



Franklin Regional Council of Governments

Franklin County Transportation Planning Organization

Date:	Tuesday, January 22, 2019
Time:	12:00 PM
Location:	12 Olive Street, Greenfield, MA
Duration:	1 hour, 27 minutes
Facilitator:	Richard Masse, MassDOT–District

FCTPO Members in Attendance:

- Richard Masse, MassDOT District 2 representing Secretary Pollack
- Mark Moore, MassDOT District 1 representing Highway Administrator Gulliver
- Bob Dean, Western County Representative
- Bill Perlman, FRCOG Regionally Elected Representative
- Linda Dunlavy, FRCOG Executive Director representing Kevin Fox, FRCOG Executive Committee
- Michael Perreault, representing Lance Fritz FRTA Chair
- Marlo Warner, representing the Mayor of Greenfield
- Tom Miner, FRPB non-voting member

Guests:

- Peter Frieri, MassDOT – District 1
- Laura Hanson, MassDOT – District 2
- Derek Krevat, MassDOT OTP
- Brandon Wilcox, FHWA
- Diana Szyal, Franklin County Chamber of Commerce
- Denise Andrews

Staff:

- Maureen Mullaney, Transportation & GIS Program Manager II
- Elizabeth Giannini, Senior Transportation Planner II
- Laurie Scarbrough, Transportation Planning Engineer
- Liz Jacobson-Carroll, Assistant Planner

1 – Welcome and Introductions: Dave Mohler

The meeting was called to order by Rich Masse at 12:03 p.m., and was followed by a round of introductions.

2 – Review and Approval of the October 23, 2018 Meeting Minutes: Dave Mohler

Linda Dunlavy moved to approve the November 22, 2018 minutes. Bill Perlman seconded the motion. The motion was approved with Bob Dean abstaining.

3 – Review and Vote to Accept 2019 State Targets on Safety Performance Measures

Maureen Mullaney began the discussion. She stated that by federal law, States and Metropolitan Planning Organizations (MPOs), or in the case of Franklin County - Transportation Planning Organizations (TPOs) - are required to adopt certain performance measures to gauge progress in transportation areas, and to ensure appropriate financial expenditures. These performance measures need to be reviewed and readopted each year. Last year was the first year that the State adopted safety performance measures. MPOs and TPOs had the option of creating their own performance measures, or adopting the State's performance measures. All MPOs/TPOs adopted the State measures. This year they needed to be reviewed and readopted. These performance measures are related to motorized and non-motorized fatalities and injuries. Performance measure targets will be adjusted over time, as progress is made.

In response to a question from Bob Dean, Mullaney explained that developing our own performance measures is beyond FRCOG staff's capacity for monitoring and reporting. Comments from Tom Miner prompted a discussion about our current inability to track the impact of legalized recreational marijuana on road safety, despite keen interest in doing so.

Linda Dunlavy moved to accept the 2019 State Targets on Safety Performance Measures. Bill Perlman seconded the motion, and it was approved unanimously.

4 – Review and Vote to Accept an Adjustment to the Transit Element of the 2019-2023 TIP: Laurie Scarbrough

After explaining that the proposed changes are to the non-federal aid portion of the TIP, and that approvals won't require an amendment, Laurie Scarbrough summarized the adjustments. They involve not purchasing software (-\$1000), not purchasing hybrid add-ons for some buses (-\$360,000); the higher than anticipated cost of bus station equipment (\$17,000); acquiring a snowblower (\$1000); rehabilitating/rebuilding busses (\$145,500); and installing bus stop seating, sign holders, and bike equipment (\$10,000). These adjustments represent a reduction of \$90,480. (See attached.)

In response to a question from Bill Perlman, Michael Perrault explained that the FRTA is not pursuing the purchase of hybrid add-ons because they have not realized the anticipated savings on a hydraulic-assist bus purchased several years ago.

Linda Dunlavy moved to accept an adjustment to the Transit Element of the 2019-2023 TIP as presented; Bill Perlman seconded the motion. The motion passed with Bill Perlman abstaining.

5 – Presentation on the Regional Transportation Plan update and open comment opportunity: Maureen Mullaney

M. Mullaney noted the methods and results of gathering public input, including several public forums in recent months, on a draft of the Regional Transportation Plan (RTP) update. Working with other MPOs and transportation agencies, the FRCOG has been updating the plan, as required every four years by federal transportation legislation. Noting the goal of identifying and planning for transportation issues and needs from the present to 20 years in the future, she began her presentation (attached) on the draft plan by identifying regional transportation goals, and by providing a status report on the 25 highest-priority projects identified in the previous RTP. Upon finishing the summary, she noted that while transportation projects take many years and are likely to appear in more than one RTP, she and her staff have been pleased to see significant progress documented in this way.

She then summarized and asked for input on current projects in several categories: roadways and bridges; bicycling and walking; transit and alternatives and recreation and tourism. She stressed the importance of considering all of the region's transportation issues in developing the RTP, emphasizing that it is not a collection of wish lists, but a statement of vision to guide the FRCOG's work in the coming years. Other important documents that guide her department's work include the Transportation Improvement Program (TIP), which articulates specific projects to be undertaken, and the Capital Investment Plan (CIP), which lays out the financing. In response to a question, Mullaney explained that demographic trends inform the development of the plan; the needs of those with limited physical mobility and those without cars are carefully considered.

In response to her request for input regarding **road and bridge projects**, discussion ensued regarding:

- the very poor condition of Conway Road in Buckland, which will go out to bid in approximately 5 years.
- the possibility of revisiting the plan to realign a the North Main Street Bridge over the B& M railroad, which had been under design a decade ago, but was stopped due to objections from the town.
- FRCOG's climate resiliency planning, particularly its mapping of high-risk culverts in the Deerfield River watershed, which was done in conjunction with UMass and MassDOT, and may serve as a pilot project for other areas of the state.
- the potential for re-designing a dangerous 4-way intersection between Routes 5 & 10 and Mill Village Rd/North Main Street in Deerfield.

In response to her request for input on **bicycling and walking projects**, discussion ensued regarding:

- The expanded/plowable shoulder created, for pedestrian use, between Mohawk Trail Regional High School and Shelburne Falls after the Town of Buckland determined that it could not meet the state mandated requirement to clear the once-planned sidewalk. This issue has arisen in other rural areas, and the FRCOG continues to ask MassDOT to reconsider their policy; M. Mullaney favors "progress over perfect", noting that Buckland may have been able to commit to clearing the sidewalk for 10 of 12 months, for example. B. Perlman stressed the importance of pedestrian right-of-way, and R. Masse, while noting that maintenance vehicles may trump those pedestrians, indicated that the state is now considering a pilot project to clear all state-owned sidewalks.

In response to her request for input on **transit and alternatives**, discussion ensued regarding:

- the consistency of transit concerns generating the most discussion at FRCOG outreach events.
- hardships caused by FRTA's lack of night and weekend service, due to lack of funding.
- early conversations between FRTA and PVTA regarding further interconnected service and a shared payment platform.
- the potential for Uber and Lyft services, microtransit options, a transportation management system, and employer-based transit service in the region.
- the closing, in June, of the MassRides program.

In response to her request for input on **recreation and tourism**, discussion ensued regarding:

- The recently launched bike-friendly business program, and the Chamber of Commerce's additional work with the Northampton Chamber to bring more outdoor recreation to West County, in particular.

M. Mullaney reviewed the RTP development schedule, concluding with the plan's expected release for public comment in April, 2019. She summarized the public outreach efforts that are nearing completion, and encouraged attendees to take the public survey available on the FRCOG website, and to be in touch with her or Megan Rhodes via phone or email with additional comments.

Denise Andrews commented on the following:

- the importance of line painting, and budgeting for reflective paint.
- the necessity, for economic development, of rail service from Charlemont to the North Quabbin area.
- the importance of the Route 2 corridor/paddle zone, which has cost taxpayers lots of money and a few lives, and remains inadequate.
- a problematic parking lot exit in downtown Orange which pits safety against commerce.
- progress regarding the creation of a greenway from Templeton to Orange, with a spur to Wendell, to promote economic development and tourism.

6 – Updates from MassDOT District 1 & District 2

P. Frieri gave an update on **District 1**. He announced that the contract for resurfacing and related work on Route 2 in Shelburne has been awarded to Warner Bros., and that construction should begin as soon as weather allows. The estimated cost for the project to resurface and calm traffic on Route 2/Main Street in Charlemont has gone up 10% to \$7.8 million, and is therefore being reviewed by MassDOT, he said.

L. Hanson gave an update on construction projects currently underway in **District 2**:

- The contract for streetscape and pedestrian improvements on Route 63 in Erving was awarded.
- Demolition of the superstructure of the Nash Mill Road over the Green River will soon begin.
- Interstate maintenance and related work on Route 91 in Deerfield, Bernardston and Greenfield has been suspended for the winter (expect for emergency response).
- Demolition of the Holtshire Road bridge in Orange is expected to take place mid-February.
- The preservation of the bridge over the B&M Railroad on McClellan Farm Road in Deerfield is 63% complete.
- The current ad date for the Montague City Road (Greenfield-Montague) bridge rehabilitation project is December of 2019; design work is in process.

L. Scarbrough noted the significant morning traffic jam caused by a temporary closure of the General Pierce Bridge (Montague City Road, Greenfield-Montague) the previous week, citing the simultaneous closure of the 3rd Street bridge between the two towns.

In response to a question from L. Dunlavy, B. Wilcox said that MassDOT is not being affected by the federal government shutdown as it has separate budget authority through the federal highway trust fund. Neither is the shutdown impacting the FRTA, M. Perreault indicated, as it had already received its federal funds for the year.

M. Mullaney mentioned Wendy Foxmyn's retirement, and the need for the Selectman's Association to appoint a new TPO representative for the central region.

7 – Update from FRCOG: Linda Dunlavy

None.

8 – Update from FRTA: Michael Perrault

The FRTA has been working with Montague to add a route through Sunderland to UMass, M. Perrault said, noting that the first two trips were to take place that day. The FRTA has also been working with MassDOT toward streetscape improvements in Greenfield; they are currently negotiating with an engineering firm.

9 – Update from FRPB: Tom Miner

M. Mullaney will be seeking input on the Regional Transportation Plan from the FRPB on Thursday, T. Miner said, noting that the board plays an important role in communicating information between the FRCOG and the towns.

10 – Public Comments

None.

11 – Additional business not reasonably anticipated within 48 hours.

None.

12 – Next Meeting/Adjourn

The next scheduled meeting of the TPO is Tuesday, February 26, 2019 at 12:00 p.m. (noon).

Bill Perlman moved to adjourn the meeting, Bob Dean seconded the motion, and the meeting adjourned at 1:30 PM.

Documents Distributed / Presentations Viewed:

- Agenda
- FRPB Minutes, October 23, 2018 – DRAFT
- FCTPO FFY 2019-2023 TIP Adjustment #1 – January 22, 2019
- Franklin TPO TIP Project List (FY2019)
- “Franklin County Regional Transportation Plan 2019” (PowerPoint presentation)
- MassDOT District 1 Update, October 23, 2018 – FRANKLIN TPO, Status of Current TIP PROJECTS
- MassDOT District 2 Update
- Summary of updates from FRCOG
- Summary of updates from FRTA
- Summary of updates from FRPB