Franklin Regional Council of Governments
Franklin County Transportation Planning Organization

Date:	Tuesday, October 23, 2018
Time:	12:30 PM
Location:	12 Olive Street, Greenfield, MA
Duration:	1 hour, 28 minutes
Facilitator:	Bryan Pounds, Chair

FCTPO Members in Attendance:
Bryan Pounds, MassDOT and representing Secretary Stephanie Pollack
Richard Masse, MassDOT–District 2 and representing Highway Administrator Jonathan Gulliver
Michael Perreault, representing Lance Fritz, Franklin Regional Transit Authority, Chair
Bill Perlman - FRCOG Regionally Elected Representative
Linda Dunlavy, FRCOG, representing Kevin Fox, FRCOG Executive Committee
Tom Miner, FRPB non-voting member

Guests:
Jack Moran, MassDOT Highway Division
Peter Frieri, MassDOT – District 1
Mark Moore – MassDOT – District 1
Jeffrey Hoynoski, MassDOT – District 2
Gabe Sherman, MassDOT – OTP
Marlo Warner – Greenfield
Brandon Wilcox -- FHWA

Staff:
Maureen Mullaney, Transportation & GIS Program Manager II
Beth Giannini, Senior Transportation Planner II
Laurie Scarbrough, Transportation Planning Engineer
Megan Rhodes, Senior Transportation/Land Use Planner
Liz Jacobson-Carroll, Assistant Planner

1 – Welcome and Introductions: Bryan Pounds

The meeting was called to order at 12:38 p.m. A round of introductions followed.

2 – Review and Approval of the August 28, 2018 Meeting Minutes: Bryan Pounds

Bill Perlman moved to approve the August 28, 2018 minutes. Linda Dunlavy seconded the motion,

and it was approved unanimously.

3 – Presentation on Safe Routes to School: Bryan Pounds

Bryan summarized the federally-funded Safe Routes to School (SRTS) program, which works with schools, communities, students, and families to increase active transportation among elementary and middle school students in the Commonwealth. The program includes education, encouragement, enforcement, evaluation, equity and engineering components.

He explained that the program is now being re-worked after a several year hiatus. The program now requires that municipalities submit applications in partnership with schools, thus ensuring adequate buy-in from the schools' source of matching funds, and from its broader community. Whereas the state had previously invested significant funds to help schools design programs only to find out that municipalities would not support the program, state funds are now invested appropriately in projects with demonstrated community support.

Municipalities are now co-applicants with the schools, and will utilize a new on-line application system. He described the criteria and scoring system to be used by the selection committee, indicating that projects would then go through the usual MassDOT Project Initiation process. Consultants will work with co-applicants on the conceptual designs before they go to the MassDOT Project Review Committee (PRC).

The application is scheduled to go live in November, and will be open for 45 days. The selection committee will make decisions in January, municipalities/schools will work with consultants in the winter and spring, and the first round of projects should go to the PRC in the summer of 2019. To be eligible, schools must serve at least one grade between K and 8, and have been a program partner for at least 6 months prior to applying. The municipality in which a regional school is located is the applicant. Examples of eligible projects include improvements to sidewalks, road crossings, and both bicycle and pedestrian facilities. Laurie clarified that while projects pertaining to bus routes are not eligible, traffic-diversion efforts near bus stops *are* eligible.

Bryan emphasized MassDOT's commitment to the program, noting that Cassandra is reaching out to existing partners and promoting it at meetings and conferences. He asked that attendees share the presentation slides with colleagues, and contact Cassandra with questions. He will email the presentation (attached) to TPO members.

4 – Review and vote to accept State targets on Performance Measures 2 (PM2) regarding bridge and pavement conditions.

Bryan briefly described procedures pertaining to PMs, noting that every time the State establishes them, the Municipal Planning Organizations (MPOs) have 180 days to adopt them. The deadline for accepting the PMs established in May is November 16th. Jack presented the State targets on PM2 regarding bridge and pavement conditions, noting that MassDOT's work on developing these is overlapping with their efforts toward submitting a National Highway System (NHS) asset management plan in June 2019. As such, they are considering the development of PMs as setting

targets for their NHS plan, and taking a long term, 10-year view of bridges and pavement. Their 2-year and 4-year year PM targets focus exclusively on NHS bridge and pavement assets.

Jack described the revised methods for prioritizing bridge repair. The equation now includes a figure representing the total area of the deck of the bridge; thus, repairing long and wide bridges now takes precedence over repairing smaller bridges in the same condition. He then reviewed MassDOTs methods for determining the condition of bridges: inspecting various components, rating each on a 0-9 scale, then categorizing them based on their 3 lowest ratings.

He reviewed slides indicating the statewide growth, in square footage since 2001, of bridge surface in "poor" condition. MassDOT goals include reducing the growth of poorly-rated bridge area through its maintenance program, and to reducing the number of poor ratings by "strategically rehabilitating" select bridges through their construction program. Reviewing relevant graphs, he explained a few spikes: while many are due to changes in counting methods, a 2014 spike reflects a couple of problems in the east. This method of tracking bridge surface area in need of repair is very sensitive to the impact of large structures, he noted. Analysis led them to a short term targets: for 2020: maintain recent reductions through 2020, with an eye toward further reduction by 2022.

Jack indicated that their 5-7 year, long-term goal is to bring the percentage of the state's bridges that are in poor quality below 10%. By doing so, they will no-longer be required by federal regulations to allocate certain percentage to repairing and maintaining those bridges, thus allowing them to adequately fund small bridge repair in rural areas.

Bill asked how MassDOT justifies fixing large, wide bridges while ignoring small narrow bridges. Jack explained that the state is bound by the federal regulation, that they need to account for the cost of constructing large bridges, and that their own priorities have remained the same. Bryan noted that reducing the percentage of bridges in poor condition will give them flexibility to allocate funds as they see fit, potentially prioritizing "off-system" bridges to a greater degree in the long term. Linda noted that FRCOG will monitor this. Richard noted that MassDOT has stated a commitment to equity.

There was some discussion on municipal, state and federal roadways. In response to a question from Bill, there was mention of historical precedents that have left some municipalities responsible for maintaining some sections of state highways passing through their towns.

Regarding pavement PMs, Jack explained that non-interstate highways, such as Route 2, are a major component of the NHS, and that it is MassDOT's job to collect pavement data for the national highway system on those roads it owns. The Pavement Serviceability Index (PSI) has been used for the better part of a century, or longer, to quantify different levels of distress. MassDOT uses PSI to plan investment levels and set targets, Jack said. While it is native to Massachusetts, there is a similar federal method, and by 2022, MassDOT will be solely reliant on the International Roughness Index (IRI). MassDOT is transitioning to the new method, learning how the condition of its pavement will be reflected in a national performance measure. While it is difficult to set targets for 2020 based on only one year of data, we will have the opportunity to revise them for 2022, he said, indicating that their recent analysis suggests a trend toward improvement and they remain

confident in their program.

Linda Dunlavy moved to accept the State targets on Performance Measures 2 (PM2) regarding bridge and pavement conditions as presented; Bill Perlman seconded the motion. Jack and Maureen spoke of current emphasis on preserving pavement to prevent it from reaching poor status, as well as their efforts to include "complete street" components in projects whenever possible. *The motion passed unanimously.*

5 – Review and vote to accept State targets on Performance Measures 3 (PM3) regarding travel time reliability and truck time reliability.

Gabe presented the State targets on PM3 regarding the Level of Travel Time Reliability (LOTTR) on the interstate and non-interstate highways, and on Truck Travel Time Reliability (TTTR). Due to issues with its data, the FHWA is recommending DOTs set conservative targets until more data becomes available.

He explained the method of calculating LOTTR. Statewide, Non-Interstate Highways are at 80%, and Interstate Highways are at 68%. In Franklin County, those figures are 83.6% and 100%, respectively. The method for calculating TTTR (for Interstate system only) includes a more stringent standard, as reliability is considered more important for transport of goods than for passengers, he noted. TTTR in Franklin County is 1.219, well below the current 1.85 (and proposed through 2022) target.

Linda Dunlavy moved to accept the State targets on Performance Measures 3 (PM3) regarding travel time reliability and truck time reliability as presented. Bill Perlman seconded the motion. Discussion revolved around the source and consistency of data in the past, present and future.*The motion passed unanimously.*

6– Update from MassDOT District 1 & District 2

Regarding TIP projects in District 1, Peter Frieri noted that the bid opening for the resurfacing and related work on Route 2 in Shelburne is scheduled for November 14, 2018. Submission of 100% of the design for the resurfacing/traffic calming on Route 2 in downtown Charlemont (including the culvert rehabilitation over Rice Brook) is anticipated in December 2018. See attached for additional details on these and other projects.

Regarding TIP projects in District 2, Jeffrey noted that the Streetscape and Pedestrian Improvements Project on Route 63 in Erving has been advertised, and that work on Nash Mill Road over the Green River in Greenfield has begun.

7 – Update from FRCOG: Linda Dunlavy

Linda spoke of involving the TPO in the transportation-related components of a rural policy plan being developed by the Rural Policy Advisory Commission.

8 – Update from FRTA: Michael Perrault

Michael reported that the FY19 budget for transit authorities includes funding for a task force to begin developing performance measures. Although no one from Franklin County is part of that task force, FRTA is nonetheless looking to improve performance in the region.

9 – Update from FRPB: Tom Miner

None.

10 – Public Comments

None.

11 – Additional business not reasonably anticipated within 48 hours.

In response to an inquiry from Michael, Bryan noted that the FHA gave Tier 2 Regional Transit Authorities the option to use a statewide Transit Asset Management Plan (TAM Plan) or adopt their own. The FRTA decided to opt into the shared plan, and has been granted an extension to complete it.

12 – Next meeting/Adjourn

The next scheduled meeting of the TPO is Tuesday, November 27, 2018 at 12:00pm (noon). Bryan announced that Gabe is leaving his position as the MassDOT Franklin County liaison, and thanked him for his good work; a round of applause ensued.

Bill Perlman moved to adjourn the meeting, Rich Masse seconded the motion, and the meeting adjourned at 2:06 PM.

Documents Distributed / Presentations Viewed:

- Agenda
- FRPB Minutes, June 28, 2018 – DRAFT
- "Safe Routes to Schools"
- "System Performance Measures – Congestion, Reliability, and Emissions"