

MINUTES FOR THE MEETING OF THE
Southeastern Massachusetts Metropolitan Planning Organization (SMMPO)
Tuesday March, 19, 2019
Held at SRPEDD
88 Broadway, Taunton, MA 02780

The following SMMPO Members were in attendance:

Steve Woelfel	Representing Stephanie Pollack, Secretary and CEO of MassDOT, Chair
Frank Gay	GATRA Administrator
Shayne Trimbell	Representing Eric Rousseau, SRTA Administrator
Pamela Haznar	Representing Jonathan Gulliver, MassDOT Highway Div. Administrator
Alan Slavin	Representing the Town of Wareham
Steve Ouellette	Representing the Town of Westport
Manuel H. Silva	Representing Jon Mitchell, Mayor of the City of New Bedford
J.R. Frey	Representing Jaisel F. Correia II, Mayor of the City of Fall River
Leilani Dalpe	Representing the Town of Middleborough

The following were also present:

Sandra Serpa, MassDOT	Jeffrey Walker, SRPEDD
Lee Azinheira, Town of Mansfield	Ben Muller, MassDOT
Paul Mission, SRPEDD	Charlie Mills, SRPEDD
Lilia-Cabral Bernard, SRPEDD	Lisa Estrela-Pedro, SRPEDD
Jackie Jones, SRPEDD	
Brandon Wilcox, Representing Jeff McEwen, FHWA Division Administrator	

Handouts:

- I. Multi Use Path Design Project, Dighton (FLAP Grant)
- II. Repurposed Earmark for the Demolition of MassDOT Maintenance Facility
- III. GATRA and SRTA Asset Management Plans
- IV. Performance Based Planning Agreement

1. **Call to Order and Introductions:** The meeting was called to order at 1:03 PM by Chairman Steve Woelfel, after which attendees introduced themselves.
2. **Public Comments:** Chairman Woelfel opened the floor to give an opportunity for the public to address the SMMPO. No public comments were made.
3. **Approval of SMMPO February 19, 2019 Minutes:** Chairman Woelfel asked if everyone had reviewed the minutes from February 19, 2019. A motion was made to accept the minutes of the February 19, 2019 meeting of the SMMPO into the record. The motion was seconded and APPROVED with one voter, abstaining.

4. Transportation Improvement Program (TIP) –

a. Amendments to FFY 2019-2023 TIP (Vote needed to release for 21-day public comment)

Ms. Lisa Estrela-Pedro introduced the Amendments to the FFY 2019-2023 TIP. The first is in Taunton – Building demolition at a MassDOT maintenance facility. The second is in Dighton – the design of a multiuse facility from Sandpiper Way to Somerset Ave., that is being funded through FLAP funding. SRPEDD is requesting that the SMMPO release this amendment out for a 21-day comment period. Next month we will vote to approve the amendment.

Chairman Steve Woelfel opened the floor to questions.

Ms. Pam Haznar had a question regarding the FLAP grant and asked if it is just for design. Ms. Estrela-Pedro responded that it is. Ms. Haznar followed up asking is it anticipated to go through the TIP Process or if it will be funded through DCR funds.

Mr. Paul Mission said that it will be a combination of both adding that DCR has a budget that they can apply to this project but is unsure whether the funds will be used on the entire project. He stated that at this point in time the goal is to get the path designed and approach the construction funds as they get closer to the design completion.

Ms. Haznar followed up asking if DCR owns the property and stated that if they go through the TIP process they will need to go through the Project Review Committee. Mr. Mission stated that the community has been a proponent for this project and that DCR was also involved in some matching funds towards the FLAP grant itself.

Ms. Haznar clarified that the Taunton Building demolition is a repurposed earmark that needs to be used this FFY and it is an early action item as a part of the Route 24/140 Interchange.

Mr. Bill Napolitano was brought to the meeting to determine the ownership of the Dighton land concerning the amendment and if they would go through the PRC process as a part of the TIP process.

Mr. Napolitano stated that DCR does own the park and clarified that it is Sweets Knoll State Park and that it is the part that goes from Pleasant Street all the way through and abuts the school. Mr. Napolitano stated that they have the state match contribution from DCR Fish and Game who will build an access road with parking in a dirt lot with room for 6 cars and kayaks. They will be going through the TIP process when the time comes.

Ms. Haznar reiterated that if they are going to go through the TIP process they will need to go through the PRC process.

Chairman Woelfel asked for final questions on the Amendment. There were none.

A motion was made to release the amendment for a 21-day public comment period. The motion was seconded and APPROVED UNANIMOUSLY.

b. Proposed Project List and Scenarios for FFY 2020-2024 consideration and recommendation to the SMMPO **(Materials Attached)**

Ms. Estrela-Pedro explained that since the lists were emailed and the JTPG meeting there have been a few changes. The JTPG recommended to adopt Scenario 1 for the draft TIP. The difference between what they had recommended was that there has been a slight cost decrease to one of the projects in FFY 2024. There was also a Plainville Project that is being picked up on the statewide list and was removed from FY 2024. There is now a balance of \$3.9 million in FY 2024.

In both scenarios Lakeville in 2020 is being shifted to 2021. In Scenario 1 the Raynham project will remain in 2021 and the Attleboro, Taunton and Dartmouth projects would be pushed out to 2022. In Scenario 2, the Attleboro project would remain and the Raynham, Taunton, and Dartmouth project would be pushed to 2022.

In both scenarios in FFY 2022 we are proposing to move two small projects into FFY 2021, they should be ready to be advertised come 2021.

In both scenarios of FFY 2022, we are proposing to push all the projects to 2023. In both scenarios of FFY 2023, we are proposing to push the projects to 2024.

In addition, we have the draft evaluation criteria as well as the future elements list that consists of a list of projects that are currently not programmed in a FFY. In addition, I was able to put together the statewide lists that were sent to SRPEDD by MassDOT.

Ms. Estrela-Pedro stated that the Swansea Project that is at Route 6 and Gardner's Neck Road, previously it was programmed with statewide funding, has been removed, so she added it to the future element of the TIP. That is one of the projects that could be placed in 2024 that can take up some of the \$3.9 million in available target funds.

Chairman Woelfel opened the floor up to questions.

MINUTES FOR THE MEETING OF THE
Southeastern Massachusetts Metropolitan Planning Organization (SMMPO)
Tuesday March, 19, 2019
Held at SRPEDD
88 Broadway, Taunton, MA 02780

Ms. Estrela-Pedro clarified that she would like the SMMPO to make a recommendation on Scenario I or Scenario II as MassDOT OTP is looking for a finalized list.

Mr. Brandon Wilcox asked for clarification on which project will be utilizing the \$3.9 million in FFY 2024. Ms. Estrela-Pedro stated that it could be any of the projects currently in the future element. She stated that she brought attention to the Swansea project because it got dropped from the statewide list and has no home so that can be considered for FFY 2024.

Chairman Woelfel asked the SMMPO if they had any comments on either Scenario I or Scenario II. Mr. Alan Slavin recommended Scenario I.

Ms. Estrela-Pedro stated that the understanding on Scenario I was that there is currently a lot of work going on in Attleboro so to push the Attleboro project out a year would not be detrimental and the Raynham project needs to move along.

Chairman Woelfel stated that as long as the communities know that their projects are getting pushed out because we want to give them an opportunity for a TIP project.

Mr. Shayne Trimbell raised a question about FFY 2021 and the fact that there is only a balance of about \$3,000 and the potential for a cost increase. Ms. Estrela-Pedro stated they will worry about that when the time comes. Chairman Woelfel reiterated Ms. Estrela-Pedro's point that if there are major cost increases they will have to move projects around in order to remain fiscally constrained. Ms. Estrela-Pedro said that it is critical to have good cost estimates and that a year from now we will be looking at these all over again.

Mr. Mission said that there is always an opportunity for statewide money coming in to play that differing cost estimates could shift projects. Once we get beyond the first 2 years it is a wait and see. Chairman Woelfel stated that you cannot guarantee the statewide money and MassDOT has been doing a good job recently shifting things around.

Ms. Pamela Haznar stated that they are expecting the 25% submission for the Rehoboth project but it is still pre-25% and up in the air. The 25% design should be coming in April. Ms. Haznar also pointed out that at TIP readiness day the Lakeville project go out to 2022 and it was only moved out 1 year after deferring to the town but she thinks we need to keep our eye on that project because it has been slow moving.

Ms. Estrela-Pedro stated that she only moved it out 1 year because the town ensured SRPEDD that they are committed to the project. We need to keep an eye on it and if they are unable to deliver we can look at Attleboro or Raynham or another project to fill that gap. The Rehoboth project and the New Bedford project that are moving into 2021 is

MINUTES FOR THE MEETING OF THE
Southeastern Massachusetts Metropolitan Planning Organization (SMMPO)
Tuesday March, 19, 2019
Held at SRPEDD
88 Broadway, Taunton, MA 02780

because they fit. Once next year comes we may need to move them out a year depending on their status.

Ms. Haznar clarified that the Raynham project has gone up in cost primarily because they thought they could narrow the road but were unable to. There were 2 high intersections within the project limits so it got to be too costly so MassDOT decided to phase the project. The Project will go from King Phillip Northerly to 495 and cover Carver Street and at some point in the future they will go further north with it.

Chairman Woelfel stated that the towns need to keep on these projects otherwise there will be a lot of shifting. As far as the \$3.9 million unobligated funds does anyone have any feelings about the Swansea project?

Mr. Manuel Silva stated that the New Bedford project fits the best into 2024 and will leave a \$2 million cushion in case there is a cost increase in any of the other projects. It is an intersection in the North end of the city and the RSA has been done and they are moving forward with that project and by 2024 it should be ready to go. It is only \$1.7 Million right now.

Ms. Haznar stated that she would like to keep Swansea on the TIP because it was previously on the TIP and contains a high crash location. She would like to see that in 2024. She stated that she doesn't think the intersection in New Bedford will have a whole lot of geometry with that and depending on how projects shift we may be able to move that to 2022 and keep Swansea in 2024.

Ms. Estrela-Pedro asked if it would be ready for 2022. Mr. Silva stated that he believes it could.

Mr. Lee Azinheira stated that it is too late to talk about the Route 106 project in Mansfield but if we broke it out into phases the first phase would be just under \$2 million and that way we could add both projects.

Chairman Woelfel asked which project was being talked about. Mr. Azinheira clarified that it was the Mansfield Route 106 Corridor Improvements project. It is currently programmed in 2024 and the section that is being addressed is between 2 state roads.

Chairman Woelfel reiterated that they have 2 projects and need to pick one. But it is important to note that they do not need to vote on one until next month. The Swansea and the New Bedford projects are the only ones in play for next month. At least for the time being he stated he thinks it makes the most sense to go with the Swansea project.

MINUTES FOR THE MEETING OF THE
Southeastern Massachusetts Metropolitan Planning Organization (SMMPO)
Tuesday March, 19, 2019
Held at SRPEDD
88 Broadway, Taunton, MA 02780

Mr. Slavin asked which project offers the best return on investment at this time. Ms. Haznar clarified that the Swansea project does contain a high crash location and there was a pedestrian fatality a while ago and it is at 25% design. Mr. Slavin stated his preference for the Swansea project. Mr. Frey also stated his preference for the Swansea project.

Mr. Ben Muller asked about the project scoring and wanted to know what additional information was needed.

Ms. Estrela-Pedro stated that SRPEDD needs to receive the PNF and PIF because it was once on the statewide list and was not previously evaluated by SRPEDD.

Ms. Estrela-Pedro stated the Mansfield project hasn't been broken up yet, at least if we can get New Bedford in the TIP and when we discuss this again next year we can try to better align with the statewide projects so that everyone is happy.

Mr. Mission stated that it is important to keep in mind that next month is the release of the draft TIP so as well as voting for the TIP for release there is also a 21-day comment period followed by the endorsement of the TIP in May. There still is time for things to play out.

Mr. Woelfel stated that they will proceed with Ms. Estrela-Pedro's proposal and discuss again next month.

Mr. Muller asked if there was any idea about the available \$3.6 million available in 2020

Ms. Estrela-Pedro explained that there is nothing present yet but they will continue to work with the district to see if they can come up with something. The Dighton project is in 2020 and after having discussions with MassDOT that project is coming in as a filler because they had to push Lakeville out because it will likely not be ready. SRPEDD will continue to work with MassDOT.

Mr. Azinheira mentioned the School Street project. Ms. Estrela-Pedro explained that if they can get it ready the TIP can always be amended. Mr. Azinheira mentioned that they will be proceeding with the 25% design right after Town Meeting.

Mr. Woelfel clarified that it is important to have the town invested in a project. It can't just continually keep sitting on the TIP. He provided an example from another MPO where they kept pushing a project back but never made any progress on the Right-Of-Way. All in all, the towns need to make sure that the projects are moving and aren't getting stuck.

Mr. Woelfel mentioned that everything should be in order for Ms. Estrela-Pedro to be able to work with MassDOT OTP on continuing TIP development.

Ms. Estrela-Pedro added that they are continuing to work with the towns to try and get smaller projects that are ready so that they have the opportunity to use the available target funds.

5. Performance Measure Based Planning

- a. Presentation and discussion of Performance Based Planning Targets from GATRA and SRTA Transit Asset Management (TAM) Plans (**Materials Attached, Consideration of Vote to Adopt**)

Mr. Mission explained that he asked SRTA and GATRA to explain their TAM Plans. They have established these plans in October and the SMMPO has 180 days to adopt these plans.

Mr. Trimbell explained that the TAM Plan is a requirement by MAP-21 for FTA and requires all RTA's to develop and maintain a Transit Asset Management Plan, it requires that all assets, used to provide transit service, are maintained in a state of good repair. SRTA is a Tier 2 provider which means the maximum number of vehicles in revenue service is below 100.

The Tier 2 requirements require RTA's to prepare an inventory of all assets and conduct a condition assessment which provides a score for each asset on its condition. A description on a decision support tool which assigns each condition a rank and produces a prioritized list of investments as well as the annual performance targets.

The targets and measures for vehicles:

- Buses (35 feet or greater) – Maintain the fleet so that no more that 25% of the fleet has exceeded the useful life - 12 years
- Buses (30 feet or less) - Maintain the fleet so that no more that 25% of the fleet has exceeded the useful life - 10 years
- Vans - Maintain the fleet so that no more that 25% of the fleet has exceeded the useful life – 4 years or 100,000 miles
- Non-Revenue - Maintain the fleet so that no more that 50% of the fleet has exceeded the useful life

Facilities

- Must rank 3 or greater on the condition scale to be in good repair

RTA's report these numbers annually to the National Transit Database

Mr. Trimbel asked for the SMMPO to adopt the Performance Targets and Measures for vehicles and facilities.

Mr. Frank Gay explained that GATRA is under the same targets as SRTA as a Tier 2 provider. GATRA's entire plan is on the website for those who would like to take a look.

A motion was made to approve the TAM Plans for both GATRA and SRTA. The motion was seconded and APPROVED UNANIMOUSLY.

b. Performance Based Planning Agreement (**Vote to Adopt, Materials Attached**)

Mr. Mission stated that there is a Performance Based Planning Agreement that is up for consideration. It is an agreement between the transit authorities, MassDOT, and the MPO's on reaching the goals of performance based planning. There are some comments out there and we are looking to table this for adoption until next month. This is an opportunity for members of this board to look over the agreement and send Mr. Mission, MassDOT, or FHWA comments. A vote is needed next month so please look over the materials prior to next month's meeting.

Mr. Woelfel asked if there were any questions. There were none.

6. **Regional Transportation Plan**

a. Update on status and presentation of Draft Chapters completed

Ms. Jackie Jones reported that there were only minor updates regarding the Airport sections of the Regional Transportation Plan since the last RTP in 2016. She explained that operations at the Taunton, Mansfield and Plymouth airports had remained steady and that operations at the New Bedford airport had increased due to a runway expansion project.

Ms. Jones explained that for the pedestrian sections of the RTP, updates were made to the main text of the document to reflect the SMMPO Regional Pedestrian Plan (RPP) completed in 2018. She further explained that the RPP would be included in full in the appendices of the document.

Ms. Jones discussed updates to the bicycle sections of the RTP, including updated statistics for commuting and safety, and mapping updates to reflect current project statuses. She explained that the Ten Mile River Trail in North Attleborough and Plainville would be added to the map and that routing for the Taunton River Trail had been updated recently.

Mr. Charles Mills reported that not much has changed in the region since the last RTP Freight update in 2016. He explained that many of the regional issues revolve around the State Freight Plan and many of the regional issues revolve around efficiency. It is crucial to develop cost effective infrastructure improvements that resolve key bottlenecks.

Mr. Mills mentioned that Brayton Point Power Station was decommissioned in May 2017 and was purchased by Commercial Development Company in January 2018 they are working to bring the power plant back to productive reuse.

A lot of the policies and recommendations revolve around the efficient flow of freight as it is crucial to the SMMPO region. It is important for the SMMPO region to continue Harbor Maintenance Dredging in both harbors. Continue the Industrial Rail Access Program and expand it to Southeastern Massachusetts. As well as prioritize improvements to roadways designated at Freight Routes.

b. Discussion of Regional Transportation Issues from the SMMPO Board

Mr. Frey stated that Fall River has a very active interest in extending their rail line to the Rhode Island border to the sewage treatment plant. There is the potential of making it combined use for some Bicycle/Pedestrian Access.

Mr. Mission explained that essentially, our plan is a needs assessment but we are obligated to do scenario planning as a part of the process. We are looking at a combined scenario of climate change and smart growth. We are one of the few MPO's in the state that are facing the more devastating effects of weather and how Climate Change will affect how communities will grow. Using the community Viz program that was developed in the Comprehensive section we are confident that we have some good scenarios looking out 20-30 years in the future. Over the next couple of months, we will have discussions on the safety chapter, transit, congestion, and intermodal transportation facilities, we will also go over some of the economic trends in the region and how that will impact our transportation system. We are always looking for some

project ideas for inclusion into this and we are looking for communities to send us to include in the plan. Hopefully by the next meeting we will have some results from our public surveys. We had almost 700+ surveys that we need to sift through. We will be able to have some more in depth discussions come next month.

7. Other Business

Ms. Leilani Dalpe, a member of the Middleborough Board of Selectmen asked to speak. She explained that the board of selectman last night found out, they had a notice from North Carver that they are trying to put an office and distribution center in North Carver. They are anticipating around 8,000 more cars daily between the Middleborough Rotary and Carver. We are asking for any input, or direction on the impact of this distribution center. Ms. Dalpe stated that she is meeting with new apartment complexes on Mayflower and 105 and they are anticipating a big increase into the main intersection. It is currently a high risk intersection, coupled with the South Coast rail going in, we are looking for any thoughts or ideas on that area. South Coast Rail presented to the Planning Board last week and are anticipating putting a parking lot a couple blocks from John Glass Square. She is not sure if it will be able to handle a 150 – car parking lot.

Ms. Haznar stated that the North Carver development would trigger MEPA and they will have to complete an environmental study. Ms. Dalpe replied that the town has received a MEPA notice and are looking at it as we speak.

Ms. Haznar clarified that as far as the rotary improvements, the majority of the feed has been positive. As part of the interim improvements they will be studying the safety and capacity for how it continues to operate.

Mr. Frey, speaking as a citizen of Middleborough, stated that he has seen a very positive impact at the Middleborough rotary.

Ms. Haznar clarified as far as the Route 28/Route 105 intersection the South Coast Rail project is looking to make improvements at that intersection.

In other business, Mr. Mission mentioned that the MassDOT Innovation Conference is April 9 and 10 at the DCU Center. The SRPEDD Annual meeting will be May 22, 2019 at the Fireside Grill in Middleborough.

MINUTES FOR THE MEETING OF THE
Southeastern Massachusetts Metropolitan Planning Organization (SMMPO)
Tuesday March, 19, 2019
Held at SRPEDD
88 Broadway, Taunton, MA 02780

Ms. Haznar stated that she was made aware of some CZU grants and there is an informational meeting on April 3, 2019 in Wareham and one in Barnstable on April 22, 2019.

Mr. Frey mentioned that Fall River will be having a vulnerability planning meeting on March 15, 2019 from 8-4. If you are interested, get in touch and I will forward the information.

Mr. Mission mentioned that there is a Regional Transit public meeting this week. Mr. Gay added that the Task Force on Regional Transit Authority (RTA) Performance and Funding has been working to identify and gauge how RTAs can best provide and improve transit services that meet identified community needs, conduct regular service planning to maximize ridership using available resources, and ensure that fares, local contributions, and other revenues cover an appropriate share of costs. The public meeting is to get public input on the Draft RTA report.

8. Date, Time, Place for Next Meeting

Mr. Mission stated that the next meeting is scheduled for April 16, 2019 at 1:00 PM in the SRPEDD Offices.

9. Adjourn

A motion was made to adjourn the meeting. The motion was seconded and APPROVED UNANIMOUSLY.

The meeting adjourned at 1:54 PM