

## Joint Transportation Planning Group

Minutes of meeting held on April 8, 2009 at SRPEDD

### In attendance were the following:

Pamela Haznar, MassHighway	Byron Holmes, City of Fall River
Roger Stolte, Town of Raynham	Robert Patneade, GPI
Tim Letton, GPI	Tom Fitzgerald, Town of Somerset
Mark Slusarz, City of Taunton	David Cabral, Town of Seekonk
Bill Roth, Town of Fairhaven	Zeb Arruda, City of New Bedford
Duarte Andrade, City of New Bedford	Lee Azinheira, Town of Mansfield
Rachel Bain, EOT	Ronald H. Labelle, City of New Bedford
Constance Brawders, Town of Westport	Steve Antinelli, Town of Swansea
Donna Kulpa, Town of Dighton	Kristin Decas, New Bedford
Kenneth Fiola, City of Fall River	Roland Hebert, SRPEDD
Jim Hadfield, SRPEDD	Paul Mission, SRPEDD
Lisa Estrela-Pedro, SRPEDD	Lilia Cabral, SRPEDD
Jennifer Chaves, SRPEDD	Adam Recchia, SRPEDD
Stacy Sousa, SRPEDD	Jacqueline Schmidt, SRPEDD

Introductions were made.

1. **Call to Order** - The meeting was called to order at 2:10pm by Chairman Lee Azinheira.
2. **Approval of the Minutes, February 11, 2009** - A motion was made to approve the minutes of the JTPG meeting held on February 11, 2009 as submitted. The motion was seconded and approved UNANIMOUSLY.
3. **Request to add Industrial Park Drive, Riggenbach Road and Airport Road in Fall River (and Freetown for Industrial Park Drive) to the Federal Functional Classification network as Urban Collectors as part of the Route 24 Exit 8 ½ interchange project.** - Mr. Hebert gave a brief overview of the Route 24 Exit 8 ½ interchange project. The project would involve adding and interchange on Route 24 between exits 8 and 9 to better facilitate industrial development in Freetown and Fall River. The project will be funded by the American Recovery and Reinvestment Act. The addition of the interchange would involve connecting Route 24 to Industrial Park Drive, Riggenbach Road and Airport Road, which are currently not functionally classified. As the project is adding interchange to Route 24, the interchange must connect to an urban collector at minimum. To become functionally classified as urban collectors, the JTPG and MPO would need to approve the classifications, which would then request the designations be approved by FHWA. That action would become effective pending the completion of the roads.

Mr. Mission gave a brief presentation of the interchange project and which roads and areas will be affected. Mr. Mission explained that it is important to add these roads to the functional class system to make them eligible for federal aid for future maintenance. In addition to changing the functional class of the road, there is a small section of Freetown on the Freetown/Fall River Town Line that is classified as a rural area, while the rest of

the project area falls within urbanized area which may need to be expanded into Freetown to accommodate the functional class of the road.

Ms. Bain relayed guidance from FHWA which states that the progress of the project will not be delayed by the functional classification, and that the roads could be classified after completion.

A question was raised regarding whether the roads would be built according to federal standards which is required for functional classification. Mr. Fiola clarified that Fall River had obtained funding to insure that all aspects would be designed to federal standards.

A motion was made to include Industrial Park Road, Airport Road, Riggenbach Road between Airport Road and Wilson Road, and the Route 24 Ramps to receive Federal Functional Classification as Urban collectors. The motion was seconded and approved UNANIMOUSLY.

A motion was made that the new Interchange 8 ½ with its connection to relocated South Main Street and that portion of relocated South Main Street, Executive Park Drive, and Riggenbach Road north of the intersection with Airport Road be designated as Urban Collectors pending the completion of construction. The motion was seconded and approved UNANIMOUSLY.

4. **TIP Amendments** – Mr. Hebert introduced the following changes to the 2007-2010 TIP:
- Request from MassHighway to increase the cost estimate for the Marion/Mattapoissett I-195 resurfacing project from \$6.7 million to \$13.3 million in the FFY2009 year of the 2007-2010 TIP.
  - Request from MassHighway to move the Fall River I-195 resurfacing project from FFY09 to FFY10.
  - Increase the SRTA ARRA-Stimulus amount by \$2.6 million to assist in funding the Fall River SRTA Terminal project and other capital improvements.

Mr. Hebert explained the need to increase the cost estimate for the Marion/Mattapoissett I-195 resurfacing project from \$6.7 million to \$13.3 million and as result of the increase in cost, the Fall River I-195 resurfacing project would need to be delayed from FFY2009 to FFY2010. Ms. Haznar explained the cost increase was a result of including bridge maintenance items that were not included under the Accelerated Bridge Program as originally thought, the pavement design was changed, and a rate change related to catch basin pricing. It was also clarified by Ms. Haznar that the cost is also \$12.6 million and not \$13.3 million. A question was raised regarding where the funding would come from, and Ms. Bain explained that the money would come from the Interstate Maintenance Program. She further clarified that the money would be taken from the Fall River I-195 project which will not be ready until 2010, and put into the Marion/Mattapoissett project so that the Interstate Program will be fiscally constrained.

A motion was made to approve the amendments to increase the cost estimate of the Marion/Mattapoissett resurfacing project and the movement of the Fall River I-195

resurfacing project from FFY2009 to FFY2010. The motion was seconded and approved UNANIMOUSLY.

Mr. Hebert announced that as a result of Fall River being a part of the Providence/Pawtucket Urbanized Area, SRTA has negotiated with RIPTA for an additional \$2.6 million from the American Recovery and Reinvestment Act. The following projects were added to the TIP to account for the additional funding:

- Fall River Terminal – Architect/Engineer, Site Assessment, Environmental Review, Preliminary Design, Site Acquisition and Construction (\$2 million)
- Purchase Supervisory Vehicles (\$80,000)
- Miscellaneous Support Equipment (\$527,985)

If the Fall River Terminal action does not go as planned, the funding can be reprogrammed if needed.

A motion was made to approve the addition of the Fall River Terminal, the Purchase of Supervisory Vehicles and Miscellaneous Support Equipment projects to the TIP under SRTA Section 5307 / Recovery and Reinvestment Act Stimulus Projects for the FFY2009 TIP. The motion was seconded and approved UNANIMOUSLY.

5. **Initial discussion of the development of the 2010-2013 TIP** – Mr. Hebert explained that the cost of the New Bedford Reconstruction of Hawthorn Street project cost estimate has increased from \$2.2 million to \$3.2 million, and that there is a possibility that the Mansfield Construction of a New Ramp from Route 140 to I-495 Southbound may not go forward this year, as approval from FHWA has not been received. If these changes occur, the MPO will need to vote on the changes.

A motion was made to adjust the prices of the 2009 projects pending information from MassHighway District 5 and that the MPO make the adjustments on the TIP as part of its TIP amendment actions. The motion was seconded and approved UNANIMOUSLY.

Mr. Hebert reviewed the draft 2010-2013 TIP. The projects placed on the 2010-2013 TIP were placed based on readiness, and SRPEDD is looking for input on these placements. The final vote on the 2010-2013 draft TIP will occur at the June meeting.

Projects for FFY2010 include:

- Construction of a New Ramps from Route 140 to I-4195 SB in Mansfield (\$2.1 million)
- Resurface Route 152 (Central Ave.) and Bakers Corner in Seekonk (\$3.3 million)
- Safety Improvements (Roundabout) at County St., Chase Rd., and Mason Rd. in Freetown (\$1.5 million)
- Pollution Mitigation for the Nemasket River (GRRIP) Middleborough (\$368,000)
- Central Village Pedestrian, Bicycle and Traffic Safety Project in Westport (\$285,400)
- Construct Signals and I-495 Ramps with Route 105 in Middleborough for CMAQ funding (\$1 million).

- Reconstruct Bridge Street at Alden Road in Fairhaven using HSIP funding (\$896,010)

Targets for FFY2010 are approximately \$2 million under the Draft Regional Target, and could potentially be approximately \$4 million if FHWA issues with the Mansfield Route 140 ramp are cleared up and the project goes out to bid for FFY2009. CMAQ funding for FFY2010 is also under budget for FFY2010 leaving room for potential projects.

Projects for FFY2011 include:

- Reconstruct Tiffany Street – Phase 2 from Route 123 to new road in Attleboro (\$2.5 million)
- Reconstruct Mill Street (Route 6) and County Street Intersections in New Bedford (\$5.4 million)
- Resurface Route 140 in Taunton (\$2 million)
- Safety Improvements on Route 140 (County St.) from Route 24 to Taunton Depot Drive in Taunton (\$2.2 million)
- Reconstruct Route 6 at Route 140 in New Bedford using HSIP funding (\$896,010)

Targets for FFY2010 are approximately \$3.3 million over the Draft Regional Target. Projects programmed for FFY2011 could potentially move to FFY2010 if update information on project readiness is received. There are currently no projects programmed for CMAQ funding in FFY2011. Potential projects for CMAQ funding are the Reconstruction of Mill Street in New Bedford or a Shore Station project for the Seaport in New Bedford. The Shore Station project involves making electricity available at ports for ships to run off while docked to reduce diesel emissions.

Projects for FFY2012 include:

- Reconstruct Route 6/28 in Wareham (\$7 million)
- Reconstruct Four Route 6 Intersections in Fairhaven (Part federally funded - \$1.2 million, Part HSIP funded – \$896,010, Total cost - 2.1 million)
- Construct Multi-Use Class 1 Path, Phase 1B from Mattapoisett Neck Road to Depot Street in Mattapoisett using CMAQ funding (\$2 million)

Approximately \$7 million of the total price of \$13 million for the Route 6/28 project in Wareham is programmed in FFY2012, with the rest of the cost (\$5 million) to be programmed in FFY2013. The cost of the Reconstruction of Four Route 6 Intersections Project in Fairhaven is split between federal funding and HSIP funding. There are no projects programmed for CMAQ funding in FFY 2012.

Projects for FFY2013 include:

- Reconstruct Route 6/28 in Wareham (\$5 million)
- Reconstruct and Widen Plymouth Avenue (Route 81) in Fall River (\$4 million)
- Reconstruct Route 106 in Mansfield
- Reconstruct Route 44, Orchard Street and Route 24 Off-Ramp in Raynham
- Reconstruct Route 1A at Chestnut Street and Hoppin Hill Road in North Attleborough

Cost estimates for the Wareham and Fall River projects are preliminary and there are no cost estimates for the Mansfield, Raynham and North Attleborough projects. There are no projects programmed currently for CMAQ and HSIP funding in FFY2013.

6. **Discussion of the differences between the Governor's and Senate's Transportation Bills. Discussion of JTPG support of an increase in the gas tax.** – Mr. Hebert discussed a recent presentation by Jeffrey Mullens of the Governor's Office to the SRPEDD Commission regarding the Governor's and the Senate's Transportation Bills. The Senate's bill focuses mainly on the organizational aspects of the Transportation Authorities, and the Governor's Transportation Bill focuses on creating revenue. Mr. Hebert suggested a resolution be drawn up to send to the SRPEDD Commission and the MPO for action.

A motion was made to table the discussion until next meeting. The motion was approved UNANIMOUSLY.

7. **Discussion of the possible filing of an application for EPA's Clean Diesel Funding Assistance Program with the ARRA-Stimulus Program** – Mr. Hebert discussed SRPEDD's effort to assist AGAR Supply Company to apply for grants to buy electrified refrigeration units for their trucks, which would reduce the diesel emissions produced by idling trucks. There are two sources of potential stimulus funding for this effort: a grant for EPA stimulus funding and a grant through the Department of Energy (DOE). Applications for the EPA grant must be filed by a public entity or a non-profit; therefore SRPEDD has offered to assist. For the DOE funding, a minimum of \$10 million must be applied for; therefore the state is attempting to combine smaller projects in order to apply. Another avenue for funding is through CMAQ, which has some openings in the 2010 – 2013 TIP.
8. **Discussion of the Seaport related projects and possible ARRA-Stimulus funding** – Ms. Decas, Port Director for the City of New Bedford, explained that traditionally projects for port infrastructure, dredging, etc. were funded through the Governor's Seaport Bond Bill, a \$3 million bond to support port projects; however, with the release of ARRA Stimulus Funding, the Lieutenant Governors office has directed applicable parties to come to the MPO's to attempt to get their seaport projects on the TIP. The Discretionary Port Fund, a \$1.5 billion bond, could be eligible to projects on the TIP as well as other ARRA funding. The Energy Policy Act has established the Short Sea Transportation Program, under which is being built America's Marine Highway which as a part of this new transportation network, ports are being picked for projects to be part of the new transportation network and a goal of this program is to make maritime part of the overarching transportation policy for the county. New Bedford would be interested in creating a partnership, as improvements to the port are beneficial not only to New Bedford, but the region as well, as New Bedford is a gateway for the region. New Bedford has many possible projects which could apply for funding. One possible project that could be applicable for CMAQ funding is Shore Side Power, which would allow ships to run necessary equipment on board without having to idle engines, decreasing the amount of diesel emissions produced.

Ms. Bain clarified that there is money for seaport and ferry boats under ARRA, but projects will need to be closely examined for applicability, as different sources of funding have different requirements. Under the \$1.5 billion Discretionary Funding, funding is available for all forms of surface transportation, and there is \$60 million set aside for ferry boat projects. Applications for these funding sources should be started, and EOT will be contacting New Bedford as to this matter. Guidance for discretionary programs have not been released, therefore more information will be needed to determine applicability for projects. New projects for stimulus funding are expected to be placed in the FFY2010 TIP. Ms. Bain further emphasized that projects for ARRA funding must be “shovel-ready”, with the intent of creating jobs as soon as possible.

9. **Other Business** – The next regional sustainability exchange will be on April 15, 2009 at the ATMC in Fall River from 1:00pm to 3:30pm. Topics will include the seaports, regional transit and how the restoration of rail service to Fall River, New Bedford and Taunton will help the region. Kristina Egan, South Coast Rail Project Manager, will give an update on the project and discuss the opportunities it provides. This meeting will be followed by a regular meeting of the Southeastern Massachusetts Commuter Rail Task Force from 4:00 PM to 6:00 PM.

The “Old Colony Mile” of the Mattapoisett Rail Trail which spans from Fairhaven to Mattapoisett Neck Road is now open and there will be an Inaugural Ceremony April 17, 2009 at 3:15pm on Mattapoisett Neck Road, followed by a week of activities on the trail. Additional information is available at [www.mattapoisetttrail.com](http://www.mattapoisetttrail.com).

10. **Date, Time Place for Next Meeting** – The next JTPG meeting will be held on May 13, 2009 at 2pm at SRPEDD.
11. **Adjourn** – The meeting was adjourned at 4:00pm by Chairman Azinheira.