the ridership for Phase 1.

Although the operations under Phase 1 service are anticipated to be more limited than the full-build of the Project, by implementing Phase 1 MassDOT would provide this much-needed service to the underserved communities of New Bedford, Fall River, and Taunton in an expedited timeframe while the remainder of the SCR Project design and permitting is advancing.

### 2.3 Stations

Phase 1 will construct several improvements in the Southern Triangle that were evaluated in the FEIS/R as elements of the full-build of the Project. These improvements include the two terminal stations, Whale's Tooth in New Bedford and Fall River Depot in Fall River, and the King's Highway Station in New Bedford. MassDOT is considering whether to construct the Freetown and Battleship Cove stations as part of the Phase 1 interim service or to defer construction until the final phase is constructed and welcomes feedback on alternatives as part of this MEPA process. Phase 1 also will construct a new station in East Taunton south of Cotley Junction (modified from its original location in the FEIS/R), and will include one of two alternatives. In the Stoughton alternative, two stations are proposed for Taunton – one in East Taunton and one at Dean Street. These stations however are north of Cotley Junction and cannot be served by the Phase 1 service. To continue to accommodate riders from Taunton, MassDOT will build a new station in East Taunton. MassDOT is currently identifying locations for that station and the SEIR will assess the environmental impacts and transportation benefits of this station.

MassDOT will also assess the feasibility of running a bus shuttle from various points in Taunton (*e.g.*, Taunton Center, Dean Street, *etc*) to provide transit access from these points to the new commuter rail station. MassDOT will assess the travel demand and costs of various shuttle bus services to determine the feasibility of such a plan.

In addition, MassDOT is currently reviewing two alternatives that each affect Middleborough/Lakeville Station differently. One alternative would relocate Middleborough/Lakeville Station to a location north or west of Pilgrim Junction. This would allow all customers to experience a "one-seat ride" to Boston. The second alternative would leave the existing Middleborough/Lakeville Station in its current location, and operate a commuter rail shuttle, where passengers could board a train in Middleborough/Lakeville and transfer (via a simple cross platform connection) at a station further north along the corridor. While MassDOT has not specifically identified which station will be the transfer point, Bridgewater Station (located at Bridgewater State College) appears to be an appropriate location. The MBTA will attempt to coordinate service so that trains from Fall River or New Bedford

are scheduled to arrive at this transfer point within a minute or two of the train from Middleborough/Lakeville so that the transfer is as seamless as possible. Alternative to this scenario, MassDOT is currently identifying possible locations for this newly relocated Middleborough Station as well as a new Taunton Station that can be served during Phase 1 service. The Alternatives Analysis will present an assessment of various locations for both the Taunton and Middleborough stations in the SEIR.

MassDOT will also be assessing the transportation benefits and costs of extending this commuter rail shuttle south of the Middleborough/Lakeville Station to Buzzards Bay. Currently MBTA runs seasonal service (Cape Flyer) from South Station to Buzzards Bay and beyond to Hyannis. The commuter rail shuttle under consideration for the Middleborough/Lakeville Station provides an opportunity to extend that service south of Middleborough to Buzzards Bay which could in the future enable the MBTA to provide daily commuter service to these communities that are currently served only by the seasonal Cape Flyer service. The SEIR will assess the travel demand and environmental impacts and benefits of providing daily commuter service to Buzzards Bay.

MassDOT is currently identifying possible locations for this newly relocated Middleborough Station as well as a new Taunton Station that can be served during Phase 1 service. The Alternatives Analysis will present and assessment of various locations for both Taunton and Middleborough in the SEIR.

Since the FEIS/R, a portion of the proposed Fall River Depot site has been developed by others. The SEIR will re-evaluate the design of the Fall River Depot Station considering planned development and the planned Davol Street improvements.

## 2.4 Layovers

In Phase 1, MassDOT will construct the Wamsutta Layover in New Bedford and the Weaver's Cove East layover in Fall River.

## 2.5 Rolling Stock

Because Phase 1 proposes to extend the existing Middleborough/Lakeville Commuter Rail service, fewer new trainsets will be needed for Phase 1 than for the full SCR Project. MassDOT anticipates that two new trainsets will be needed to support Phase 1, and that the existing single-level coaches on the Middleborough/Lakeville line will need to be replaced with bi-level coaches to accommodate the new riders. These coaches would be usable under the full SCR Project as well.

# 3. Project Changes – Environmental Impacts

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The following sections describe changes to the SCR Project related to environmental impacts. The SEIR will provide a detailed analysis of changes in Project impacts and proposed mitigation associated with

Phase 1 service. An alternatives analysis will be included in the SEIR to identify the potential impacts of Phase 1 service options.

**Table 3-1 Summary of Project Changes**

Evaluated in FEIS/R	Change?	Description
Transportation	Yes	Traffic impacts at two new stations
Land Use and Zoning	Yes	Land use changes at two new stations
Socioeconomics	Yes	Economic effects of new station construction
Environmental Justice	No	No new impacts to EJ communities anticipated. Earlier implementation of service will benefit EJ communities.
Visual Resources	No	No changes to visual environment
Noise	Yes	New noise impacts from train operations on Middleborough Secondary
Vibration	Yes	New vibration impacts from train operations on Middleborough Secondary
Air Quality	Yes	Emissions from diesel trains; change in overall emissions associated with vehicle-miles-traveled (VMT) reductions
Protected Open Space and ACECs	No	No new impacts to open space; no part of Phase 1 is within an ACEC
Farmland Soils	No	No farmlands or farmland soils within Project area
Hazardous Materials	Yes	New elements of Project (stations, Middleborough Secondary) will be investigated to identify any potential for hazardous materials
Wildlife	Yes	Potential impacts to vernal pools along the Middleborough Secondary
Threatened and Endangered Species	Yes	Potential impacts to habitat along the Middleborough Secondary
Wetland Resources	Yes	Potential impacts to wetlands along the Middleborough Secondary
Water Resources	Yes	Potential impacts to surface waters along the Middleborough Secondary
Coastal Zone and Chapter 91 Waterways	No	No new Phase 1 elements are in Coastal Zone or Tidelands
Indirect and Cumulative Impacts	Yes	Indirect and cumulative impacts associated with Phase 1 are expected to be slightly greater than previously evaluated for the entire South Coast Rail Project.

Source: VHB (2013 FEIS/R and 2017 analysis)

### 3.1 Alternatives Analysis

An Alternatives Analysis will be performed for the proposed Phase 1 operations to support the development of the SEIR. MassDOT conducted an extensive alternatives analysis for the SCR Project

in the DEIR and the FEIS/R, including numerous bus options. The results of these analyses indicate that options for busing to the Fall River and New Bedford remain infeasible for Phase 1 service.

The alternatives that are anticipated to be evaluated in the SEIR for Phase 1 service will consist of operational and service options and new station locations that can be implemented by 2024. Service alternatives to be evaluated include;

- A “one-seat ride” from Fall River and New Bedford that would extend existing Middleborough trains to New Bedford and Fall River, and provide a separate commuter rail service for passengers using the existing Middleborough/Lakeville station to an existing station on the Middleborough Line (potentially Bridgewater Station) for a cross platform connection. Service would be coordinated so that trains from each terminus arrive proximate to each other for a simple transfer.
- A “one-seat ride” from Fall River and New Bedford would include a relocated Middleborough Station to a point north or west of Pilgrim Junction. This newly relocated station would allow all customers to have the “one seat ride” Under this scenario, safe, accessible pedestrian friendly access would be provided to the station from the residential community that currently is adjacent to the existing Middleborough/Lakeville Station, MassDOT is currently identifying possible locations for this newly relocated station and the alternatives will be assessed in the SEIR.
- In the SEIR, MassDOT will evaluate alternatives for the siting of a new station in Taunton as well as possible locations for the relocated Middleborough/Lakeville Station. The alternatives analysis for these sites will consider the traffic, transportation, pedestrian and bicycle access, wetlands and natural resources, cultural resources as well as any other relevant environmental factor when considering the station siting criteria.

MassDOT is also evaluating the need for, and locations of, double-track sections along the Middleborough Secondary to support the proposed operations. MassDOT is continuing to evaluate station alternatives in both the Taunton and Middleborough locations, and will re-evaluate the Fall River Depot Station, and will describe these fully in the SEIR.

### 3.2 Transportation

The FEIS/R included extensive transportation-based analyses of the Project to provide a regional overview of the transportation conditions in the area and how they would be impacted by the Project. The FEIS/R included analyses of the regional roadways, traffic conditions, train ridership, grade crossings, stations, parking capacity, bicycle and pedestrian use, and other factors. The FEIS/R offered projections of future conditions based on each of the alternatives evaluated.

Phase 1 includes potentially two new stations not previously evaluated. Traffic associated with these stations may affect local roadways by increasing peak-hour congestion. MassDOT has engaged CTPS to develop travel demand forecasts for the Phase 1 operations, as new and updated travel demand

forecasts for the full SCR project (utilizing electric locomotives along the Stoughton corridor). The updated travel demand forecasts will utilize updated land use, population and household data, employment, transit level of service, and schedule of fares as well as travel demand model updates based on current regional traffic patterns and updated travel cost. These new forecasts will allow MassDOT to present comparable and current projections so as to adequately and appropriately compare alternatives.

Phase 1 will include three of the original ten stations included in the FEIS/R (Fall River Depot in Fall River, and Kings Highway and Whale's Tooth in New Bedford) within the Southern Triangle, and two potential new stations in Taunton and Middleborough. The operational schedule also will be modified in Phase 1. The SEIR will summarize the overall Project transportation goals and describe the anticipated ridership and operations of the proposed Phase 1 conditions.

The transportation analysis proposed for the SEIR will focus on traffic associated with the new station or stations and associated new grade crossings. Traffic at the three Southern Triangle stations is anticipated to be the same as modeled in the FEIS/R, and therefore does not require re-analysis. There are five existing roadway grade crossings along the Middleborough Secondary. MassDOT will analyze and document existing and future traffic volumes and expected delays for each of these grade crossings. These estimates will be prepared for future build and no-build conditions. The SEIR will also provide vehicle, pedestrian, and bicycle data in the vicinity of the new stations for both morning and evening peak hours.

Based on consultation with CTPS and review of the 2030 regional model output for the Phase 1 condition, the SEIR will estimate 2030 future traffic volumes for morning and evening peak hours both with and without the proposed stations. MassDOT will work with municipalities, the Southeast Regional Planning and Economic Development District (SRPEDD), and the Old Colony Planning Council (OCPC) for assistance in identifying relevant planned development projects or transportation infrastructure improvements to be included in the future conditions analysis.

Traffic generated by the Project will be estimated based on CTPS generated ridership information. In addition to trip generation and distribution, parking supply estimates will be calculated based on ridership forecasts. Mitigation for potential Project impacts, including signals and roadway improvements, will be identified.

### 3.3 Land

The FEIS/R described the land use changes and land acquisition required to construct the Project. The majority of work associated with Phase 1 will occur within the existing railroad ROW. These improvements will therefore not require the MBTA to change the land use of these existing parcels. The new Phase 1 station at East Taunton and any potential new station along the Middleborough/Lakeville Line will require new land acquisition by MassDOT over what was reported in the FEIS/R, and may require changes in the land-use designation of newly acquired parcels.

Proposed changes to Land associated with Phase 1 include potential new station locations in Taunton and Middleborough. The proposed Phase 1 Project change will not affect Land within the previously studied Southern Triangle portion of the Project. The SEIR will describe the existing land uses near the new Phase 1 Project elements. Most new work associated with Phase 1 to bring the Middleborough Secondary up to commuter rail standards would be conducted within the existing Middleborough Secondary right-of-way (ROW) currently in use for freight service. The SEIR will catalogue these uses and identify all takings and relocations.

### 3.4 Environmental Justice

The FEIS/R addressed environmental justice (EJ) issues in underserved communities that would be affected by the Project. The Southern Triangle contains the greatest number of EJ-designated neighborhoods. The analysis of the EJ effects of Project alternatives in the FEIS/R indicated that EJ impacts were largely due to vibration. A preliminary investigation has shown that the two potential stations are not located within EJ communities, and that there would be no change to the effects of the Project on EJ communities. Phase 1 service to the communities of Fall River and New Bedford would result in realization of the positive impact for these communities earlier than anticipated with the full SCR Project.

MassDOT will conduct an inventory of Environmental Justice (EJ) communities in the vicinity of new Phase 1 Project elements (stations and track improvements) using the MassGIS EJ Populations data layer derived from the 2010 U.S. Census. The SEIR will disclose the anticipated effects (positive or adverse) of Phase 1 operations to determine the potential for disproportionate adverse impact to specific EJ communities. The SEIR will specifically evaluate potential disproportionate noise, vibration and air quality impacts based on noise and air quality analysis for existing and future build years 2030 and 2040. MassDOT does not anticipate that Phase 1 will have disproportionate adverse impacts to EJ communities.

### 3.5 Noise/Vibration

The FEIS/R evaluated noise and vibration impacts associated with the Project, including electric service to the southern triangle. Under the full-build of the Project a total of 5,500 linear feet of noise barriers are proposed to mitigate noise impacts to adjacent receptors. Vibration impacts of the Build Alternatives considered in the FEIS/R were not found to rise to a level considered to cause structural damage. The FEIS/R evaluated both diesel and electric alternatives within the Southern Triangle corridor.

Phase 1 operations have the potential to result in noise and vibration impacts to sensitive receptors along the Middleborough Secondary and in the vicinity of the two new stations. The SEIR will include an analysis of potential noise and vibration impacts associated with Phase 1 operations. The FEIS/R included an evaluation of noise and vibration impacts associated with both diesel and electric service

on the Southern Triangle. Any impacts of Phase 1 would be consistent with or less than previously evaluated and therefore will not be re-assessed.

The FTA Noise and Vibration Impact Assessment Guidelines will be used to evaluate potential impacts of Phase 1 operations along the Middleborough Secondary. The SEIR will describe the methodology used for conducting the study including the land use categories of the receivers. Consistent with the noise analysis in the FEIS/R for the Project, the Phase 1 noise analysis will assume that horns will be sounded at all grade crossings, as is the present practice for freight trains. The noise analysis will include all components of Phase 1 operations to model for the proposed modified operations schedule and the use of diesel train sets.

To be consistent with the FEIS/R vibration analysis methods conducted for the Project, the SEIR will not provide a comparison on the estimated vibration levels to existing (freight) conditions. Vibration analysis will be based on FTA vibration impact criteria, which uses a relationship between train speeds and the distance that vibration may propagate.

The SEIR will detail the Phase 1 compliance with MBTA noise mitigation policy (including cost effectiveness criteria) to ensure consistent treatment to all noise impacted locations. Mitigation measures will be detailed, including noise walls where needed.

### 3.6 Cultural Resources

Cultural resources include above-ground historic buildings, structures, and areas as well as below-ground archaeological sites and sensitive areas. The effects of the Project on cultural resources were reported in the FEIS/R, which found that the rail alternatives would all result in direct adverse effects to five above-ground historic properties, including one National Historic Landmark. The electric versions of the alternatives were found to result in greater visual indirect effects to historic resources than the diesel versions because of the overhead electrical infrastructure and traction power substations required for the electric alternatives.

The majority of new work associated with Phase 1 will occur within the existing ROW or existing MBTA-owned parcels and is unlikely to have any effect on above-ground historic resources. Final locations for the new station at East Taunton and the potential new station at Middleborough have not yet been determined. These locations will require an evaluation to determine if historic and archaeological resources are present at these locations. Improvements to the Middleborough Secondary may include reconstructing portions of the existing single track as double tracks.

Additional archaeological and historic surveys will be conducted along the Middleborough Secondary and at new station locations. No changes are anticipated along the Southern Triangle associated with Phase 1 service that would result in a change in cultural resource impacts as previously disclosed in the FEIS/R. The SEIR will document all coordination with the MHC and results of archeological investigations conducted for Phase 1 elements of the Project. As part of the review of this project under Section 106 of the National Historic Preservation Act, a draft Programmatic Agreement (PA) for

the Project has been developed and circulated, but has not yet been signed. MassDOT will work with the Army Corps of Engineers, MHC (in its role as SHPO) and the other Section 106 parties to make any updates or changes to the draft PA so that it adequately reflects the conditions and effects of the Phase 1 project. This work will be done prior to full consultation with all of Section 106 parties. During preparation of the SEIR, MassDOT will evaluate the presence and significance of historic properties and consult with the MHC as required under Section 106 of the National Historic Preservation Act and will provide this documentation in the SEIR. The SEIR also will include the results of additional studies undertaken to determine the presence or absence of significant archeological resource areas.

### 3.7 Air Quality/GHG

The FEIS/R evaluated the effects of the Project on future air quality conditions at local (microscale) and regional (mesoscale) levels. The FEIS/R included microscale analyses of carbon monoxide (CO) and particulate matter (PM), and mesoscale analyses of CO, PM, volatile organic compounds (VOCs), nitrogen oxides (NO<sub>x</sub>), and carbon dioxide (CO<sub>2</sub>) associated with the Project alternatives. The analysis indicated that the Project would result in reduction in CO, VOCs, NO<sub>x</sub> and CO<sub>2</sub> and would not increase PM. The FEIS/R also included an analysis of greenhouse gas emissions for the Project alternatives. The analyses included air-quality monitoring at selected vehicle intersections and station and layover facilities, and modeling of emissions scenarios based on traffic estimates, emissions data, and other factors.

Phase 1 service will run on the existing Middleborough/Lakeville Line and Middleborough Secondary, which do not have overhead catenary and cannot support electric trains. Electrification of the entire Middleborough Line would require extensive and disruptive service shutdowns along the Old Colony Lines to electrify service into Boston. These shutdowns would affect not only the Middleborough Line, but also the Plymouth and Greenbush Lines, since the electrification would also need to be done on the Main Line from Braintree to Boston. Therefore, diesel engines would be utilized for Phase 1 service. The air quality analysis will be predicated on the travel times of diesel locomotives (as opposed to electrified service), limited service during the Phase 1, and other factors that affect ridership in the travel demand model. MassDOT will also utilize air quality data for locomotives that are anticipated to be in the MBTA fleet at the time of service, as well as the air quality data from the regional power plant profile that is anticipated during that period, for the electricity generation necessary to power the locomotives. Use of this projected data will provide an air quality assessment for each of the alternatives that will provide the public with a best available comparison of the net air quality benefits of the project – in both the Phase 1 and Full Build scenarios. The limited service, longer travel time, and use of diesel train sets will be modeled as part of the SEIR. The conditions proposed for Phase 1 are expected to result in lower ridership and thus a lower level of air-quality improvement from VMT reductions than the full Project. The reductions in pollutants for the full-build of the Project were the result of reductions in VMT and lower emissions for the electric trains. The updated model from CTPS will be used to validate the conditions of the SCR project overall based on the newest detailed information.

For the Phase 1 SEIR, MassDOT proposes to conduct a microscale analysis for the proposed new stations, and to conduct a regional (mesoscale) analysis to document the air quality impacts and benefits of the more limited Phase 1 service.

The SEIR will include an analysis of anticipated air quality impacts from the Phase 1 operations, in the context of the National Ambient Air Quality Standards (NAAQS). The Phase 1 operations will be evaluated for a mesoscale analysis for regional air quality impacts with respect to VOCs, NO<sub>x</sub>, CO, CO<sub>2</sub>, and PM. The emissions inventory for the EPA criteria pollutants (and their precursors) will be conducted for existing conditions and future-year conditions (2030 and 2040).

The SEIR will include the results of air quality analysis for rail operations and station and layover facilities. Total air quality emissions from all sources associated with the full-build, including the new Phase 1 service, will be reported. The SEIR will analyze the existing and anticipated energy consumption demand associated with proposed Phase 1 operations. Current modeling will be used to analyze the overall VMT related emissions reductions for the full build and for Phase 1 operations based on CTPS data.

The Phase 1 Project change presents opportunities for incorporating sustainable design elements and sustainable construction into the Project design. Sustainable design elements, over the course of the Project design life, can both prevent environmental impacts and reduce operating costs to the proponent. MassDOT plans to incorporate sustainable design elements into the Project design. Because the Project does not include conditioned buildings, opportunities to reduce stationary source GHG emissions are limited to the use of renewable energy and efficient lighting. MassDOT will consult with Department of Energy Resources to promote energy efficiency and GHG reduction measures in the design of the Phase 1 Project elements.

### 3.8 Hazardous Materials

The FEIS/R evaluated the potential presence or release of oil or hazardous materials (OHM) associated with the Project. The FEIS/R indicated the potential for the Project to have a beneficial effect due to remediation of the "recognized environmental conditions" along the preferred alignment.

New environmental site assessments (ESAs) will be necessary for the Middleborough Secondary and for the new station at East Taunton and the potential new station at Middleborough to assess the potential for encountering hazardous materials during construction at these locations. Any remediation required at these locations would add to the beneficial effect indicated in the FEIS/R.

The SEIR will characterize the existing and anticipated solid and hazardous waste generated for the Phase 1 components of the Project (new stations and track upgrades). MassDOT will incorporate recycling activities as a sustainable measure for the Proposed Project, to the extent consistent with MassDEP solid waste and waste site cleanup regulations and policies.

The SEIR will demonstrate Project compliance with federal, state, tribal, and local laws regarding hazardous materials and/or solid waste, involvement of a contaminated site, potential to produce hazardous waste, potential to generate a quantity of solid waste or exceed local capacity, or potential to adversely affect human health and the environment.

### 3.9 Wildlife

The FEIS/R provided a detailed analysis of the effects of the Project on biodiversity and wildlife, and identified mitigation for unavoidable impacts. The effects of the Project on wildlife within the Southern Triangle corridor would not change from the impacts described in the FEIS/R. Improving track infrastructure along the Middleborough Secondary is taking place as part of MassDOT's State of Good Repair program. Additional upgrades to the track to bring this line up to commuter rail standards could have minor effects to wildlife due to removing vegetation along the edges of the active freight rail line, adding sections of double track, and reconstructing culverts and bridges over waterways. Vernal pools may occur near the Middleborough Secondary, and there is a potential that widening the track bed to accommodate a second track could affect vernal pools or vernal pool habitat. MassDOT will evaluate potential impacts to wildlife habitat, listed species and vernal pools for portions of the work located along the Middleborough Secondary and for new station locations. Wildlife habitat assessment methodology will follow MassDEP guidance. Vernal Pool surveys will be conducted in the spring of 2017 in new areas of proposed work.

### 3.10 Threatened and Endangered Species

Impacts to state-listed endangered and threatened species within the Southern Triangle Corridor would remain as reported in the FEIS/R. The Middleborough Secondary crosses additional areas designated by the Massachusetts Natural Heritage and Endangered Species Program (NHESP) as Estimated Habitats of Rare Wildlife and Priority Habitats of Rare Species (NHESP Polygon EH 36/PH 1421) (**Figure 2**). NHESP has determined that the proposed track improvements along the Middleborough Secondary will pass through mapped habitat of eastern box turtle (*Terrapene carolina*), one damselfly (*Enallagma recurvatum*, pine barrens bluet), and three wetland plant species (*Scirpus longii*, *Sabatia kennedyana*, and *Eleocharis tricostata*). The proposed track improvements, by widening the embankment, may impact wetlands containing these plant species and may result in the loss of vegetation within eastern box turtle habitat. NHESP has requested that the track design focus on reducing the limits of work within these areas to avoid impacts to habitat, and to avoid the potential for introducing non-native invasive species into sensitive wetlands. Improving track infrastructure along the Middleborough Secondary to meet commuter rail operational standards could have minor effects to protected species or their habitat due to removing vegetation along the edges of the active freight rail line, and from reconstructing culverts and bridges over waterways.

The SEIR will describe the three-additional species identified by NHESP and their habitat requirements, and will map the locations of potential habitat in proximity to the Middleborough secondary. MassDOT will evaluate impacts to habitat of the listed species and will explore modifications to the track design to avoid or minimize impacts to habitat wherever feasible. Although the Middleborough Secondary is an active freight rail line, the design will incorporate measures to improve movement of eastern box turtles, such as between-the-ties crossings, across the railroad embankment where practicable. MassDOT will continue to coordinate with NHESP during preparation of the SEIR.

### 3.11 Wetlands

The FEIS/R provided a detailed analysis of the effects of the Project on wetlands and identified mitigation for unavoidable impacts. Over the last two years, MassDOT and the MBTA have been advancing the design of the Project in the Southern Triangle. The design of the track infrastructure, stations, and layover facilities in the Southern Triangle is currently at the 30-percent design stage. The 30-percent design has significantly reduced proposed permanent wetland impacts from the southern border of Taunton, south through the Southern Triangle, from 4.5 acres of loss of Bordering Vegetated Wetlands (BVW) as originally reported in the FEIS/R to approximately 1.0 acre of BVW loss.

Wetlands border the existing Middleborough Secondary for much of its length. Reconstructing the existing track is anticipated to result in new temporary and permanent impacts in Taunton, Raynham, Lakeville, and Middleborough. The conceptual design for this segment shows approximately 10,000 square feet (0.23 acres) of new impact to BVW. Additional Phase 1 wetland impacts may result once final locations for the East Taunton and potential Middleborough stations have been determined, and design details on required areas of double tracking are better defined.

Wetland resource areas along the Middleborough Secondary and at the proposed new station sites will be field delineated as the basis for quantifying new wetland impacts. The SEIR will describe the measures undertaken to avoid, minimize and mitigate wetland impacts, including design refinements made to date within the Southern Triangle, which have reduced wetland impacts substantially from what was reported in the FEIS/R. The SEIR will assess the operational issues that dictate whether the Middleborough Secondary needs to be double track, or will single track operations provide the flexibility to ensure a safe and reliable level of service. The SEIR will describe and present the wetland resource impacts of both single and double track configurations. The SEIR will disclose the impacts to all jurisdictional resource areas.

MassDOT will develop proposed compensatory wetland mitigation measures for Phase 1, including all impacts associated with the Southern Triangle construction. Wetland mitigation will be developed consistent with the approach and protocols laid out in the FEIS/R, and in consultation with an interagency Wetland Mitigation Working Group. As part of this process, potential compensatory wetland mitigation sites (for establishment of new wetlands, restoration or preservation) will be identified and investigated to determine their suitability. The SEIR will include conceptual designs for the proposed compensatory wetland mitigation locations.

### 3.12 Water Resources

The FEIS/R evaluated impacts of the Project on surface and groundwater resources, including water bodies and drinking water supplies. The FEIS/R also evaluated stormwater impacts that would result from the Project and discussed stormwater design, improvements, and mitigation. Track infrastructure improvements along the Middleborough Secondary, as well as the new station at East Taunton and the potential new station at Middleborough, may affect surface or groundwater. The new stations will generate stormwater that could affect surface waters, although new stations would be designed in full compliance with the Massachusetts Stormwater Standards. The SEIR will provide a drainage analysis and a description of the proposed stormwater management measures at each new station and will demonstrate how the Project will meet MassDEP Stormwater Management Standards. The SEIR will identify the size and location of stormwater system features and will demonstrate how the proposed work is consistent with the requirements of the NPDES Multi-Sector General Permit under which MassDOT operates.

### 3.13 Indirect and Cumulative Impacts

The FEIS/R included an analysis of potential indirect effects (both beneficial and adverse) on induced household and employment growth that would result from the Project. The analysis considered the implementation of smart growth measures, including transit-oriented development (TOD). Smart growth measures are intended to promote organized growth in communities. These measures are intended to result in expanded and connected urban centers, more walkable neighborhoods, and development away from sensitive areas. TOD focuses development around transportation services to encourage growth around and use of these services.

Development along the Project corridor has been guided by an Economic Development and Land Use Corridor Plan for the Project. Phase 1 will result in a change in the proposed development schedule for the South Coast Region. Phase 1 service will result in fewer stations that will initially be constructed for the Project. The effects of Phase 1 on smart growth measures, including TOD, will depend in part on ridership and induced growth expectations based on the more limited elements that will be constructed for Phase 1. The SEIR will evaluate changes in the potential cumulative impacts in each resource category resulting from Phase 1 when these are added to the predicted cumulative effects of the Project.

## 4. Summary of Impact Avoidance and Mitigation

The Phase 1 portion of the Project will avoid or minimize impacts to environmental and social resources while still meeting the Project purpose and need. Avoidance and minimization of impacts has been an integral part of the Project throughout the MEPA and NEPA process. Phase 1 has been developed to maximize the use of existing transportation infrastructure corridors, thereby avoiding or

minimizing impacts to undeveloped lands and natural resources. Where possible, grading and track design will incorporate elements to avoid or minimize impacts to wetlands, threatened and endangered species habitat, and water resources, as well as to residential areas and businesses. Assessments will be conducted to determine the need for any additional noise or vibration mitigation. Final locations for the new stations at Middleborough and East Taunton will be selected to minimize traffic impacts and land acquisitions.

Any new unavoidable impacts will require mitigation. Mitigation for new impacts will be added to the mitigation package currently being developed for the Project. All mitigation required to support impacts associated with Phase 1 will be included in the SEIR for the Project. Updated Section 61 findings by the EOEAA may include additional mitigation requirements for new unavoidable impacts.

## 5. List of Permits

The FEIS/R provided a detailed discussion of permits required to construct the Project. Phase 1 will require additional permits, as described below. Permits for the remainder of the SCR Project would be deferred.

Phase 1 will require the State agency permits listed in Table 5-1.

**Table 5-1 State Permits**

<b>Permit</b>	<b>Southern Triangle</b>	<b>Middleborough Secondary</b>
Wetland Protection Act Orders of Conditions	Taunton (Variance) Berkley (Variance) Lakeville (Variance) Freetown (Variance) Fall River New Bedford (Possible Variance)	Taunton (potential Variance) Raynham Middleborough Lakeville (potential Variance)
Section 401 Water Quality Certification	Taunton (Variance) Berkley (Variance) Lakeville (Variance) Freetown (Variance) Fall River New Bedford (Possible Variance)	Taunton Raynham Middleborough Lakeville

Permit	Southern Triangle	Middleborough Secondary
Chapter 91 Licenses	Bridges (Cotley River, Assonet River, Cedar Swamp River) Track infrastructure, Fall River	Possible bridges
Conservation and Management Permit	Required	To be Determined

## 6. Public and Agency Outreach

In the fall of 2016, MassDOT conducted a series of public meetings in the communities along the Project route to solicit public comment on the proposed Middleborough alternative. Meetings were held in New Bedford, Fall River, Taunton, Canton, Easton and Middleborough. The six public meetings drew strong attendance in every community, including elected officials, with more than 400 people signed in. Over 200 comment letters were submitted following the meetings. MassDOT and the MBTA posted a presentation on the Project website summarizing the attendance and the key issues raised in each meeting. After filing the NPC, MassDOT will post a notice of the proposed Project change and will describe Phase 1 on its website: [www.massdot.state.ma.us/southcoastrail/Home.aspx](http://www.massdot.state.ma.us/southcoastrail/Home.aspx).

MassDOT will continue to present its plans for the Phased Project approach to a wide range of stakeholders, and will participate in ongoing inter-agency planning sessions and workshops. MassDOT will provide regular updates about the Project to public agencies, community representatives, advocacy groups, and other interested parties. These information sessions will become important forums for public feedback.

MassDOT is also undertaking a comprehensive interagency coordination effort and will re-engage the South Coast Rail Interagency Coordination Group and the Wetland Mitigation Working Group to facilitate the preparation and review of the supplemental MEPA and NEPA documents and to develop a wetland mitigation plan that is acceptable to the MassDEP and USACE. The interagency group will include USACE, EPA, National Park Service, Massachusetts Executive Office of Energy and Environmental Affairs, MassDEP, Massachusetts Department of Fish and Game, NHESP, Massachusetts Office of Coastal Zone Management, Massachusetts Historical Commission, Department of Ecological Restoration (DER), Department of Conservation and Recreation. The Wetland Working Group will include: USACE, EPA, MassDEP, NHESP and DER. A summary of meetings with state and federal agencies will be provided in the SEIR.



## Attachment 2 – Figures



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# Figure 1. South Coast Rail Phasing Plan

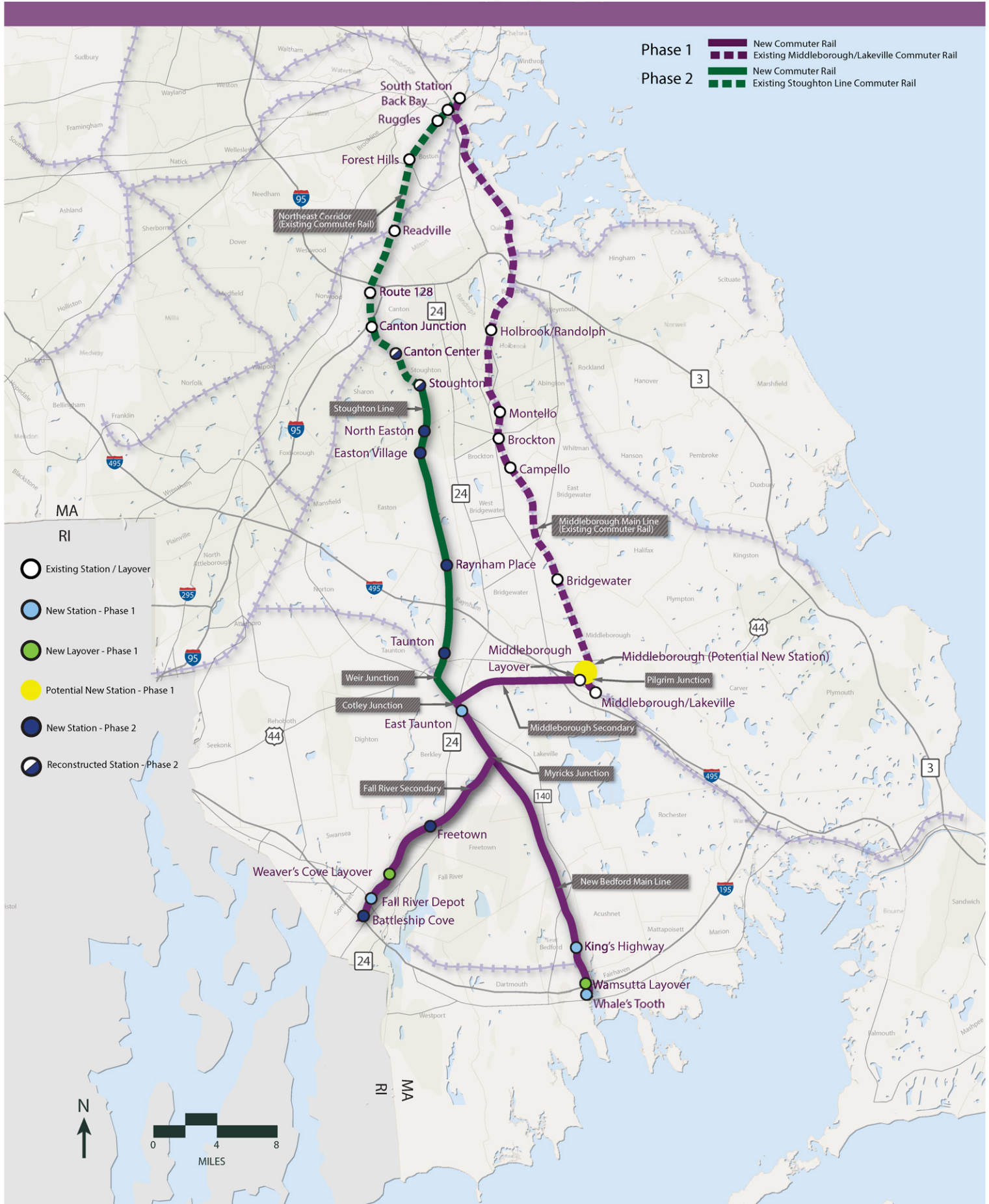
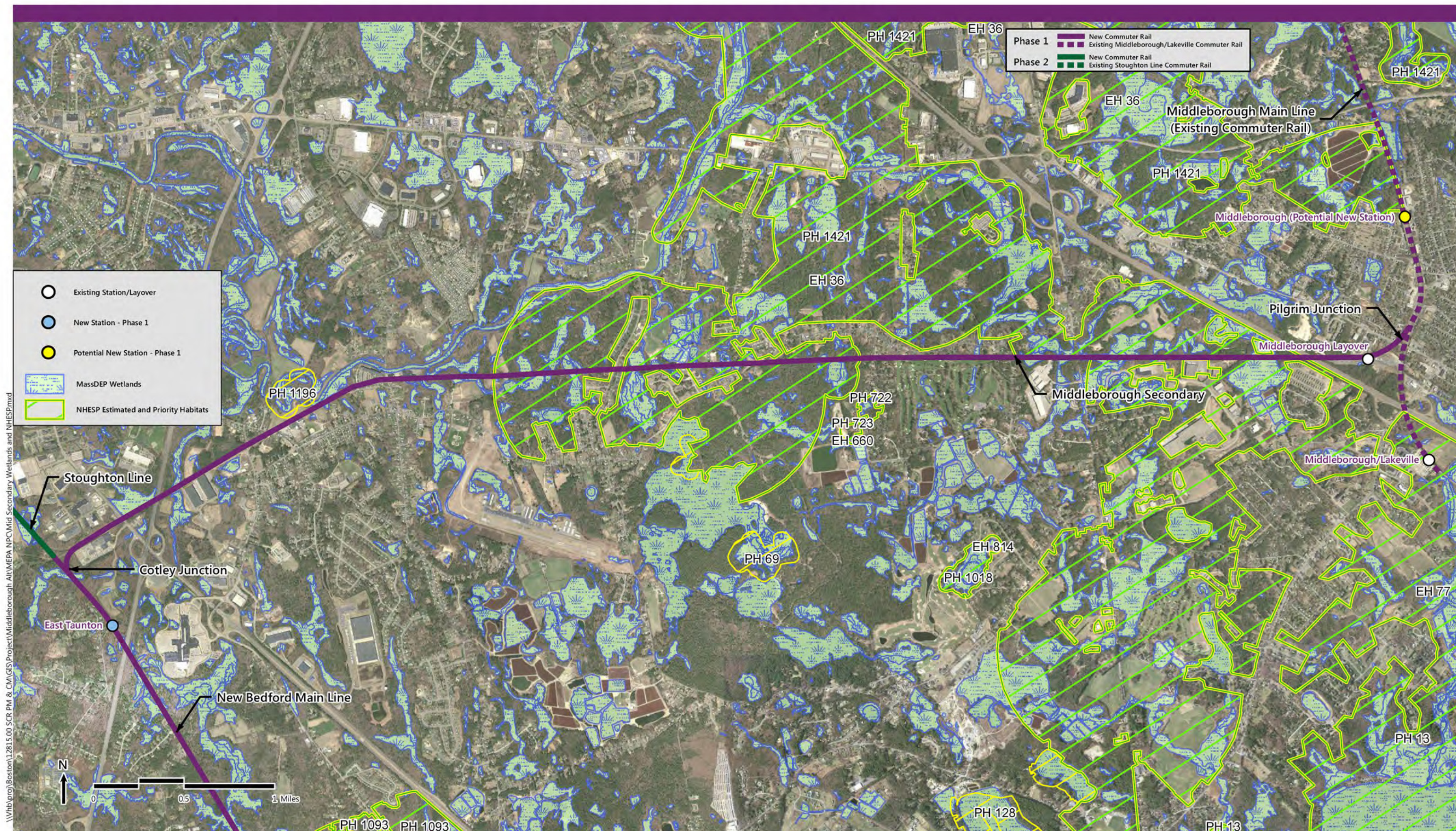


Figure 2. Middleborough Secondary with Wetlands and NHESP Polygons





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## Attachment 3 – Distribution List



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# South Coast Rail NPC Distribution List

## Updated 03-15-2017

### FEDERAL ELECTED OFFICIALS

Senator Edward Markey  
Boston Office  
975 JFK Federal Building  
15 New Sudbury Street  
Boston, MA 02203

Senator Elizabeth Warren  
Boston Office  
2400 JFK Federal Building  
15 New Sudbury Street  
Boston, MA 02203

Congresswoman Katherine Clark, 5th District  
701 Concord Avenue, Suite 101  
Cambridge, MA 02138

Congressman William R. Keating, 9th District  
558 Pleasant St., Suite 309  
New Bedford, MA 02740

Congressman Joseph P. Kennedy III, 4th District  
29 Crafts Street, Suite 375  
Newton, MA 02458

Congressman Stephen Lynch, 8th District  
155 West Elm Street, Suite 200  
Brockton, MA 02301

### FEDERAL AGENCIES

Advisory Council on Historic Preservation  
Office of Federal Agency Programs  
Attn: LaShavio Johnson/Anthony G. Lopez  
401 F Street NW, Suite 308  
Washington, DC 20001-2637

Federal Highway Administration  
U.S. Department of Transportation  
Attn: NEPA Coordinator  
Kendall Square  
55 Broadway, 10th Floor  
Cambridge, MA 02142

Federal Railroad Administration  
U.S. Department of Transportation  
Attn: NEPA Coordinator  
1200 New Jersey Avenue, SE  
Washington, DC 20590

Federal Transit Administration  
Attn: NEPA Coordinator, Region 1 Office  
Kendall Square  
55 Broadway, Suite 920  
Cambridge, MA 02142-1093

National Park Service, Northeast Region  
U.S. Custom House  
Attn: Mike Caldwell, Regional Director  
200 Chestnut Street, Fifth Floor  
Philadelphia, PA 19106

National Park Service  
National Natural Landmarks Program, Northeast  
Region  
Attn: Deb DiQuinzio  
15 State Street  
Boston, MA 02109

Adams National Historical Park  
Attn: Environmental Compliance Program  
135 Adams Street  
Quincy, MA 02169

National Park Service - Boston Support Office  
Attn: Environmental Compliance Program  
15 State Street  
Boston, MA 02109

National Oceanic and Atmospheric Administration  
Greater Atlantic Region Fisheries Office  
Attn: John Bullard, Regional Administrator  
55 Great Republic Drive  
Gloucester, MA 01930

United States Coast Guard  
Attn: RADM Steven Poulin  
Commander, First Coast Guard District  
408 Atlantic Avenue  
Boston, MA 02110

United States Department of the Interior  
Office of Environmental Policy & Compliance  
Attn: Andrew L. Raddant, Regional Environmental  
Officer, Northeast Region  
15 State Street, Suite 400  
Boston, MA 02110

U.S. EPA New England Headquarters  
Attn: Timothy Timmermann, NEPA Office  
5 Post Office Square, Suite 100  
Boston, MA 02109-3912

U.S. EPA New England Headquarters  
Attn: Deborah Szaro, Acting Regional Administrator  
5 Post Office Square, Suite 100  
Boston, MA 02109

United States Fish and Wildlife Service  
New England Field Office  
Attn: Maria Tur  
70 Commercial Street, Suite 300  
Concord, NH 03301-5087

United States Fish and Wildlife Service  
Northeast Regional Office  
Attn: NEPA Coordinator  
300 Westgate Center Drive  
Hadley, MA 01035

## **STATE ELECTED OFFICIALS**

Senator Michael Brady  
State House, Room 109E  
Boston, MA 02133

Senator Cynthia Creem  
State House, Room 312A  
Boston, MA 02133

Senator Ryan Fattman  
State House, Room 213A  
Boston, MA 02133

Senator John Keenan  
State House, Room 413B  
Boston, MA 02133

Senator Mark Montigny  
State House, Room 312C  
Boston, MA 02133

Senator Patrick O'Connor  
State House, Room 520  
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Senator Marc Pacheco  
State House, Room 312B  
Boston, MA 02133

Senator Michael J. Rodrigues  
State House, Room 213B  
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Senator Richard Ross  
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Senator Karen Spilka  
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State House, Room 542  
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Representative Josh Cutler  
State House, Room 473F  
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Representative Denise Garlick  
State House, Room 167  
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Representative Patricia Haddad  
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Senator James E. Timilty  
State House, Room 507  
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Representative Bruce Ayers  
State House, Room 167  
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Representative Antonio Cabral  
State House, Room 466  
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Representative James Cantwell  
State House, Room 22  
Boston, MA 02133

Representative Tackey Chan  
State House, Room 26  
Boston, MA 02133

Representative Mark Cusack  
State House, Room 544  
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Representative Angelo L. D'Emilia  
State House, Room 548  
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Representative Shawn Dooley  
State House, Room 167  
Boston, MA 02133

Representative Michelle DuBois  
State House, Room 146  
Boston, MA 02133

Representative William Galvin  
State House, Room 166  
Boston, MA 02133

Representative Susan Gifford  
State House, Room 124  
Boston, MA 02133

Representative Paul Heroux  
State House, Room 540  
Boston, MA 02133

Representative Steven S. Howitt  
State House, Room 237  
Boston, MA 02133

Representative Robert M. Koczera  
State House, Room 448  
Boston, MA 02133

Representative Christopher Markey  
State House, Room 527A  
Boston, MA 02133

Representative Joan Meschino  
State House, Room 437  
Boston, MA 02133

Representative James Murphy  
State House, Room 156  
Boston, MA 02133

Representative Keiko M. Orrall  
State House, Room 540  
Boston, MA 02133

Representative Elizabeth Poirier  
State House, Room 124  
Boston, MA 02133

Representative Jeffrey Roy  
State House, Room 527A  
Boston, MA 02133

Representative Alan Silvia  
State House, Room 174  
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Representative William Straus  
State House, Room 134  
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Representative Louis L. Kafka  
State House, Room 185  
Boston, MA 02133

Representative Ronald Mariano  
State House, Room 343  
Boston, MA 02133

Representative Paul McMurtry  
State House, Room 448  
Boston, MA 02133

Representative Matt Muratore  
State House, Room 39  
Boston, MA 02133

Representative Shaunna O'Connell  
State House, Room 237  
Boston, MA 02133

Representative Alice Peisch  
State House, Room 473G  
Boston, MA 02133

Representative John Rogers  
State House, Room 162  
Boston, MA 02133

Representative Paul Schmid  
State House, Room 473F  
Boston, MA 02133

Representative Frank Smizik  
State House, Room 274  
Boston, MA 02133

## **STATE AGENCIES**

Executive Office of Energy and Environmental Affairs  
Attn: Secretary Matthew A. Beaton  
100 Cambridge Street, Suite 900  
Boston, MA 02114

Executive Office of Energy and Environmental Affairs  
Attn: Undersecretary for Policy  
100 Cambridge Street, Suite 900  
Boston, MA 02114

Executive Office of Energy and Environmental Affairs,  
Attn: Deirdre Buckley, Director, MEPA Office  
100 Cambridge Street, Suite 900  
Boston, MA 02114

Executive Office of Energy and Environmental Affairs  
Attn: Purvi Patel, Environmental Analyst, MEPA Office  
100 Cambridge Street, Suite 900  
Boston, MA 02114

Central Transportation Planning Staff (CTPS)  
Attn: Scott Peterson, Director of Technical Services  
State Transportation Building  
10 Park Plaza, Suite 2150  
Boston, MA 02116

MA Department of Conservation & Recreation  
Attn: Leo Roy, Commissioner  
251 Causeway Street  
Boston, MA 02114

MA Department of Conservation & Recreation  
Conservation, Ecology & ACEC Programs  
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Boston, MA 02114

MA Department of Conservation & Recreation  
Attn: MEPA Coordinator  
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Boston, MA 02114

MA Department of Conservation & Recreation  
Division of Water Supply Protection  
Attn: Jonathan Yeo, Director  
251 Causeway Street  
Boston, MA 02114

Massachusetts Office of Coastal Zone Management  
Attn: Bruce Carlisle, Director  
251 Causeway Street, Suite 800  
Boston, MA 02114-2138

Massachusetts Office of Coastal Zone Management  
Attn: Project Review Coordinator  
251 Causeway Street, Suite 800  
Boston, MA 02114-2138

Department of Environmental Protection (MassDEP)  
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One Winter Street  
Boston, MA 02108

MassDEP - Northeast Regional Office  
Attn: Regional Director  
205B Lowell Street  
Wilmington, MA 01887

MassDEP - Southeast Regional Office  
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20 Riverside Drive  
Lakeville, MA 02347

MassDEP - Southeast Regional Office  
Attn: Chris Ross, MA DOT Coordinator  
20 Riverside Drive  
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MassDEP – Bureau of Air & Waste  
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One Winter Street  
Boston, MA 02108

MassDEP – Bureau of Water Resources  
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One Winter Street  
Boston, MA 02108

MassDEP – Waterways/Chapter 91  
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One Winter Street  
Boston, MA 02108

MassDEP - Wetlands  
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MA Department of Fish & Game  
Division of Fisheries & Wildlife  
Attn: Jack Buckley, Director  
1 Rabbit Hill Road  
Westborough, MA 01581

MA Department of Fish & Game  
Division of Marine Fisheries  
Attn: David E. Pierce, Director  
251 Causeway Street, Suite 400  
Boston, MA 02114

MA Department of Fish & Game  
Division of Marine Fisheries, South Shore  
Attn: Environmental Reviewer  
838 South Rodney French Boulevard  
New Bedford, MA 02744

MA Department of Fish & Game  
Division of Fisheries & Wildlife,  
Attn: Richard Lehan, General Counsel, Natural  
Heritage and Endangered Species Program  
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Westborough, MA 01581

MA Department of Fish & Game  
Division of Fisheries & Wildlife  
Attn: Jesse Leddick, Endangered Species Review  
Biologist  
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Westborough, MA 01581

MA Department of Fish & Game  
Division of Fisheries & Wildlife  
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Science, Natural Heritage & Endangered Species  
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Westborough, MA 01581

Massachusetts Bay Transit Authority  
Attn: Brian Shortsleeve, Chief Administrator & Acting  
General Manager  
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Massachusetts Department of Transportation  
Highway Division, District 5  
Attn: MEPA Coordinator  
1000 County Street  
Taunton, MA 02780

Massachusetts Bay Transit Authority  
Attn: Andrew Brennan, Director of Environmental  
Affairs  
10 Park Plaza, 6th Floor  
Boston, MA 02116

Massachusetts Historical Commission  
The MA Archives Building  
Attn: Jonathan Patton  
220 Morrissey Boulevard  
Boston, MA 02125

Massachusetts Bay Transit Authority  
Attn: Ronald K. Morgan, Project Manager, Planning &  
Development  
10 Park Plaza, Room 3920  
Boston, MA 02116

Massachusetts Historical Commission  
Attn: Ms. Brona Simon, SHPO & Executive Director  
The MA Archives Building  
220 Morrissey Boulevard  
Boston, MA 02125

Massachusetts Water Resources Authority  
Attn: MEPA Reviewer  
Charlestown Navy Yard  
100 First Ave., Building 39  
Charlestown, MA 02129

## **LIBRARIES**

Acushnet Public Library  
232 Middle Road  
Acushnet, MA 02743

Guilford H. Hathaway Library  
6 North Main Street  
Assonet, MA 02702

Attleboro Public Library  
74 North Main Street  
Attleboro, MA 02703

Berkley Public Library  
2 North Main Street  
Berkley, MA 02779

State Transportation Library of Massachusetts  
10 Park Plaza, 2nd Floor  
Boston, MA 02116

Thayer Public Library  
798 Washington Street  
Braintree, MA 02184

Dedham Public Library  
43 Church St  
Dedham, MA 02026

James White Memorial Library  
5 Washburn Rd.  
East Freetown, MA 02717

Fall River Public Library  
104 North Main Street  
Fall River, MA 02720

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4 Precinct Street  
Lakeville, MA 02347

Mattapoisett Free Public Library  
7 Barstow Street  
Mattapoisett, MA 02739

Milton Public Library  
476 Canton Avenue  
Milton, MA 02186

Ames Free Library  
53 Main Street  
North Easton, MA 02356

Norwood Morrill Memorial Library  
33 Walpole Street (Route 1A)  
Norwood, MA 02062-0988

Turner Free Library  
2 North Main Street  
Randolph, MA

Blanding Public Library  
124 Bay State Road  
Rehoboth, MA 02769

Boston Public Library - Central Library  
700 Boylston Street  
Boston, MA 02116

Canton Public Library  
786 Washington Street  
Canton, MA 02021

Dighton Public Library  
395 Main Street  
Dighton, MA 02715

The Millicent Library  
45 Center Street, P.O. Box 30  
Fairhaven, MA 02719

Boyden Library  
10 Bird Street  
Foxborough, MA 02035

Mansfield Public Library  
255 Hope St  
Mansfield, MA 02048

Middleborough Public Library  
102 North Main Street  
Middleborough, MA 02346

New Bedford Free Public Library  
613 Pleasant Street  
New Bedford, MA 02740

Norton Public Library  
68 East Main Street  
Norton, MA 02766

Thomas Crane Public Library  
40 Washington St.  
Quincy, MA 02169

Raynham Public Library  
760 South Main Street  
Raynham, MA 02767

Joseph H. Plumb Memorial Library  
17 Constitution Way  
P.O. Box 69  
Rochester, MA 02770

Sharon Public Library  
11 N Main St  
Sharon, MA 02067

Southworth Library  
732 Dartmouth Street  
South Dartmouth, MA 02748

Swansea Public Library  
69 Main Street  
Swansea, MA 02777

West Bridgewater Public Library  
80 Howard Street  
West Bridgewater, MA

Somerset Public Library  
1464 County Street  
Somerset, MA 02726

Stoughton Library  
84 Park Street  
Stoughton, MA 02072

Taunton Public Library  
12 Pleasant Street  
Taunton, MA 02780

Westport Free Public Library  
408 Old County Road  
Westport, MA 02790

## **MUNICIPALITIES**

### **Town of Acushnet:**

Acushnet Board of Selectmen  
Attn: Garry L. Rawcliffe, Chair  
Town Hall  
122 Main Street  
Acushnet, MA 02743

Acushnet Board of Health  
130 Main Street  
Acushnet, MA 02743

Acushnet Planning Board  
Town Hall  
122 Main Street  
Acushnet, MA 02743

Acushnet Conservation Commission  
Town Hall  
122 Main Street  
Acushnet, MA 02743

### **Town of Attleboro:**

Mayor Kevin J. Dumas  
City Hall, Government Center  
77 Park Street  
Attleboro, MA 02703

The Attleboro Municipal Council  
Attn: Frank B Cook, Council President  
City Hall, Government Center  
77 Park Street  
Attleboro, MA 02703

Attleboro Health Department  
City Hall, Government Center  
77 Park Street  
Attleboro, MA 02703

Attleboro Department of Planning & Development  
City Hall, Government Center  
77 Park Street  
Attleboro, Ma. 02703

Attleboro Conservation Commission  
City Hall, Government Center  
77 Park Street  
Attleboro, MA 02703

**Town of Berkley:**

Board of Selectman  
Attn: George F. Miller, Chair  
1 North Main Street  
Berkley, MA 02779

Berkley Planning Board  
Town Office Building  
1 North Main Street  
Berkley, MA 02779

Berkley Board of Health  
1 North Main Street  
Berkley, MA 02779

Berkley Conservation Commission  
Town Office Building  
1 North Main Street  
Berkley, MA 02779

**City of Boston:**

Boston City Council  
1 City Hall Square, Room 550  
Boston, MA 02201-2043

Boston Conservation Commission  
1 City Hall Square, Room 709  
Boston, MA 02201

Boston Department of Neighborhood Development  
Attn: Sheila A. Dillon, Chief of Housing &  
Director of Neighborhood Development  
26 Court Street  
Boston, MA 02108-2501

Boston Public Health Commission  
1010 Massachusetts Ave, 2nd Floor  
Boston, MA 02118

City of Boston Environment Department  
Attn: Carl Spector, Commissioner  
1 City Hall Square, Room 709  
Boston, MA 02201

**City of Braintree:**

Braintree Town Council  
Town Hall  
One JFK Memorial Drive  
Braintree, MA 02184

Braintree Planning Board  
Town Hall  
One JFK Memorial Drive  
Braintree, MA 02184

Braintree Conservation Commission  
Town Hall  
One JFK Memorial Drive  
Braintree, MA 02184

Braintree Board of Health  
Town Hall  
One JFK Memorial Drive  
Braintree, MA 02184

**Town of Canton:**

Charles J. Aspinwall, Town Administrator  
Memorial Hall  
801 Washington Street, Second Floor  
Canton, MA 02021

Canton Board of Selectmen  
Attn: Robert E. Burr Jr., Chair  
Memorial Hall  
801 Washington Street, Second Floor  
Canton, MA 02021

Canton Conservation Commission  
801 Washington St  
Canton, MA 02021

Canton Planning Board  
Memorial Hall  
801 Washington Street, Second Floor  
Canton, MA 02021

Canton Board of Health  
79 Pleasant Street  
Canton, MA 02021

**Town of Dartmouth:**

Select Board, Town Hall  
Attn: Stanley M. Mickelson, Chair  
400 Slocum Road  
Dartmouth, MA 02747

Dartmouth Planning Board  
Town Hall  
400 Slocum Road, Room 317  
Dartmouth, MA 02747

Dartmouth Board of Health  
Town Hall  
400 Slocum Road, Room 119  
Dartmouth, MA 02747

Dartmouth Conservation Commission  
Town Hall  
400 Slocum Road, Room 119  
Dartmouth, MA 02747

**Town of Dedham:**

Dedham Board of Selectmen  
Attn: Dennis J. Guilfoyle, Chair  
26 Bryant Street  
Dedham, MA 02026

Dedham Board of Health  
26 Bryant Street  
Dedham, MA 02026

Dedham Planning Board  
26 Bryant Street  
Dedham, MA 02026

Dedham Conservation Department  
26 Bryant Street  
Dedham, MA 02026

**Town of Dighton:**

Dighton Board of Selectmen  
Attn: Dean V. Cronin, Chair  
979 Somerset Avenue  
Dighton, MA 02715

Dighton Planning Board  
979 Somerset Ave  
Dighton, MA 02715

Dighton Health Department  
979 Somerset Avenue  
Dighton, MA 02715

Dighton Conservation Commission  
979 Somerset Avenue  
Dighton, MA 02715

**Town of Easton:**

Easton Town Administrator  
Town Hall  
136 Elm Street  
Easton, MA 02356

Board of Selectmen's Office  
Attn: Kevin McIntyre, Chair  
136 Elm Street  
Easton, MA 02356

Easton Planning & Zoning Board  
Attn: Gregory Strange, Chair  
136 Elm Street  
Easton, MA 02356

Easton Planning and Community Development  
136 Elm Street  
Easton, MA 02356

Easton Conservation Commission  
Attn: Stephanie Danielson  
136 Elm Street  
Easton, MA 02356

Easton Board of Health  
Attn: Laura Arboleda, Chair  
136 Elm Street  
Easton, MA 02356

Easton Historical Commission, c/o Department of  
Planning & Community Development  
136 Elm Street  
Easton, MA 02356

**Town of Fairhaven:**

Chair, Board of Selectmen  
Town Hall  
40 Center Street  
Fairhaven, MA 02719

Fairhaven Planning Board  
Town Hall  
40 Center Street  
Fairhaven, MA 02719

Fairhaven Board of Health  
40 Center Street  
Fairhaven, MA 02719

Fairhaven Conservation Commission  
Town Hall  
40 Center Street  
Fairhaven, MA 02719

**City of Fall River:**

Office of the Mayor  
Attn: Mayor Jasiel F. Correia II  
One Government Center, Room 619  
Fall River, MA 02722

Fall River City Council  
Attn: Raymond A. Mitchell  
1535 Meridian Street  
Fall River, MA 02722

Fall River Office of Economic Development  
One Government Center  
Fall River, MA 02722-7700

Fall River Department of Health & Human Services  
Attn: Henry R. Vaillancourt, MPH Director  
One Government Center, Room 431  
Fall River, MA 02722

Fall River Conservation Commission  
Attn: Dennis Silva, Chairman  
One Government Center  
Fall River, MA 02722

Fall River Planning Department  
Attn: William G. Kenney, City Planner  
One Government Center  
Fall River, MA 02722

**Town of Foxborough:**

Foxborough Board of Selectmen  
Attn: David S. Feldman, Chair  
40 South Street  
Foxborough, MA 02035

Foxborough Planning Board  
40 South Street  
Foxborough, MA 02035

Foxborough Board of Health  
40 South Street  
Foxborough, MA 02035

Foxborough Conservation Commission  
40 South Street  
Foxborough, MA 02035

**Town of Freetown:**

Chair, Freetown Board of Selectmen  
P.O. Box 438  
Freetown, MA 02702

Freetown Planning Board  
3 North Main Street  
Freetown, MA 02702

Freetown Board of Health  
3 North Main Street  
Freetown, MA 02702

Freetown Conservation Commission  
3 North Main Street  
Freetown, MA 02702

**Town of Lakeville:**

Board of Selectmen, Town Hall  
Attn: Miriam Hollenbeck, Chair 346  
Bedford Street  
Lakeville, MA 02347

Lakeville Historical Commission  
346 Bedford Street  
Lakeville, MA 02347

Lakeville Planning Board  
346 Bedford Street  
Lakeville, MA 02347

Lakeville Conservation Commission  
346 Bedford Street  
Lakeville, MA 02347

Lakeville Board of Health  
346 Bedford Street  
Lakeville, MA 02347

Lakeville Open Space Committee  
346 Bedford Street  
Lakeville, MA 02347

**Town of Mansfield:**

Board of Selectmen, Town Hall  
Attn: Jess Aptowitz, Chair  
6 Park Row, 3rd Floor  
Mansfield, MA 02048

Mansfield Planning Board  
Town Hall, First Floor  
6 Park Row  
Mansfield, MA 02048

Mansfield Board of Health  
Town Hall, First Floor  
6 Park Row  
Mansfield, MA 02048

Mansfield Conservation Commission  
Town Hall, First Floor  
6 Park Row  
Mansfield, MA 02048

**Town of Mattapoisett:**

Mattapoisett Board of Selectmen  
Attn: R. Tyler Maccallister, Chair  
16 Main Street  
PO Box 435  
Mattapoisett, MA 02739

Mattapoisett Planning Board  
16 Main Street  
PO BOX 435  
Mattapoisett, MA 02739

Mattapoisett Board of Health  
16 Main Street  
PO Box 434  
Mattapoisett, MA 02739

Mattapoisett Conservation Commission 16  
Main Street  
PO BOX 435  
Mattapoisett, MA 02739

**Town of Middleborough:**

Middleborough Board of Selectmen  
Attn: Diane C. Stewart, Chair  
10 Nickerson Avenue  
Middleborough, MA 02346

Middleborough Planning Department  
20 Center Street, 2<sup>nd</sup> Floor  
Middleborough, MA 02346

Office of Economic & Community Development  
20 Centre Street, 3<sup>rd</sup> Floor  
Middleborough, MA 02346

Middleborough Conservation Commission  
20 Centre Street, 2<sup>nd</sup> Floor  
Middleborough, MA 02346

Middleborough Health Department  
20 Center Street, 2<sup>nd</sup> Floor  
Middleborough, MA 02346

**City of New Bedford:**

New Bedford City Hall  
Attn: Mayor Jonathan F. Mitchell  
133 William Street  
New Bedford, MA 02740

New Bedford City Council  
Attn: City Council President Joseph Lopes  
133 William Street, Room 215  
New Bedford, MA 02740.

City Clerk Office  
Attn: Rita Arruda  
133 William Street, Room 118  
New Bedford, MA 02740

New Bedford Board of Health  
1213 Purchase Street  
New Bedford, MA 02740

New Bedford Economic Development Council  
Attn: Derek Santos, Executive Director  
1213 Purchase Street, 2<sup>nd</sup> Floor  
New Bedford, MA 02740

New Bedford Conservation Commission  
133 William Street, Room 304  
New Bedford, MA 02740

New Bedford Planning, Housing & Community  
Development  
Attn: Patrick Sullivan, Director  
133 William Street, Room 303  
New Bedford, MA 02740

New Bedford Planning Department  
Attn: Anne Louro, Preservation Planner  
133 William Street, Room 303  
New Bedford, MA 02740

**Town of Norton:**

Norton Board of Selectmen  
Attn: Timothy Giblin, Chair  
70 East Main Street  
Norton, MA 02766

Norton Planning Board  
Town Hall  
70 East Main Street  
Norton, MA 02766

Norton Fire - Rescue Department  
70 East Main Street  
Norton, MA 02766

Norton Board of Health  
Town Hall  
70 East Main Street, 2nd Floor  
Norton, MA 02766

Norton Conservation Commission  
Attn: David Henry  
70 East Main Street  
Norton, MA 02766

**Town of Norwood:**

Norwood Board of Selectmen  
Attn: Allan D. Howard, Chair  
566 Washington Street  
Norwood, MA 02062

Norwood Board of Health  
Town Hall  
566 Washington Street  
Norwood, MA 02062

Norwood Planning Board  
Town Hall  
566 Washington Street  
Norwood, MA 02062

Norwood Conservation Commission  
Public Works Office  
165 Nahatan Street  
Norwood, MA 02062

**City of Quincy:**

Quincy City Council  
City Hall  
1305 Hancock Street  
Quincy, MA 02169

Quincy Planning Board  
Monroe Building  
1245 Hancock Street  
Quincy, MA 02169

Quincy Health Department  
The Kennedy Center  
440 East Squantum Street  
Quincy, MA 02171

Quincy Planning & Community Development  
City Hall  
1305 Hancock Street  
Quincy, MA 02169

Quincy Conservation Commission  
City Hall  
1305 Hancock Street  
Quincy, MA 02169

**Town of Raynham:**

Veterans Memorial Town Hall  
Attn: Randall Buckner, Town Administrator  
558 South Main Street  
Raynham, MA 02767

Raynham Board of Selectmen/Health  
Attn: Joseph Pacheco, Chair  
558 South Main Street  
Veterans Memorial Town Hall  
Raynham, MA 02767

Raynham Planning Board  
Veterans Memorial Town Hall  
558 South Main Street  
Raynham, MA 02767

Raynham Health Department  
Veterans Memorial Town Hall  
558 South Main Street  
Raynham, MA 02767

Raynham Conservation Commission  
Veterans Memorial Town Hall  
558 South Main Street  
Raynham, MA 02767

North Raynham Water District  
Attn: Arthur Bendinelli, Superintendent  
P.O. Box I  
Raynham, MA 02767

**Town of Rehoboth:**

Rehoboth Board of Selectmen  
Attn: Frederick Vadnais, Jr., Chair  
148 Peck Street  
Rehoboth, MA 02769

Rehoboth Planning Board  
148 Peck Street  
Rehoboth, MA 02769

Rehoboth Board of Health  
148 Peck Street  
Rehoboth, MA 02769

Rehoboth Conservation Commission  
148 Peck Street  
Rehoboth, MA 02769

**Town of Rochester:**

Rochester Board of Selectmen  
Attn: Naida L. Parker, Chair  
Town Hall  
1 Constitution Way  
Rochester, MA 02770

Rochester Conservation Commission  
Town Hall Annex  
37 Marion Road  
Rochester, MA 02770

Rochester Planning Board  
Town Hall Annex  
37 Marion Road  
Rochester, MA 02770

Rochester Board of Health  
Town Hall Annex  
37 Marion Road  
Rochester, MA 02770

**Town of Sharon:**

Sharon Board of Selectmen  
Attn: Walter B. Roach, Chair  
Town Office Building  
90 South Main Street  
Sharon, MA 02067

Sharon Planning Board  
Town Office Building  
90 South Main Street  
Sharon, MA 02067

Sharon Board of Health  
Town Office Building  
90 South Main Street  
Sharon, MA 02067

Sharon Conservation Commission  
219 Massapoag Avenue  
Sharon, MA 02067

**Town of Somerset:**

Somerset Board of Selectmen  
Attn: David Berube, Chair  
Town Office Building, Room 23  
140 Wood Street  
Somerset, MA 02726

Somerset Planning Board  
Town Office Building, First Floor  
140 Wood Street  
Somerset, MA 02726

Somerset Board of Health  
Town Office Building, Room 22  
140 Wood Street  
Somerset, MA 02726

Somerset Conservation Commission  
Town Office Building, Room 22  
140 Wood Street  
Somerset, MA 02726

**Town of Stoughton:**

David J. Sousa, Chair  
Stoughton Board of Selectmen  
10 Pearl Street, 3rd Floor  
Stoughton, MA 02072

Stoughton Planning Board  
10 Pearl Street, 2nd Floor - Engineering Office  
Stoughton, MA 02072

Stoughton Board of Health  
10 Pearl Street, 2nd Floor  
Stoughton, MA 02072

Stoughton Conservation Commission  
10 Pearl Street, 2nd Floor  
Stoughton, MA 02072

Kopelman and Paige, P.C.  
Attn: George Pucci, Legal Counsel to Stoughton  
101 Arch Street  
Boston, MA 02110

**Town of Swansea:**

Swansea Board of Selectmen  
81 Main Street  
Swansea, MA 02777

Swansea Planning Board  
68 Stevens Road  
Swansea, MA 02777

Swansea Board of Health  
68 Stevens Road  
Swansea, MA 02777

Swansea Conservation Commission  
68 Stevens Road  
Swansea, MA 02777

**City of Taunton:**

Taunton City Hall  
Attn: Mayor Tom Hoyer  
141 Oak Street  
Taunton, MA 02780

Taunton City Council  
141 Oak Street  
Taunton, MA 02780

Taunton Planning Board  
City Hall Annex  
15 Summer Street  
Taunton, MA 02780

Taunton Board of Health  
45 School Street  
Taunton, MA 02780

Taunton Conservation Commission  
City Hall Annex  
15 Summer Street  
Taunton, MA 02780

**Town of West Bridgewater:**

West Bridgewater Board of Selectmen  
Attn: Eldon F. Moreira, Chair  
65 North Main Street  
West Bridgewater, MA 02379

**Town of Westport:**

Westport Board of Selectmen  
Attn: R. Michael Sullivan, Chair  
816 Main Road  
Westport, MA 02790

Westport Planning Board  
856 Main Road  
Westport, MA 02790

Westport Board of Health  
856 Main Road  
Westport, MA 02790

Westport Conservation Commission  
816 Main Road  
Westport, MA 02790

Westport Community Schools  
Attn: Ann Marie Dargon, Superintendent  
17 Main Road  
Westport, MA 02790

**REGIONAL AGENCIES**

Greater Attleboro-Taunton Regional Transit Authority  
Administrative Offices  
Attn: Francis Gay, Administrator  
10 Oak Street, Second Floor  
Taunton, MA 02780

Metropolitan Area Planning Council  
Attn: Marc Draisen, Executive Director  
60 Temple Place  
Boston, MA 02111

Old Colony Planning Council  
Attn: Pasquale Ciaramella, Executive Director & RAO  
70 School Street  
Brockton, MA 02401-4097

Old Colony Planning Council  
Attn: Robert Overholtzer, Council Delegate (Hanson)  
70 School Street  
Brockton, MA 02401-4097

Southeastern Regional Planning and Economic  
Development District  
Attn: Jeffrey Walker, Executive Director  
88 Broadway  
Taunton, MA 02780

## **TRIBES**

Mashpee Wampanoag Tribe – Tribal Historic  
Preservation Officer (THPO)  
Attn: Ramona Peters  
483 Great Neck Road South  
Mashpee, MA 02649

Narragansett Indian Tribe Tribal – Tribal Historic  
Preservation Officer  
Historic Preservation Department  
Attn: John Brown  
P.O. Box 700  
Charlestown, RI 02813

Wampanoag Tribe of Gay Head (Aquinnah) – Tribal  
Historic Preservation Officer (THPO)  
Cultural Resource Protection Department  
Attn: Bettina Washington  
20 Black Brook Road  
Aquinnah, MA 0253

## **NGOs**

Brockton Area Transit Authority  
155 Court Street  
Brockton, MA 02302

Buzzards Bay Coalition  
Attn: Mark Rasmussen, President  
114 Front Street  
New Bedford, MA 02740

Citizens Concerned About Tracks  
Attn: Heather Graf, Coordinator  
229 N. Worcester Street  
Norton, MA 02766

Conservation Law Foundation (MA)  
Attn: Rafael Mares, Vice President and Director,  
Healthy Communities & Environmental Justice  
62 Summer Street  
Boston, MA 02110

Fall River Area Chamber of Commerce & Industry  
Attn: Robert Mellion, Esq., General Counsel  
200 Pocasset Street  
Fall River, MA 02721

Fairmount Indigo CDC Collaborative  
Attn: Joan Tighe  
c/o DBEDC  
594 Columbia Road, Suite #302  
Dorchester, MA 02125

Easton Historical Society  
80 Mechanic Street  
North Easton, MA 02356

The Greenwich Bay Watershed Group  
170 Budlong Farm Road  
Warwick, RI 02886

Ipswich River Watershed Association  
Attn: Wayne Castonguay, Executive Director  
P.O. Box 576  
Ipswich, MA 01938

Massachusetts Association of Conservation  
Commissions  
Attn: Eugene Benson, Executive Director  
10 Juniper Road  
Belmont, MA 02478

Massachusetts Audubon Society  
208 South Great Road  
Lincoln, MA 01773

Mystic River Watershed Association  
Attn: Patrick Herron, Executive Director  
20 Academy Street, Suite 306  
Arlington, MA 02476

The Nature Conservancy, Massachusetts Chapter  
Attn: Wayne Klockner, State Director  
99 Bedford Street, 5<sup>th</sup> Floor  
Boston, MA 02111

Neponset River Watershed Association  
Attn: Ian Cooke, Executive Director  
2173 Washington Street  
Canton, MA 02021

New Bedford Harbor Development Commission  
Attn: Edward C. Anthes-Washburn, Executive Director  
52 Fisherman's Wharf  
New Bedford, MA 02740

Greater Fall River Land Conservancy  
PO Box 9155  
Fall River, MA 02720

Green Futures: Citizen Action for a Better Community  
P.O Box 144  
Fall River, MA 02724

Massachusetts Association of Conservation  
Commissions  
Attn: Michele Girard, Associate Director & Education  
Coordinator  
10 Juniper Road  
Belmont, MA 02478

Massachusetts Rivers Alliance  
Attn: Julia Blatt, Executive Director  
14 Beacon Street, Suite 607  
Boston, MA 02108

Metro South Chamber of Commerce  
Attn: Christopher Cooney, President & CEO  
60 School Street  
Brockton, MA 02301

Natural Resources Trust of Mansfield  
Attn: Leonard Flynn  
255 Fruit Street  
Mansfield, MA 02048

The Nature Conservancy, Massachusetts Chapter  
Attn: Allison Bowden, Freshwater Program Director  
99 Bedford Street, 5<sup>th</sup> Floor  
Boston, MA 02111

New Bedford Area Chamber of Commerce  
Attn: Rick Kidder, President & CEO  
794 Purchase Street  
New Bedford, MA 02740

New England Public Employees for Environmental  
Responsibility  
Attn: Kyla Bennett, Director  
P.O. Box 574  
North Easton, MA 02356

New England Regional Council of Carpenters  
750 Dorchester Avenue, Unit 1  
Boston, MA 02125

Parker River Clean Water Association  
P.O. Box 798  
Byfield, MA 01922

Sierra Club Massachusetts Chapter  
Attn: Emily Norton, Chapter Director  
10 Milk Street, #417  
Boston, MA 02108

South Coast CEO Roundtable  
c/o New Bedford Area Chamber of Commerce  
794 Purchase Street  
New Bedford, MA 02740

SouthCoast Development Partnership  
University of Massachusetts, Dartmouth  
151 Martine Street  
Fall River, MA 02723

Taunton Area Chamber of Commerce  
Attn: Kerrie Babin, President & CEO  
6 Pleasant Street, Suite A  
Taunton, MA 02780

Taunton Industrial Development Commission  
Attn: Richard Shafer, Economic Development Director  
12 Taunton Green, Suite 201  
Taunton, MA 02780

Taunton River Watershed Alliance  
P.O. Box 1116  
Taunton, MA 02780

The United Regional Chamber of Commerce  
310 South Street  
Plainville, MA 02762

WalkBoston  
Attn: Wendy Landman, Executive Director  
Old City Hall  
45 School Street  
Boston, MA 02108

### **TASK FORCE (LISTED HERE ONLY IF NOT INCLUDED IN ANOTHER CATEGORY)**

Alison M. Bouchard, City Clerk  
One Government Center, Room 227  
Fall River, MA 02722

Bristol Community College  
Attn: Jennifer Menard  
777 Elsbree Street  
Fall River, MA 02720

Richard M. Brown, Town Administrator  
Town Hall, Room #23  
140 Wood Street  
Somerset, MA 02726

Deborah Pereira, Town Clerk  
One North Main Street  
Berkley, MA 02779

Susana Medeiros, Town Clerk  
979 Somerset Ave  
Dighton, MA 02715

Planning & Economic Development Dept.  
Attn: Bill Roth  
40 Center Street  
Fairhaven, MA 02719

Rita Garbitt, Town Administrator  
346 Bedford Street  
Lakeville, MA 02347

William Keegan, Jr., Town Manager  
40 South Street  
Foxborough, MA 02035

Southeastern Regional Planning and Economic  
Development District (SRPEDD)  
Attn: Sandy Conaty, Deputy Director  
88 Broadway  
Taunton, MA 02780

Southeastern Regional Planning and Economic  
Development District (SRPEDD)  
Attn: Jonathan Henry, Chairman  
88 Broadway  
Taunton, MA 02780

Mass Audubon  
Attn: Gary Clayton, President  
208 South Great Road  
Lincoln, MA 01773

Neponset Valley Chamber of Commerce  
Attn: Thomas J. O' Rourke  
520 Providence Highway, Suite 4  
Norwood, MA 02062

Michael Gallagher, Town Administrator  
43 South Washington St.  
North Attleborough, MA 02760

William R. Ross, Town Manager  
6 Park Row, 3rd floor  
Mansfield, MA 02048

John J. Carroll, General Manager  
566 Washington St., Room 27  
Norwood, MA 02062

Commuter Rail Task Force  
Attn: Susan Teal, Chair  
567 New Bedford Rd.  
Rochester, MA 02770

Rail to Boston Coalition  
c/o Southeastern MA Association of REALTORS  
Attn: Paul Chasse  
651 Orchard Street, Ste. 101  
New Bedford, MA 02744

South Eastern Economic Development Corporation  
Attn: Maria Gooch-Smith  
80 Dean Street  
Taunton, MA 02780

Shawn E. Cadime, Town Administrator  
100 Peck St.  
Seekonk, MA 02771

Frederic Turkington, Town Administrator  
90 South Main Street  
Sharon, MA 02067

Bridgewater Town Council  
Attn: Peter Colombotos  
66 Central Square  
Bridgewater, MA 02324

Southeastern MA Convention & Visitors Bureau  
c/o New Bedford Area Chamber of Commerce  
Attn: Rick Kidder  
794 Purchase Street  
New Bedford, MA 02742

Stoughton Redevelopment Authority  
Attn: Lou Gitto  
10 Pearl Street  
Stoughton, MA 02072

Southeastern Regional Transit Authority  
Attn: Erik Rousseau  
700 Pleasant Street, Suite 320  
New Bedford, MA 02740

Susan E. Taveira, Town Clerk  
81 Main St  
Swansea, MA 02777

Kevin Shea  
Economic & Community Development Dept.  
45 School Street  
Taunton, MA 02780

UMass Dartmouth, Office of the Chancellor  
Foster Administration Building, Room 330  
285 Old Westport Road  
North Dartmouth, MA 02747

The Natural Resources Trust of Mansfield  
Attn: Lou Andrews, President  
255 Fruit Street  
Mansfield, MA 02048

Wareham Board of Selectmen  
Attn: Alan Slavin  
54 Marion Road  
Wareham, MA 02571

Coralie Merritt  
11 Court St.  
Taunton, MA 02780