

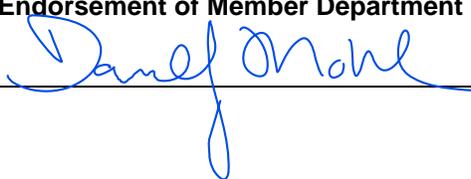


Transportation Vanguard Award 2020 Nomination Form

Who is being nominated?

Last Name: Pounds	First Name: Bryan	Date: September 11, 2020	
Email: bryan.pounds@dot.state.ma.us		Position Title: Manager, MPO Activities	
Department: Office of Transportation Planning		Phone: 857-368-8860	
Street Address: 10 Park Plaza, Suite 4150	City: Boston	State: MA	Zip code: 02116
AASHTO Committee Membership (optional): Massachusetts Department of Transportation			

Who is nominating this person?

Last Name: Ho	First Name: Michelle	Date: September 11, 2020	
Email: michelle.ho@dot.state.ma.us		Position Title: Director of Capital Planning	
Department: Office of Transportation Planning		Phone: 857-368-8837	
Street Address: 10 Park Plaza, suite 4150	City: Boston	State: MA	Zip code: 02116
Endorsement of Member Department Secretary/Director (signature): 			

Transportation Vanguard Award Nomination for Bryan Pounds, Massachusetts Department of Transportation, Office of Transportation Planning

I have the pleasure of nominating Bryan Pounds for the Transportation Vanguard Award. Bryan exemplifies the underlying principles that serve as the foundation for this award. During his tenure at MassDOT, Bryan has continually engaged MassDOT colleagues and external partners in challenging the norm and pushing the boundaries of what we do and how we do it. The initiative that is the basis for me to nominate Bryan for the Transportation Vanguard Award is his successful implementation of the electronic State Transportation Improvement Program (eSTIP) as part of his strategic vision for how the Massachusetts Department of Transportation (MassDOT) can more effectively build its Capital Investment Plan (CIP) and State Transportation Improvement Program (STIP). As part of this effort, Bryan identified a challenge, initiated, and implemented a solution to improve the development of these important capital planning documents. More detail on this is highlighted below, but I first wanted to provide some background on Bryan as context to the successful implementation of eSTIP.

Since December 2017, Bryan has served the Commonwealth of Massachusetts as Manager of the Metropolitan Planning Organization (MPO) Activities Group, while also overseeing federal aid programs in the Office of Transportation Planning (OTP) at MassDOT. In this role, Bryan has served at meetings, when requested, as the Acting Chair of each of the Commonwealth's ten MPOs and three Transportation Planning Organizations (TPOs) on behalf of the MassDOT Secretary of Transportation; chaired the Boston Region MPO Unified Planning Work Program (UPWP) committee; chaired the Commonwealth's Transportation Managers Group (TMG) performance measures subcommittee; developed MassDOT's five year, \$8 billion State Transportation Improvement Program (STIP) including thirteen Transportation Improvement Programs (TIPs) and federal aid programs; and supervised the MPO Activities team and other planning staff. Bryan is also an active member of the Transportation Research Board (TRB) Committee on Transportation Planning Policy and Processes (ADA 10).

Bryan originally joined OTP in January 2014 in the MPO Activities Group as a liaison to various MPO regions including the Boston Region MPO (BRMPO). Bryan facilitated regional planning and transportation programming decision-making between elected officials and regional representatives on the important role of prioritizing federal aid projects in regional five year TIPs; provided MassDOT guidance and oversight of regional transportation planning tasks in UPWPs; and developed financial, technical, and policy guidance on the development of each region's respective Metropolitan Transportation Plans (MTP). Leading MassDOT OTP's performance-based planning and programming efforts, Bryan authored and coordinated an update to the Boston Urbanized Area (UZA) Memorandum of Understanding (MOU) between multiple state DOTs (Massachusetts, New Hampshire, Rhode Island), regional planning agencies, and public transit operators. With this agreement as a template, Bryan also coordinated the development and adoption of the Commonwealth's first Performance Based Planning and Programming Agreement, which outlines coordination on federal performance measure data sharing, target setting, and the approval process between MassDOT, the ten MPOs and three TPOs, and fifteen Regional Transit Authorities (RTAs).

Prior to joining MassDOT, Bryan was a Senior Project Manager for Sucevic, Piccolomini & Kuchar Engineering, Inc. (SP&K) in the greater Pittsburgh area from May 2004 through December 2013. At SP&K Bryan was involved in transportation planning and engineering design.

Bryan received a Bachelor of Science in Civil Engineering from Penn State University and a Master of Public Administration from University of Massachusetts, Boston. Noteworthy Accomplishments/Awards follow:

- Member of NCHRP Panel "Practices for Coordinating Asset Management Performance Measurement and Monitoring between State Transportation Agencies and MPOs" (2019)
- Recipient of the Commonwealth of MA Citation for Outstanding Performance (2019)
- Pi Alpha Alpha Honor Society inductee for distinguished University of Massachusetts MPA Alumni (2017)
- Author of 'New Bedford State Pier Ownership & Operations Recommendation' report to the Massachusetts State Legislature (2015)
- Co-author of the 'Annual Transit Planning & Programming Policy Document' (2014)
- Author of 'Metropolitan Planning Organization (MPO) Reform: Commonwealth of Massachusetts' thesis in conjunction with Massachusetts Senate Joint Transportation Committee (2017)

In 2018, Bryan led the effort to develop and implement the use of a new approach and tool for building MassDOT's annual five-year STIP with the development of the eSTIP. The eSTIP is not only used by MassDOT's Office of Transportation Planning but was developed for and used by the MassDOT Highway Division program managers, as well as, our MPO partners in coordination with our regional Federal Highway Administration (FHWA) Division Office. Prior to implementation of the eSTIP, the process of building the STIP involved numerous Excel spreadsheets; compilation of the information into an Access database; manual uploads; and retyping information multiple times. In short, the development of MassDOT's STIP was a highly manual process that required a considerable amount of quality assurance and control. Spreadsheets were distributed to our MPO partners and Highway Division program managers to be used to generate their individual pieces (e.g. draft TIPs, program lists, etc.) and then compiled into one document as a draft STIP.

With the implementation of eSTIP, budgetary and project information for hundreds of projects are included in one database that the MPOs and MassDOT project management staff can now use to develop their respective portions of the STIP. All project selection, programming changes, and adjustments are handled by the application. The eSTIP for MassDOT includes the state match in addition to all of the federal funding sources. Project costs are entered in current year dollars and the appropriate escalation factor is automatically applied depending upon the year the project is programmed for advertising. The application has eliminated the QA/QC challenges associated with a manual entry process and has facilitated the creation of our STIP. The eSTIP was particularly useful in 2020 in the context of the COVID-19 pandemic. Other process improvements that the eSTIP has facilitated include the ability for the Massachusetts FHWA Division Office to approve the STIP and any amendments to it electronically; the tracking of the currently approved STIP while concurrently facilitating the development of the next STIP; the direct transfer of information from MassDOT's underlying data systems to ensure that all information is current as total project costs, descriptions, and geolocations frequently change; and the facilitation of the amendment process and fiscal constraint analysis by providing the real time data needed. Finally, from an auditing perspective, the application provides a history of the changes to individual projects and the STIP amendment/adjustment processes.

The efficiencies and ease of use with the application have greatly facilitated the development of our annual STIP for the MassDOT Highway Division and our MPO partners. Based on the success achieved with the eSTIP, the next phase that Bryan has launched is to develop the integration of this tool for use by MassDOT's Transit Group, our RTAs, and the Massachusetts Bay Transportation Authority (MBTA) for their programming of Federal Transit Administration grant funding.