

MINUTES FOR THE MEETING OF THE
Joint Transportation Planning Group (JTPG)
Wednesday December 12, 2018
Held at SRPEDD
88 Broadway, Taunton, MA

The following JTPG Members were in attendance:

Bryan Pounds, MassDOT OTP	Lisa Estrela-Pedro, SRPEDD
J.R. Frey, City of Fall River	Guoqiang Li, SRPEDD
Pamela Haznar, MassDOT Highway Division	Charles Mills, SRPEDD
Mandy Aquino, SRTA	Jackie Jones, SRPEDD
Steve Oullette, Town of Westport	Jed Cornock, SRPEDD
Tony Abreau, City of Taunton	Jackie Jones, SRPEDD
Ron Morgan, GATRA	Stephanie Crampton, New Bedford
Jamie Ponte, City of New Bedford	Tim Kochan, MassDOT
Marc Rees, Town of Fairhaven	Lloyd Mendes, Resident of Somerset
Jeffrey Walker, SRPEDD	Holly McNamara, Somerset
Paul Mission, SRPEDD	Jamie Pisano, VHB
Manuel Silva, City of New Bedford	Mary Ellen DeFrias, Mass Development
Lee Azenheira, JTPG Chairman	Ed Buckley, Raynham
Robert Burgmann, Mattapoissett	

Handouts:

1. FFY 2020-2024 TIP Development
 2. Safe Routes to School Program
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1. **Call to Order and Introductions** – The meeting was called to order at 1:13 by Chairman Lee Azinheira immediately following a meeting of the SMMPO. Because attendees introduced themselves at the start of the just concluded SMMPO meeting, the chair decided to forego introductions.
 2. **Public Comments** – Chairman Azinheira opened the floor to any members of the public that wished to address the JTPG, after which no comments were made.
 3. **Approval of Minutes** – A motion was made to approve the minutes of the last JTPG meeting held on November 14, 2018. The motion was seconded and approved UNANIMOUSLY.
 4. **Safe Routes to School (SRTS) Program and Infrastructure Application Process** – Mr. Bryan Pounds of MassDOT led the discussion by noting that the Safe Routes to School Program has been in flux for a while now and MassDOT put it on hold for a while. MassDOT was running into issues getting buy in from BOTH the proponent and the municipality on proposed project design. MassDOT found themselves running into that issue at 75% design which required MassDOT to revise the design, or work with the municipality and the schools to make sure they were on the same page. It created a multitude of issues in the timeline of the project. The Safe Routes to School Application is now done entirely through the MaPIT tool. If the municipality and the school, who is already a Safe Routes Partner would like to apply they just need a MaPIT log in and they can go and apply for a project. The application opened a few weeks ago and closes on January 11, 2019 after which MassDOT will look at the applicants, review them, and select. Mr. Pounds is not sure how many applicants will get selected, it will be based on the number of applications received. A question was raised asking if the application had to be a joint application between the school and the town. Mr. Pounds clarified that the school is the proponent but it has

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to be BOTH the school and the municipality applying for the project. MassDOT wanted to make sure that they received all of the buy in up front. A follow-up question was raised about the design stage. Mr. Pounds explained that MassDOT has a consultant on board, AECOM, that is going to assist the municipality and the school to bring the design to a less conceptual design stage before it actually goes to the MassDOT Project Review Committee. A question was raised about a corridor that involves a school. There is no conceptual design yet but it is a situation where AECOM would come in, do a walk through and evaluate on that basis? What is their purpose? Are municipalities supposed to be going to them saying that they want to widen sidewalks, improve signals and then have them evaluate whether it can be done or do municipalities need to come to AECOM saying this corridor needs to be improved, what do you recommend? Mr. Pounds responded saying that these Safe Routes to School Projects are typically \$1 million dollars or less. However, they can be used as a supplement to another completely separate project. In the application, the municipality would identify the needs and the issues in the area and what you would like to address. The most important thing is to have the needs identified and very clearly in the application identify and explain those needs because when the applications are scored, the more needs that are identified will lead to a higher scoring project. Mr. Pounds explained that a school has to have been a Safe Routes to School partner for at least 6-months. This is an important exercise because if they have not been a partner they can become one and be eligible for the next round of applications, next fall. A question was raised seeing if MassDOT offers training in MaPIT? Mr. Pounds explained that each municipality should have a designated contact on how to use MaPIT. If there is not, we have a designated contact at MassDOT, Quinn Molloy. Ms. Lisa Estrela-Pedro explained that there are a bunch of YouTube video's explaining how to use the MaPIT tool. Ms. Pamela Haznar stressed how important it is that there are town officials are involved

5. **Transportation Improvement Program (TIP) –**

- a) **Update on the TIP Evaluation Criteria Scoring Revision Process** – Ms. Jackie Jones discussed the TIP Evaluation Scoring Criteria. Ms. Jones explained that SRPEDD created a sub-committee to address issues with the Evaluation Criteria. The sub-committee adjusted many of the categories to align with regional priorities. Environmental and Drainage were addressed to keep up with MS-4. After the evaluation criteria process is complete SRPEDD will be developing a rubric that will have the scoring criteria clearly outlined. The next steps are to finalize the evaluation criteria where SRPEDD will present to the SMMPO in January. The Evaluation Criteria will get released for public comment and SRPEDD will rescore all projects for the 2020-2024 TIP. Mr. Pounds asked about the change to the environmental section. Mr. Pounds asked how are we evaluating that it has an impact on flooding? Ms. Jackie Jones explained that SRPEDD has a program that is run through our environmental department where we already determined some of the sensitive areas. Mr. Paul Mission noted that the scoring will typically be most effective in the first or second year of the TIP and at 25% design. Mr. Mission noted that it is important to get the Evaluation Criteria out by January in order to get it endorsed by the February MPO. Mr. Tim Kochan, of MassDOT District 5, noted that the subcommittee did not consider cost effectiveness and somewhere down the road if you have two projects that score relatively similar how would you make that determination? Ms. Lisa Estrela-Pedro replied that we'd use it as a tiebreaker on determining which project ultimately makes the TIP.

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- b) **Discussion of 2020-2024 TIP Development (Materials Attached)** – Ms. Estrela-Pedro led a discussion on the 2020-2024 TIP. Ms. Estrela-Pedro explained that SREDD has sent out a request for all projects that are up for consideration for the TIP. Ms. Estrela-Pedro took some time to go over all of the projects for consideration: In 2019, we have 3 projects and we anticipate a couple of cost increases but we do have a \$2.3 million surplus so we should be able to cover those. In 2020, we have 4 projects in that year and we only have \$1.3 million in target funds available and we are anticipating that the Lakeville project will go up significantly so we will be keeping an eye on that. In 2021, we have 4 projects and one of the projects in Raynham is programmed at \$5.5 million but the cost has gone up significantly so we are going to see where that lands when we start the new TIP development. Ms. Haznar had a comment that projects need to be watched closely so their schedule does not slip. MassDOT does not want to advertise in the fourth quarter, so it is critical to maintaining a schedule. Ms. Estrela-Pedro asked Ms. Haznar to elaborate on the importance on when a project is initiated and the time frame to actually getting the design going. Ms. Haznar explained that now in PRC approval letters there is a number of criteria that needs to be reached within a couple of years otherwise it runs the risk of being deactivated. Projects take 3-5 years to go through all of the necessary steps.
6. **SRPEDD Corridor Study Updates**
- a) **Route 1 Corridor: Attleboro/North Attleborough** – Mr. Guoqiang Li, Senior Transportation Planner at SRPEDD explained that the Route 1 Corridor Study was formally requested by the former Attleboro mayor, Kevin Dumas. The study area is 3.5 miles in length and it is all state owned and maintained. The average speed along the corridor is about 35 mph. Mr. Li concluded public outreach in April and hopes to receive more public input. The top issue with the corridor is congestion, followed by the safety. Mr. Li explained the scope of the study. Mr. Li explained some statistics of the corridor: overall, 40% of the intersection within the corridor are failing and have a low Level of Service which is the ability of an intersection to accommodate every day service. Mr. Li explained that GATRA operates a flag stop bus service within the corridor leading to no formalized bus shelter. Mr. Li believes that a strong recommendation would be to formalize lane width to 11' and include a 6' sidewalk. The final report will be developed in the next 2-3 months. There has been coordination between MassDOT and SRPEDD during the study as MassDOT is doing a study from Norwood down to the Rhode Island state line.
- b) **Route 6 Corridor: Fairhaven, Marion, Mattapoisett, Wareham** – Mr. Jed Cornock presented the status of the Route 6 Corridor study. The Route 6 corridor study was initiated by the Town of Marion and one of the things that they brought up was that they didn't feel safe walking or biking. Mr. Cornock explained the extent of the study starts at Route 240 and runs east all the way to High Street. It is about 13 miles long consists of 26 study area intersections which for the most part are signalized. The study is currently at the midpoint. The public meetings have just wrapped up where SRPEDD presented all existing conditions. As of Monday, Mr. Cornock received 680 digital surveys. We asked two main questions in the survey: 1. If you walk on route 6, do you feel safe? 2. If you bike on Route 6, do you feel safe? Mr. Cornock explained the two things that stood out after data collection is that roadway and sidewalks are too narrow, and the drainage is poor. Mr. Cornock explained that the transit network is limited. Next steps will be to test

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future conditions. A question was raised if the preliminary feedback was to reduce the number of lanes from four to two? Mr. Cornock responded saying that it was a mix from people that want to reduce the lanes and people that do not want to reduce the lanes. A question was raised to see if there was pre I-195 traffic data to indicate what the drop in usage has been. Mr. Cornock clarified that at this point, that data is not available. A question was raised asking if you can ignore peoples wish lists and focus improvements strictly on what is best for the region as a whole? Mr. Cornock responded saying that the ultimate goal is to stay out of what people think and focus on Planning and Engineering judgement. Part of the reason why we approached the public outreach the way that we did was to hit the people's comfort level. The tough part of the study is people in Fall River and people in the study corridor have completely different needs on regional design. Even within the corridor there are land uses that are sensitive to different improvements.

7. **Other Business** –Mr. Paul Mission thanked the SRPEDD staff for all of the meeting preparation for the meeting.
8. **Date, Time, Place for Next Meeting** – The next meeting will be held on January, 9, 2019 at 2:00 PM at the SRPEDD office.
9. **Adjourn** – A motion was made adjourn. The motion was seconded and approved UNANIMOUSLY. The meeting was adjourned by Chairman Azinheira at 2:13 PM