

Minutes of the Berkshire Metropolitan Planning Organization (MPO)

Tuesday, October 23, 2018 4:00 PM
Berkshire Regional Planning Commission (BRPC) Office
1 Fenn St., Suite 201, Pittsfield, MA

MPO Representatives/Alternates Present:

Brian Pounds, Chair	MassDOT Office of Transportation Planning (Representing Secretary Pollack)
Harvey Droesehn	Northcentral Towns Alternate Representative
John Duval	North Towns Representative
Kyle Hanlon	BRPC Chair
Francisca Heming	MassDOT District 1 (Representing Highway Administrator Gulliver)
Jim Huebner	Southeast Berkshire Towns Representative
Jim Lovejoy	Southwest Berkshire Towns Representative
Bob Malnati	BRTA
David Turocy	City of Pittsfield (Representing Mayor Tyer)
Sarah Vallieres	BRTA

Others Present:

Eammon Coughlin	BRPC
Peter Frieri	MassDOT District 1
Justin Gilmore	BRPC
Anuja Koirala	BRPC
Clete Kus	BRPC
Thomas Matuszko	BRPC
Mark Moore	MassDOT District 1
Mark Moran	MassDOT Planning
Gabriel Sherman	MassDOT Planning
Brandon Wilcox	FHWA

1. CALL TO ORDER/INTRODUCTIONS

Mr. Pounds called the meeting to order at 4:00 PM. Meeting attendees introduced themselves.

2. OPPORTUNITY FOR PUBLIC COMMENT

There were no public comments.

3. APPROVAL OF MEETING MINUTES FROM September 25, 2018

ACTION: Motion by Mr. Hanlon, seconded by Mr. Huebner to approve the meeting minutes for the September 25, 2018 MPO meeting.

VOICE VOTE: Motion carried unanimously. Mr. Turocy abstained from voting.

4. PRESENTATION AND ADOPTION OF SYSTEM PERFORMANCE MEASURES FOR NHS BRIDGE AND PAVEMENT CONDITIONS (PM2)

As a quick recap, the MPO adopted the PM1 Safety Performance Management back in February and the PM3 System Performance in September.

Mr. Moran updated MPO members on PM2 which exclusively focuses on the condition of bridges and pavement. Performance targets for pavement and bridge condition are set for two (2) and four (4) year horizons – to be reviewed in 2020 and 2022. State DOT's were required to set these targets in May of last spring and the focus of today will be reviewing and then adopting the state's PM2 targets.

To preface the development of PM2 targets, Mr. Moran explained that in addition to the requirements set by MAP-21 and the FAST Act, the Federal Highway Administration (FHWA) requires a stand-alone document, the Transportation Asset Management Plan (TAMP), to describe and outline the processes by which state DOT's use federal and state money to maintain the National Highway System (NHS). MassDOT drafted this document, describing their approach to preserve, maintain, and rehabilitate assets on the NHS, and will be working to finalize it by June of 2019.

Bridges

Beginning with bridges, Mr. Moran explained that 44% of all Massachusetts National Bridge Inventory (NBI) structures, by count, under MassDOT jurisdiction are found on the NHS. However, the new PM2 performance measure considers the actual deck area, not just the number, associated with each bridge. Therefore, under PM2, bridge condition will be measured by area, not just by count. 70% of the total area occupied by NBI structures under MassDOT jurisdiction are found along the NHS.

Mr. Lovejoy asked a clarifying question about how MassDOT recognizes other NHS structures, such as culverts, that are under the twenty-foot (20') threshold within this inventory framework.

Mr. Moran explained that the initial federal regulation set forth mandates states to assess the condition of pavement and bridges along the NHS. Under the federal classification system, NBI (bridge) structures have spans of twenty feet (20') or more – meaning that smaller structures are not accounted for within this performance management system. However, MassDOT regularly inventories and maintains smaller assets, such as culverts, along the NHS and this regulation should be viewed as an additional layer on top of everything else state DOT's are doing to assess and maintain assets.

Mr. Moran continued by explaining MassDOT's methodology for rating bridge condition, which is independent of these new federal regulations. MassDOT inspects every bridge over twenty-feet (20') on a biannual basis at a minimum. Three primary components of a bridge are inspected, and their status determine the overall condition rating of the structure. These components are:

- 1) The substructure, which includes piers, columns, and abutments;
- 2) The superstructure, including beams, girders, and carrying members; and
- 3) The deck, which is typically what you ride on, most commonly covered in asphalt.

Each sub-component is rated on a 0-9-point rating scale. The lowest rated sub-component determines the overall condition of the bridge. Bringing this back to the performance measures, MassDOT looks at the percentage of bridges that are in 'good' condition, calculates and adds together their total area and divides this value by the total bridge area on the NHS. This allows MassDOT to determine the

percentage of total bridge area on the NHS that is in 'good' condition and the percentage in 'poor' condition.

Mr. Moran proceeded to explain growth trends of NHS 'poor' deck area from 2001 to 2018. Increases in 'poor' deck area during 2005, 2009, and 2014 are primarily due to large structures that went structurally deficient and the merging of MA Highway Department with the Turnpike Authority and MassDCR which greatly expanded MassDOT's asset inventory. Mr. Moran again emphasized that the physical size of the bridge greatly influences this new performance measure.

Mr. Drosehn asked a clarifying question about the NHS Bridge Condition Trends and whether the measure of the growth rate of the 'poor' deck area solely reflects the rating of the decking.

Mr. Moran explained that if any sub-component of the structure is given a 'poor' rating, the entire area or footprint of the structure is classified as 'poor'. Thus, 'poor' deck area accounts for the substructure and the superstructure in addition to the deck.

Continuing forward, 15.22% of MassDOT's NHS bridges are in 'good' condition and 12.37% are in 'poor' condition. For 2020, the set target is to maintain 15% of MassDOT NHS bridges in 'good' condition and no more than 13% in 'poor' condition. The 2020 targets are set conservatively, to maintain recent gains from improvement projects while also anticipating future targets set for 2022. The federal government set a minimum requirement threshold for all states of having no more than 10% of NHS bridges in 'poor' condition. While MassDOT is currently over this threshold, they are actively planning for how to reduce the percentage of structures classified as 'poor' to under 10%. The targets for 2022 are to have 16% of NHS bridges in 'good' condition and no more than 12% in 'poor' condition.

Pavement

Transitioning into pavement management under PM2, Mr. Moran explained that the NHS constitutes 16% of state-wide accepted lane mileage, with a good portion being state routes. Approximately three-quarters (3/4) are under MassDOT's jurisdiction and a quarter (1/4) are under municipal jurisdiction.

MassDOT collects pavement condition information along the interstates every year and every two (2) years along the non-Interstate system. MassDOT takes this information and has historically used the Pavement Serviceability Index (PSI) concept to assess pavement condition along the Interstate system. The Pavement Serviceability Index is a composite measure that accounts for distresses – cracking, rutting, graveling, etc. – bundles this information together and applies a condition (excellent, good, fair, or poor) rating.

However, the new federal rule uses a different method to assess pavement condition along interstates – known as the full-distress measurement – which MassDOT must gradually adopt. Changing the method of collecting pavement condition means historical data collected by MassDOT using PSI along the Interstate no longer bears relevance in relation to the new federal performance measure. This limits MassDOT's ability to engage in future targeting and forecasting of pavement condition along the Interstate, and therefore has set conservative targets.

MassDOT has set a target of having no more than 4% of the pavement along the Interstate in 'poor' condition and to maintain 70% in 'good' condition for both 2020 and 2022. For the non-Interstate, the targets are to maintain 30% in 'good' condition and to have no more than 30% in 'poor' condition for both 2020 and 2022. Mr. Moran explained that using the new federal measure for a few years will allow

for better condition data upon which future targets can more accurately be determined.

ACTION: Motion by Mr. Malnati, seconded by Mr. Hanlon to adopt the statewide PM2 performance measure targets.

VOICE VOTE: Motion carried unanimously.

5. OVERVIEW AND ADOPTION OF BRTA'S TRANSIT ASSET MANAGEMENT PLAN

Mr. Coughlin proceeded to update MPO members on PM4 measures, which covers transit assets. Performance management for PM4 is slightly different, in that there is no federally mandated performance measure and target. Rather, the performance measures and targets under this category are set in an existing document required of all transportation providers known as the Transit Asset Management (TAM) Plan.

The TAM looks at three (3) different performance measures that relate to age and condition of:

- 1) Rolling-stock;
- 2) Equipment owned by transit provider; and
- 3) Facilities.

Mr. Malnati explained that information on the condition and age of these performance measures are entered into a software program – known as TERM – that then allows for prioritization of investments. The result, documented in the CIP, outlines the assets that will be replaced and the projected year for replacement.

Mr. Coughlin concluded with outlining BRTA's performance targets – which call for maintaining the 'marginal' rate of rolling-stock, equipment, and facilities at 20% or less and the 'poor' rate at 10% or less.

Mr. Malnati mentioned that these targets are generated by the software used to document the condition of assets and that this year marks BRTA's inaugural TAM Plan.

ACTION: Motion by Mr. Lovejoy, seconded by Mr. Huebner to adopt PM4 performance targets as set by BRTA.

VOICE VOTE: Motion carried unanimously.

6. UPDATE ON THE DEVELOPMENT OF THE 2020 REGIONAL TRANSPORTATION PLAN

Mr. Coughlin updated MPO members on recent progress to update the county's Regional Transportation Plan (RTP). To date, BRPC has received approximately seven-hundred (700) responses to the RTP 'Transportation Needs' survey. The survey will remain open until November 9th. Last week, BRPC held a public information session on updating the RTP. Another public information session will be held once a draft 2020 RTP is ready for review – likely to occur this Spring. Mr. Coughlin concluded by stating that a smaller group of MPO members has been convened to help develop a cohesive vision statement for this RTP update – outlining the transportation system that residents of the Berkshire's aspire for in the future.

7. STATUS REPORTS FROM MEMBER AGENCIES

Mr. Frieri updated the MPO on District 1 Projects.

Mr. Kus reviewed BRPC's monthly activity report.

8. OTHER BUSINESS

Comment period for MassDOT Pedestrian Plan closes October 17th, 2018. There was no other business.

9. NEXT MEETING DATE

The next MPO meeting will be on November 27, 2018.

ACTION: Mr. Huebner motioned to adjourn, seconded by Mr. Hanlon. Mr. Pounds adjourned the meeting at 5:09 PM

Materials Distributed:

- Agenda
- Draft September MPO meeting minutes
- System Performance Measures: National Highway System (NHS) Bridge and Pavement presentation
- Berkshire Regional Transit Authority (BRTA) Transportation Asset Management Plan presentation.
- MassDOT projects status report
- MPO work activity updates