

Joint Transportation Planning Group

Minutes of meeting held on Wednesday June 8, 2011 at SRPEDD, 88 Broadway, Taunton, MA

In attendance were the following:

Charles Cristello, Town of Middleborough	Andrew Sousa, Town of Westport
David Hickox, Town of Dartmouth	Walter Cruz, Town of Wareham
Mark Andrews, Town of Wareham	Byron Holmes, City of Fall River
Fred Cornaglia, City of Taunton	David Cabral, Town of Seekonk
Roger Stolte, Town of Raynham	John Clover, City of Attleboro
Ron Dubuc, City of Attleboro	Randall Kunz, SRPEDD Chair
Cathal O'Brien, City of Taunton	Robert Patneau, GPI
Jamie Pisano, VHB	Pamela Haznar, MassDOT District 5
Tim Kochan, MassDOT District 5	Jim Hadfield, SRPEDD
Paul Mission, SRPEDD	Linda Lally, SRPEDD
Lisa Estrela-Pedro, SRPEDD	Lilia Cabral, SRPEDD
Adam Recchia, SRPEDD	Angela Azevedo, SRPEDD
Jacqueline Schmidt, SRPEDD	

1. **Call to Order:** The meeting was called to order at 2:03pm by acting Chairman Cristello.
2. **Approval of Minutes:** A motion was made to approve the minutes of the JTPG meeting held on May 11, 2011 as submitted. VOTED UNANIMOUSLY
3. **Approval of Revised TIP Adjustment for GATRA:** Mr. Hadfield discussed changes to GATRA Section 5307 of the FFY2011-2014 Transportation Improvement Program (TIP). He explained that the changes were made to correct an error in percentages of toll credit funds versus Regional Transit Authority (RTA) capital match funds.

A motion was made to approve the changes to GATRA Section 5307 for FFY2011 of the TIP as presented for forwarding to the SMMPO. The motion was seconded and approved UNANIMOUSLY.

4. Further discussion of the development of the FY2012-2015 TIP: Mr. Hadfield explained that the JTPG will vote to approve the TIP for forwarding to the Southeastern Massachusetts Metropolitan Planning Organization (SMMPO) at the next meeting, and that there will be some hard decisions to make about what projects will be funded and on what schedule.

The following projects were discussed:

FY2011

- Middleborough Nemasket River Stormwater Enhancement Project – there was an increase of \$253,000 in STP – Enhancement funds as a result of a state match to utilize unused enhancement funding.
- NBSSEP
- Fairhaven Signal & Intersection Improvements on Huttleston Avenue (Rte 6) at 4 Locations – Ms. Haznar explained that MassDOT was previously looking to include leaching basins for improved water quality at these locations, however that will not be possible due to the

high ground water and utility conflicts at the locations and that District 5 doesn't have a cost estimate yet but the cost may go down as a result.

- Middleborough Signal & Intersection improvements at Route 105 and Interstate 495 Ramps – Ms. Haznar explained that District 5 is reviewing project, and that it could go down in cost as a result of a jersey barrier relocation that may not be necessary.
- Taunton Route 140 Cable Barrier (Statewide HSIP) – Ms. Haznar explained that this project is currently under construction.

Discussion ensued regarding accuracy of estimates at beginning of process. Mr. Kochan discussed the fact that MAPC programs projects at 60% below target to account for project increases. Ms. Haznar emphasized that project estimates from the 25% design phase are really preliminary.

FY2012

- New Bedford Intersection Improvements at Rte 6/Rte 140/Brownell Ave. – Mr. Hadfield explained that due to a cost increase, the project is currently estimated at \$3.1 million and will no longer fit within fiscal constraints for FY2012. He further explained that the project may need to be moved out to a later year due its status at pre 25% design. Mr. Hadfield reminded the group that projects for the immediate year of the TIP should be at 75% design. He announced that moving this project will be discussed at the next meeting. Mr. Kunz inquired that if the project is removed from FY2012, is there another project will fill the gap. Mr. Hadfield replied that the removal of this project leaves a \$1.5 million gap for another project.
- Fall River Reconstruction & Traffic Signal Improvements on Plymouth Avenue –Mr. Hadfield explained that the project is a result of a SRPEDD study of the intersection, and gave credit to Fall River for taking action to address problems on the corridor. He further explained that the project has been through the public comment process, and had an original estimate of \$6.3 million. Mr. Hadfield commented that SRPEDD is concerned about whether enough attention is being paid to the northern end of the project where the safety problems, including the highest ranked dangerous intersection in the state, are at the worst. He explained that the project manager from Boston does not think the current estimate is high enough for project and discussions have been initiated with Fall River to revise the project limits. Ms. Haznar inquired if there have been any updates to the cost estimate. Mr. Holmes replied that the latest estimate is around \$7million.
- Mansfield Corridor Improvements on Route 106 – Ms. Haznar explained that District 5 is waiting for 75% from Mansfield, and that as the project is further refined the cost estimate could increase.

FY2013

- Faunce Corner Road Bridge and Roadway Project - Mr. Hadfield discussed ongoing discussion regarding funding of bridge and associated roadway improvements. Unfortunately there is not enough funding at the state level for the entire project, but the state is considering funding the bridge portion if the JTPG allocates the funding for the roadway improvements through the TIP. Ms. Haznar clarified that the cost estimates are \$9 million for bridge portion and \$8.5 million for the roadway portion, for a total project cost of \$17.5 million
- Wareham Reconstruction of Route 6/28 – Mr. Andrews discussed efforts by the town of Wareham to move the project forward, including the development of a team to work with

land takings, and a signage committee to look at signs located in the right of way. He stated that the community is showing local initiative and would like that to be taken into consideration. He also stated that this project has been kicking around for a long time and that the town is willing to allocate town resources as much as they can.

FY2014

- Attleboro Reconstruction of Tiffany Street – Mr. Clover announced that the project is currently listed at \$2.4 million, and that the latest estimate is \$2.97 million. Mr. Hadfield discussed a substantial unallocated balance in FY2014, and that while the price increase for Tiffany Street is ok for now, the group needs to be aware of cost increases in the future.

FY2015

- Mr. Hadfield discussed project selection for FY2015. He explained that SRPEDD has developed draft project scores for potential projects based on evaluation criteria scores which include: pavement condition, travel conditions, mobility aspects, safety aspects etc. Potential projects include:
- Taunton Signal & Intersection Improvements County Street (Route 140) @ Hart Street – Mr. Hadfield explained that this intersection has a history of congestion and safety problems, and that a new CVS is under construction at the intersection. The developers of the CVS are required to fund the design for the intersection improvements.
- Seekonk Intersection Improvements at Route 114A at Arcade Avenue (Grist Mill) – Mr. Hadfield explained that this is a high accident location and that the Route 114A corridor experiences severe congestion at certain times of day. Proposed improvements include traffic signals and other safety and efficiency improvements. Mr. Cabral announced that the PS&E for the project is under review and that they are expecting a signed contract by end of June. He explained that the town is waiting on comments from MassDOT, and would like to schedule a public hearing.
- North Attleborough Reconstruction of Route 1 at Chestnut Street – Mr. Hadfield explained that SRPEDD doing a Road Safety Audit at this location at the request of the town in an attempt to move the project forward.
- Dartmouth Improvements to Faunce Corner Road from Route 6 to Cross Road. Mr. Hadfield explained that a Project Needs Form has been submitted for the project.
- Carver Reconstruction of Route 58 – Mr. Hadfield explained that this project incorporates sidewalks, crosswalks and shoulders, and that a proposed signal location did not meet signal warrants.
- Faunce Corner Road Bridge and Roadway Projects – Ms. Haznar explained that a number of things need to happen to get the project on the TIP, including a commitment from MassDOT to fund the project, a commitment from the JTPG to fund the roadway portion, and right of way agreements, which may be extensive. Mr. Hadfield discussed a decision by this group in the past to devote at least a portion, and at one point an entire years TIP target, to the project. He further explained that this group has not voted to do so but has agreed that if the state will make a commitment they will. Mr. Hickox inquired if there was an update from MassDOT on the engineering progress. Ms. Haznar answered that MassDOT has reviewed and commented on the 25% design, the bridge portion under review from FHWA and that the project has been difficult to advance without allocated funding but it is moving along. Mr. Hadfield inquired if there was anything that could be

done to move the project forward. Ms. Haznar replied that the plans are currently with FHWA for review and that MassDOT will continue to monitor their progress. She further explained that quite a bit of engineering for the project is complete and that there is a designer on board for project. Mr. Hadfield inquired if the design is held up because it's not on the TIP? Ms. Haznar replied that MassDOT and FHWA have to review projects with committed funding first so it could hold it up. Mr. Hadfield stated that there has been no direction from Headquarters on what we should be doing or how we should be programming the project, and since there is not enough money to pay for all projects, direction is needed from Headquarters on what to program where. Mr. Cristello stated that if the issue is that the project is not on the TIP, the group needs to vote to put in FY2015 to get priority, and that if the group has consistently supported project, the group should vote to put it on the TIP to gain priority. He further stated that unless Wareham drops out of FY2013, the only place to put it is in FY2015. Mr. Stolte inquired if there was any value in sending a letter to headquarters explaining the situation with the project. Mr. Hadfield explained that the project is being discussed in Boston and at various meetings, and that projects not placed on TIP do not move forward fast enough, and that there is a need to have projects in queue for the TIP., Mr. Hadfield stated that a definitive answers necessary from Headquarters on what our commitment need to be. Mr. Stotle reiterated that a letter should be sent to get an answer and that the project has been discussed for 12 years, which is a long discussion. Mr. Cristello reiterated that if this is a significant project the group should vote to put it in FY2015 of the TIP. Mr. Cabral inquired if the project cost could be split over 2 years. Mr. Hadfield replied that FHWA does not allow project costs to be split up in that manner. Ms. Haznar emphasized that MassDOT has made a commitment to a project, has paid for the whole design, and owns the bridge, not the roadway portions; therefore it is not fair to expect the state to pay for the roadway portion. She further emphasized that MassDOT reviews every project that comes in. Mr. Had – no movement since public hearing, does not speak to commitment of bridge division, need commitment from state, doesn't think they are moving to forward the project. Mr. Cristello suggested that the project should be discussed at next meeting, and reminded the group that it is the responsibility of community to make sure that their project is progressing. Ms. Haznar stated that she will get more information for the next meeting. Mr. Andrews announced that Wareham is ready, willing, and able to move their project forward and are prepared to take any steps necessary to advance the project in time for FY2013. He explained that while he appreciates the discussion, Dartmouth needs to press their issue. He further explained that while he understands that the Dartmouth project is important, he does not think the project should be advanced at Wareham's expense.

- Mattapoisett Bike Path Phase 1B – Mr. Kochan explained that while he is not a big fan of the project, the JTPG may want to consider the project for funding in FY2015. He further explained that the design has stagnated, but the project is federal aid eligible. Mr. Kunz explained that the project is being held up due to land taking negotiations between a golf course, a park, the YMCA and the town, and that to his understanding the project can't move forward until the negotiations are complete, and that at this time the numbers are quite disparate.
- Future element of TIP – Mr. Hadfield discussed the future elements of the TIP, and that projects that are placed on this list are at various stages of the design process and statuses need to be updated. He announced that if a community has an update on any project on this list to please contact SRPEDD.

5. Discussion of FY2012 Unified Planning Work Program - Mr. Hadfield announced that SRPEDD has developed a draft FY2012 Unified Planning Work Program (UPWP). He explained the UPWP describes the scope and cost of the work tasks of the SRPEDD transportation and transit staff, and also serves any use of federal highway, federal transit or MassDOT funding for planning purposes. Mr. Hadfield discussed the following projects/programs:
- 3C Process – provides professional transportation planning staff support to the MPO, the JTPG, the SRPEDD Commission, MassDOT, the GATRA Advisory Board, the SRTA Advisory Board, and to the cities and towns in the region.
 - Public Participation and Environmental Justice – encourage public participation in transportation planning issues through the JTPG, to educate, solicit, review, rank and select regional projects under the Transportation Enhancement Program and to insure that there is equity in the distribution of transportation resources in the region.
 - Transportation Improvement Program – maintain a program of transportation improvement projects that is consistent with transportation plans and regulations.
 - Data Management and GIS – develop, update and maintain transportation related information and data to ensure that transportation recommendations and decisions are based on the most current and complete information possible.
 - Regional Modeling – develop and maintain the TransCAD Regional Travel Demand Model. SRPEDD will be expanding their modeling efforts to include transit elements (SRTA and GATRA) to provide better alternative solutions to traffic problems and to help develop better transit service. This effort will require a lot of time collecting and setting up data.
 - Regional Traffic Counting – continue to conduct automatic traffic counts at various locations throughout the region including MHD identified coverage count stations and at locations deemed necessary to maintain adequate data for regional planning purposes.
 - Transit Data Maintenance/NTD – maintain data for transit authorities for use in NTD reporting for FTA.
 - Congestion Management Studies – update the status of projects identified in the current Congestion Management Plan for the region and to examine and propose improvement alternatives to regional traffic patterns and existing or projected congested roadways, traffic corridors, public transit and intermodal facilities.
 - Safety Management Studies – continue assistance to local officials in the review of safety issues within their communities including crash report analyses, signal/stop warrants analyses, speed studies, site plan review, etc. Suggested projects for FFY2010 include:
 - Red Light Running
 - Pedestrian Corridor Safety Audits
 - Intersection Safety Audits
 - Pavement Management –continuance of a three year process to update the regional survey of pavement conditions for the region as part of a federal directive. Expand because of new software, assist communities with financial plans.
 - Revisiting old plans – NB King’s Highway, studied during a previous administration – no movement
 - Bicycle and Pedestrian Planning – increase efforts in this task including evaluation of bike plans, ADA compliance, event organization and public outreach.
 - Geographic Roadway Runoff Inventory Program (GRRIP) – continue effort to inventory roadway drainage structures in environmentally sensitive areas.

- Special Projects – SRPEDD is seeking input for specific projects that are unique to the area from cities and towns that have a problem that they would like to have studied. For any input or study ideas please contact Jim Hadfield by email at jhadfield@srpedd.org or by calling 508-824-1367 extension 230.

6. Discussion of the FY2011 Regional Transportation Plan – Projects – Mr. Mission gave a presentation on the financial aspect of the Regional Transportation Plan (RTP), and how this effects the selection of projects. He explained that the RTP is required to have financial constraint within the projected budget and that some projects will help fall within financial constraints and input is necessary to anticipate when or if projects will be ready. He explained that projects are funded from various sources including the Accelerated Bridge Program, and Interstate Maintenance. He discussed recent budget numbers from Boston. He discussed the placement of the Faunce Corner Road Bridge project and explained that if the project falls as discussed earlier in the meeting, there is hope for project being completed. He discussed using Congestion Management Air Quality funding as a place holder for the Faunce Corner Road Roadway Improvement Projects in anticipation of JTPG advising MPO to vote in for FY 2015. If this happens, even at inflated price of 4% per year for project, while it is close to the limit, it may be possible to fit all the suggested projects.

He discussed 2021-2025 future element TIP projects with no status or design and 2025-2030 mega projects. He explained that a potential mega project involved proposed interim improvements to the Middleborough Rotary with a more long term improvement in the future that would address all the congestion and safety problems. He discussed the proposed interim project being and an associated task force to actively pursue temporary fix until a long term solution can be funded. He explained that if the state is going to pursue it they need to complete a study started years ago. Mr. Cristello asked if Mr. Mission talked to Ryan. Mr. Mission replied that he had talked to Ryan, who has been working with FS&T on some of the initial proposals and trying to get some updated numbers and analysis applied to the proposals to present to the advisory committee sometime in July.

Mr. Mission discussed potential projects as identified by SRPEDD in the past that haven't had any progress. He encourage communities to take a look at the list and to contact SRPEDD if would like to advance the project. The following projects and statuses were discussed:

- Attleboro Main Street and Holden Street Intersection: Mr. Mission explained that the neighborhood does not want any improvements to this intersection. Ms. Haznar inquired about keeping the project on the list if city is not intending to pursuer the project. Mr. Clover stated that Attleboro will not be pursuing any improvements at this location. Mr. Mission SRPEDD needs a letter saying that the community is not intending to pursue the project and then will remove it from the books.
- Swansea Route 6/Route 136: Mr. Mission discussed the potential for this project to become a TIP project in the upcoming years. He explained that SRPEDD has been working with Mr. Antinelli from Swansea and that the community is interested in pursuing the project. He further explained that the intersections is has significant safety and congestion problems and that the area business owners are concerned because the problems are impacting their businesses.

Mr. Mission asked the group to look over the list of possible projects over and to let SRPEDD know if the community is interested in pursuing and if there have been any updates to the projects.

Mr. Mission discussed future congestion problems that could lead to projects as identified through the regional travel demand model. The following projects were discussed:

- Raynham Route 138/Taunton Route 44: Mr. Stotle discussed potential future problems on Route 138 in Raynham and Route 44 as identified by SRPEDD's 2030 travel demand model. He explained that the proposed Walmart development will add signals at the King Philip Street and Center Street intersections with Route 138. Mr. Mission explained that the model takes into account future development and that Route 44 and Route 138 and that due to the projections these locations could have congestion problems.

Mr. Mission announced that SRPEDD will be working on the financial chapter, and may contact communities regarding potential project and that a variation of list will be discussed next month as part of RTP release next month. The release of the RTP will start the 30 day comment period that will commence at the July SMMPO meeting, with the final draft of the RTP to be endorsed by August 15, 2011.

Mr. Cristello inquired as to why the Summer Street Bridge was not listed on bridge list. Ms. Haznar replied that the bridge is not listed because the project has already been advertised and the contract has been awarded.

7. Low Cost Intersection Safety Enhancements – Mr. Hadfield discussed a new program for initiating low cost intersection safety enhancements. He explained that MassDOT hired a consultant to come up with a set of proposed low cost improvements that can be applied to stop controlled intersections. He further explained that these improvements are expected to have 40% reduction of crashes at stop controlled intersections and that they are looking to apply them to intersections in the region. There are 86 under local control and 8 are MassDOT owned intersections that could potentially qualify for these improvements.

Ms. Estrela-Pedro gave a brief presentation describing the proposed improvements and explained that if a community is interested and has one of the intersections on the list, SRPEDD will work with MassDOT and the community to determine eligibility and potential improvements. The proposed improvements include:

- Doubled up (left and right) oversize, advance intersection warning signs with street name sign plaques, on the mainline, uncontrolled approaches
- Doubled up (left and right) oversize "STOP" signs
- Double arrow warning signs at the stem of T intersections
- Doubled up (left and right) oversize, advance "STOP Ahead" intersection warning signs, on the stop control approaches.
- Installation of a minimum 6 foot wide raised splitter island on the stop approach (if feasible, and no widening is required)
- Properly place stop bar(s)
- Removal of any foliage or parking that limits sight distance.

She reviewed the following steps necessary to qualify a project for this funding:

- Step 1: Review the intersection list
 - Verify stop-sign controlled intersections
 - Verify the identified jurisdiction
 - Document recent and planned improvements

- Step 2: MassDOT will assist SRPEDD to work with local communities to prepare sketches of the locally controlled intersections. SRPEDD will work with communities to ensure they are in favor of the prepared improvements.
- Step 3: Prepare project bid packages

She announced that any interested communities should contact SRPEDD to see if any of their intersections qualify for this funding. She stated that SRPEDD will assist with discussion of the steps required for funding and sketches/plans for potential improvements. She explained that the improvements would be funded using Highway Safety Improvement Program (HSIP) funding in FY2012 of the TIP and that funding would be first come first serve. She announced that MassDOT is looking for final input by July 1, 2011, and that SRPEDD is looking for input by June 23, 2011 so that they can process the information gather missing data. She reiterated that if a community is interested to please contact SRPEDD as soon as possible.

Mr. Hadfield strongly encouraged the group to take advantage of this opportunity. He cited an example of a request from Berkley to look at the intersection of Myricks Street and Church Street. He explained that SRPEDD looked at the intersection and suggested adding a raised island, stop bars, and improving sight distance by cutting back brush. He further explained that he believes the improvements did not get made due to lack of funding, and that this program is an opportunity to get similar intersections designed by an engineer and maybe even improvements paid for by the state.

8. Other Business – No other business was discussed.
9. Date, Time, Place for Next Meeting – July 6 at 2 pm. Mr. Hadfield reminded the group that the next meetings are very important to advancing projects; therefore attendance is very important.
10. Adjourn: Acting Chairman Cristello adjourned the meeting at 3:20pm.