

Minutes of the Joint Transportation Committee (JTC) Meeting

Wednesday, September 13, 2017
 Pioneer Valley Planning Commission
 60 Congress Street, 2nd Floor Large Conference Room
 Springfield, Massachusetts 01104

Present were:

Name	Affiliation	Name	Affiliation
Mike Bolduc	MassDOT District 2	Andrew Krar	Town of Longmeadow
Dan Call	Westfield Columbia Rail Trail	Dan Murphy	Easthampton
Michelle Chase	Town of Agawam Engineering	Katherin McArthur	MassDOT Highway
Mark Cressotti	Westfield City Engineer	Jim Reidy	South Hadley
Jim Czach	West Springfield DPW	Steve Savaria	Fuss & O'Neill, Inc
Nick Dines	Williamsburg Greenway	Gabe Sherman	Project Manager, MassDOT
Peter Frieri	MassDOT District 1	Matt Sokop	Springfield
Kien Ho	Beta Group	Steve Williams	Belchertown
Betsy Johnson	Walk/Bike Springfield		
PVPC Staff			
Rana Al-Jammal	Senior Transportation Planner	Jeff McCollough	Senior Transportation Planner
David Elvin	Principal Planner	Dana Roscoe	Principal Planner/Mgr.
Patty Gambarini	Principal Environmental Planner	Gary Roux	Principal Planner/Mgr.
Amir Kouzehkanani	Principal Transportation Planner	Emily Slotnick	Senior Planner
Andy McCaul	Senior Transportation Planner	Louise Sullivan	Admin Support

1. Introductory Remarks

Jim Czach opened the JTC meeting at 10:18 a.m. and he asked everyone to introduce themselves.

2. Minutes of Previous Meetings

Mr. Czach asked for a motion to approve the Joint Transportation Committee (JTC) minutes of August 9, 2017.

MOVED BY JIM REIDY OF THE TOWN OF SOUTH HADLEY, SECONDED BY MARK CRESSOTTI OF THE CITY OF WESTFIELD, TO APPROVE THE JOINT TRANSPORTATION COMMITTEE (JTC) MEETING MINUTES OF AUGUST 9, 2017. ALL IN FAVOR, NONE OPPOSED, THE MOTION CARRIES.

Mr. Czach then moved to take up agenda item 3

3. Regional Climate Change Culvert Vulnerability Assessments: An Overview of Risk-based and Data-driven Approaches for Assessing the Present and Future Extreme Flood Vulnerability of Roadway Crossing Structures (Emily Slotnick, Katherin McArthur (MassDOT) and Melissa Ann Ocana (UMass))

PVPC Senior Planner Emily Slotnick introduced this presentation of flood vulnerability, the need for more resilient communities and regional climate change by saying that the Pioneer Valley Planning Commission (PVPC) in concert with MassDOT and the University of Massachusetts-Amherst (UMass) is examining best practices pertaining to critical infrastructure to determine the foremost challenges. PVPC, MassDOT and UMass are exploring how to evaluate the vulnerabilities of roadway crossing structures and the facilities located in flood zones especially in regard to the apparent increase in the frequency and intensity of damaging storms.

Ms. Slotnick introduced Katherine McArthur saying that Ms. McArthur will give an overview of the Deerfield River watershed and the research being done to determine its vulnerabilities and make the watershed more resilient. Ms. McArthur stated that is the first time that this project entitled *Assessing Climate Vulnerability in the Deerfield River Watershed*, which focuses on inland climate change and vulnerability, is being presented. Ms. McArthur explained this project focuses on how larger storms and more rainfall are affecting the transportation industry especially roadway crossings and nodes in the transportation network. She said the project's stratagem is to prioritize road-stream crossings and culverts in order to determine which need upgrades. Ms. McArthur added that the project is integrating multiple elements into the analysis of vulnerability and is using both existing methodologies and new ways of examining vulnerability under both current climate conditions and predicted future conditions.

Ms. McArthur then presented a PowerPoint featuring a graphic illustrating the project's three different types of risk failure, its disruption potential and potential environmental services needed. The risk factors shown were structural risk, hydraulic risk (whether the structure is large enough to pass the needed amount of water) and geomorphic risk (whether the environment surrounding the crossing structure is stable or could fail due to erosion). Ms. McArthur reported that the project team considered the potential disruption to emergency medical services by putting together several years of historic EMS data and doing a network analysis to determine what happened to trip time when a particular crossing became impassible. Also included was an element that examined environmental services to determine how positively various types of environmental services would be affected if a particular crossing was upgraded.

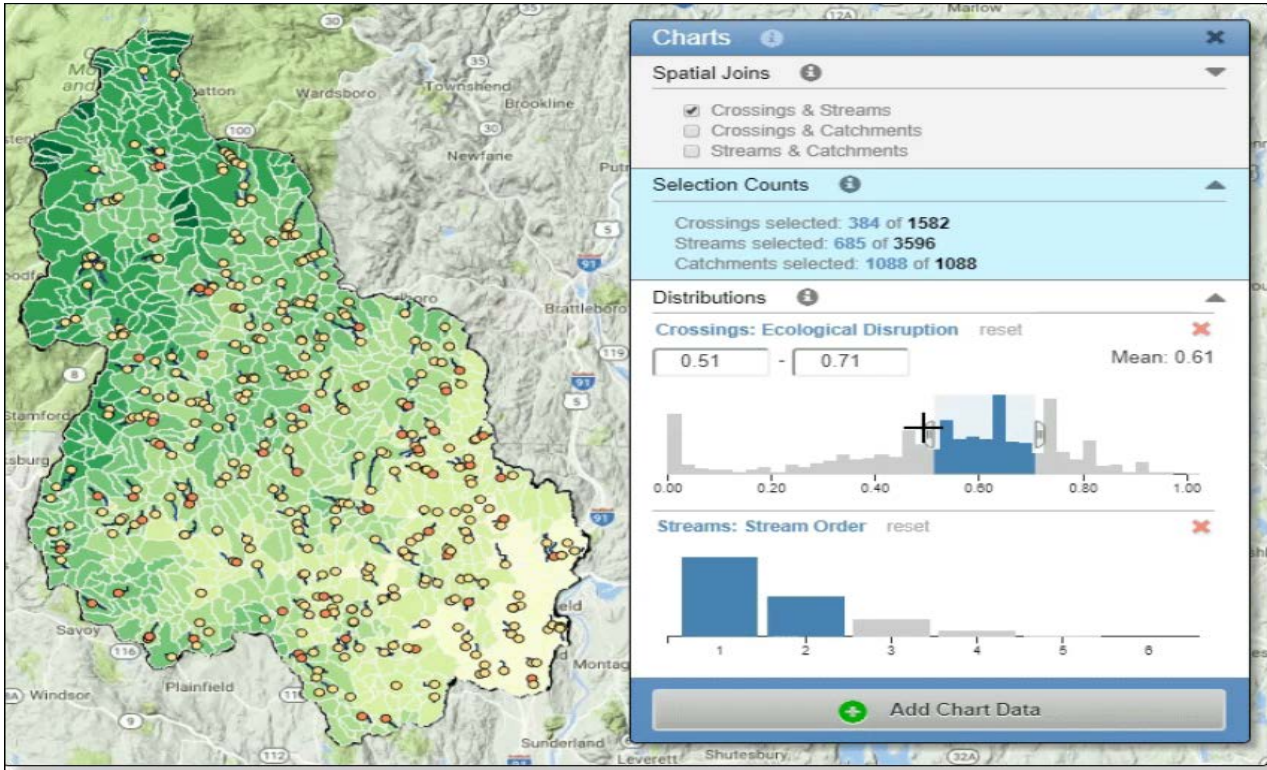
Ms. McArthur reported that climate change was directly included in the hydraulic risk factor because one of the predicted impacts of climate change is more rain in heavier storms. The project investigated crossings to determine whether they were correctly sized now and whether they will still be correctly sized in fifty years. She reported that though climate isn't included in the overall score, climate is indirectly involved in environmental services. Ms. McArthur indicated that there's data available that can help predict future stream temperatures and identify which streams will be essential cold water refuges in that same fifty years. Once the scores for each of these elements have been calculated, the scores are combined to create an overall vulnerability score.

Ms. McArthur announced that MassDOT has just been awarded a grant by the Federal Highway Administration (FHWA) to do an initial geomorphic analysis statewide, and once the report for this project is complete, the project team will meet with their Asset Management team to discuss the project's future direction. Ms. McArthur said that the results from this pilot will be public and available on a webviewer which is not yet available to the public. She then went to the website: [https://urldefense.proofpoint.com/v2/url?u=http-3A_sce.ecosheds.org_dev - 23&d=DwICAg&c=IDF7oMaPKXpkYvev9V-fVahWL0QWnGCCAfCDz1Bns_w&r=P-pbOzE0CXQ86jJCK6bugsj_v7qHz7H5c5w8vEviZWI&m=TrhGo40UJ1SWuP4-eox2_nMR2nJ81iY9r8Z3mGe9abo&s=MD-HnIvHz8FgHQrZKvyrpMjHBD9xofk6aWXOACPOfaug&e=](https://urldefense.proofpoint.com/v2/url?u=http-3A_sce.ecosheds.org_dev-23&d=DwICAg&c=IDF7oMaPKXpkYvev9V-fVahWL0QWnGCCAfCDz1Bns_w&r=P-pbOzE0CXQ86jJCK6bugsj_v7qHz7H5c5w8vEviZWI&m=TrhGo40UJ1SWuP4-eox2_nMR2nJ81iY9r8Z3mGe9abo&s=MD-HnIvHz8FgHQrZKvyrpMjHBD9xofk6aWXOACPOfaug&e=)

Ms. McArthur said that she didn't have time to go through all of the tool's functionality, but she quickly pointed out the Tutorial and noted that there are also instructional videos in the *About SCE* section located next to it. The title of this website is *Welcome to the Deerfield watershed STREAM CROSSINGS EXPLORER*. Beneath the title is an explanation, i.e.: *This tool helps you locate road-stream crossings based on your interests. To begin, select the crossing, stream and catchment (sub-watershed) attributes that you would like to work with.*

On the next page there are two "screen shots" of the website; the website's home page and beneath that is the next web page which illustrates the combined scores for *Crossing Prioritization* and *Transportation Vulnerability*,

failure risks, hydraulic risk models and the types of ecological and emergency services disruptions along with other available attributes.



<p>Crossings</p> <p>Combined Scores</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Crossing Prioritization (Transportation Vulnerability & Ecological Disruption) <input checked="" type="checkbox"/> Transportation Vulnerability (Overall EMS Delay & Overall Risk of Failure) <p>Ecological Disruption</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Ecological Disruption <input type="checkbox"/> Impassability Score <input type="checkbox"/> Connectivity Loss <input type="checkbox"/> Connectivity Restoration Potential <input type="checkbox"/> Anadromous Restoration Potential <p>Coldwater Restoration</p> <p>Current <input type="checkbox"/> 16° C <input type="checkbox"/> 18° C <input type="checkbox"/> 20° C <input type="checkbox"/> 22° C</p> <p>Future <input type="checkbox"/> 16° C <input type="checkbox"/> 18° C <input type="checkbox"/> 20° C <input type="checkbox"/> 22° C</p> <p><input type="checkbox"/> Select All</p> <p>Emergency Services Disruption</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Overall EMS Delay <input type="checkbox"/> Average EMS Delay <input type="checkbox"/> Average Affected EMS Delay <input type="checkbox"/> Maximum EMS Delay <input type="checkbox"/> Select All 	<p>Risk of Failure</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Overall Risk <input type="checkbox"/> Structural Risk <input type="checkbox"/> Geomorphic Risk <p>Hydraulic Risk Models</p> <p>Current <input type="checkbox"/> All <input type="checkbox"/> Physical <input type="checkbox"/> Statistical</p> <p>Mid-Century <input type="checkbox"/> All <input type="checkbox"/> Physical</p> <p><input type="checkbox"/> Select All</p> <p>Additional Attributes</p> <ul style="list-style-type: none"> <input type="checkbox"/> Crossing Type <input type="checkbox"/> Drainage Area (Total) <input type="checkbox"/> Drainage Area (Connected) <input type="checkbox"/> Stream Length (Total) <input type="checkbox"/> Stream Length (Connected) <input type="checkbox"/> Structure Count <input type="checkbox"/> Stream Slope <input type="checkbox"/> Q2 Discharge <input type="checkbox"/> Unit Stream Power <input type="checkbox"/> Assessment Date <input type="checkbox"/> Road Jurisdiction <input type="checkbox"/> National Highway System <input type="checkbox"/> Select All 	<p>Streams</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Stream Order <input checked="" type="checkbox"/> Trout Habitat Suitability <input checked="" type="checkbox"/> Stream Temperature <input checked="" type="checkbox"/> Stream Temperature Resistance <input checked="" type="checkbox"/> Select All <p>Catchments</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Elevation <input checked="" type="checkbox"/> Catchment Slope <input checked="" type="checkbox"/> Forest Cover <input checked="" type="checkbox"/> Agriculture <input checked="" type="checkbox"/> Water Cover <input checked="" type="checkbox"/> Impervious Surface <input checked="" type="checkbox"/> Select All
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Pointing to the website, Ms. McArthur demonstrated how to obtain charts that illustrate only the crossing scores for a selected community. Then pointing to the *Crossings* screen (that appears on page 3), Ms. McArthur check-marked the boxes for current ecological disruption and overall risk of failure and she selected particular ranges to show only crossings with relatively high overall risks of failure or the potential for ecological disruption. Best of all, Ms. McArthur was able to show the high-risk crossings that will have the greatest ecological benefit if they're upgraded.

Ms. McArthur concluded her presentation by saying that the project team is working on how to integrate this project into asset management systems. She reported that the team will be looking at adding a cost component and investigating a wider geographic area to determine whether the methodologies being used would be the same for flatter or more urban areas. Ms. McArthur asked if there were any questions. PVPC Principal Environmental Planner Patty Gambarini asked if this project is statewide. Ms. McArthur responded that it is a statewide project and the project team will determine the stream power of the streams in the state through analysis, the historical damage in their watersheds and the types of geology that can lead to erosion. After additional questions and a short discussion, Ms. McArthur said she would get back to Jim Czach on whether or not evacuation routes could be added to the *Stream Crossings Explorer* software program. Ms. Slotnick underscored that she and Ms. McArthur would greatly appreciate hearing what the JTC members would like to have added to the project. Ms. Slotnick asked the JTC members to contact her at PVPC or Ms. McArthur at the MassDOT Highway Division with any questions or comments they may have regarding the project.

4. Update Metropolitan Planning Organization (MPO) Meeting – August 22, 2017

PVPC Principal Planner Dana Roscoe reported that the last MPO meeting held on August 22nd was procedurally routine with price changes and increases on some TIP projects. Mr. Roscoe stated that today's handout entitled *FFY 2017 Project Status* highlights in gray five TIP projects that have not yet been advertised:

SID	Project
605192	Agawam-Chicopee-Holyoke-West Springfield Stormwater Improvements Along I-91, I-391, Rt. 57 & Rt.5
607549	Chesterfield Bridge Replacement, C-12-009, Ireland Street over West Branch Bronson Brook
605150	Goshen Resurfacing and Related Work on West Street
PV002	Longmeadow Improvements to Pondsides Road From Bark Haul Road to Bernie Toad/Tina Lane
PV003	Hadley-South Hadley Access Improvements to the Connecticut River Trail

Mr. Roscoe stated that these five projects need to move forward before September 30th. Mr. Roscoe asked Peter Frieri about the Chesterfield and Goshen projects and Mr. Frieri reported that both of them will be advertised this coming weekend. Mr. Roscoe asked Mike Bolduc for the status of the Agawam, Longmeadow and Hadley projects and Mr. Bolduc replied that all three projects are on schedule. Mr. Roscoe indicated that assuming all five projects are advertised before the September 30th deadline, the JTC will have accomplished everything it set out to do in 2017. He added that beginning on October 1st, in fiscal year 2018, there will be action required on the statewide Transportation Improvement Program (TIP) which means there will be an MPO meeting on October 24, 2017, the last Tuesday of the month. Mr. Roscoe asked the JTC members to please let him know if they have any agenda items for the October 24th MPO meeting.

Mr. Czach then called on PVPC Principal Planner Gary Roux to speak about the Transportation Evaluation Criteria.

5. Review and Discuss Transportation Evaluation Criteria (TEC) Scoring Trends by Project Type

PVPC Principal Planner Gary Roux reported that over past few JTC meetings, summaries of Transportation Evaluation Criteria (TEC) scoring trends that have occurred over the years have been reviewed in order to

determine how well the TIP projects are scoring. Mr. Roux then called the JTC members' attention to a five-page handout consisting of five documents, namely:

- *2016-2018 Transportation Evaluation Criteria (TEC) – Average Points by Project Type*
- *2016-2018 Transportation Evaluation Criteria (TEC) – % Receiving Points by Project Type*
- *2016-2018 Transportation Evaluation Criteria Analysis - % Receiving Points Urban vs. Rural*
- *TEC Scoring Analysis FFY 16-18 (pie chart and summary)*
- *2016-2018 Transportation Evaluation Criteria (TEC) – Average Points Rural and Urban*

Mr. Roux indicated that under the new TEC scoring, the TIP projects are increasing slightly in score as they proceed through the TEC evaluation process which appears appropriate. An examination of the urban and rural breakdown of projects scores, however, prompts the question of whether there is equity; if the correct categories have been designated; and if the distribution of points is appropriate. Mr. Roux explained that the projects have been categorized by project type, *Bike*, *Intersection improvement* or *Roadway improvement*, as designated on the first two sheets of the five-page handout. Mr. Roux indicated that the first sheet of the handout delineates the average amount of TEC points scored by project type. Mr. Roux said that if the total scores at the bottom of the first sheet are examined, the disparity of points isn't unusual. However, when the *Intersection* column is examined, the Intersections are scoring approximately 18 - 20 points more than the *Bike* projects, and are scoring higher in more of the criteria than are the *Bike* and the *Roadway improvement* projects. Mr. Roux asked if the TEC points should be allocated differently or if there might be a problem with the categories. He asked if perhaps the allotted points in some of the categories should be made more difficult to achieve.

Mr. Roux indicated that in the first three categories listed under *System Preservation*, *Intersection improvement* outscores *Bike* and *Road* because more emphasis has been placed on it. The category, *Improves Intersection Operations*, allots .76 points to *Bike*, 2.11 points to *Road*, and 5.10 points to *Intersection* which means *Intersection* is receiving 5.1 out of the 6.0 points available for the *Improves Intersection Operations* category. Mr. Roux pointed out that the *Intersection* column is also outscoring *Bike* and *Road* in the next 2 categories, namely, *In a Congestion Management Process Area* and *Design is consistent with Complete Streets policies*. Mr. Roux added that TIP projects are less likely to obtain points for the *Health Impact Assessment* category. Mr. Roux suggested that it will be beneficial to wait a year to make changes to the TEC because next year there will be federal performance measures online and performance measures tracking will dictate how TEC points will need to be allocated. He stated that *Intersection Improvement* projects dealing with safety, congestion, pavement and air quality will benefit by being funded through the TIP. Mr. Roux underscored that this discussion is about what the JTC members desire for the TEC scoring of the regional TIP projects and he encouraged any comments and/or questions they might have. After several questions and comments from the JTC members, Mr. Roux reiterated that it is better to wait for the release of the federal performance measures before making too many adjustments or changes to the TEC. Mr. Roux urged the JTC members to let him know of any suggestions or comments they may have.

Mr. Czach again called on PVPC Principal Planner Gary Roux to discuss the next agenda item.

6. JTC Recommendations regarding the Expansion of JTC Voting Ranks and Representation on the Committee to Include a Person or Organization Chosen or Appointed to Act or Speak for Pedestrian and/or ADA Issues in the Pioneer Valley Region as Relevant to Transportation Planning and Project Programming Process (as noted in the PVMPO Certification Review)

Mr. Roux reported that at last month's JTC meeting, the JTC members agreed to solicit potential nominations including a biography of a member of the pedestrian community and/or a member of the Americans with Disabilities Act (ADA) community who would participate in JTC meetings on a trial basis. Mr. Roux explained that

a motion was made at a recent JTC meeting to follow the recommendation that was received as a result of the Federal Highway Administration (FHWA) and the Federal Transit Authority (FTA) Certification Review stating that an assessment should be made to determine whether pedestrian and ADA community members should have voting representation on the JTC. Mr. Roux indicated that currently, no nominations have been received from the JTC members but nominations are still being solicited. Mr. Roux stated that unfortunately, the JTC doesn't have the capacity to pay someone who is nominated except for coffee and cookies. Mr. Czach explained that someone who could broadly represent the region is desired and he encouraged the JTC members to continue to pursue recommendations.

Mr. Czach called on PVPC Principal Planner David Elvin, filling in for Joshua Rickman, PVTA Director of Operations and Planning, for the next agenda item.

7. Pioneer Valley Transit Authority (PVTA) – Current Activities

Mr. Elvin reported that over the past few months, the PVTA has been processing 22 essential service cuts and has held 11 public hearings attended by 600 people who voiced 1500 comments. Mr. Elvin stated that on July 19th, the PVTA Advisory Board voted to eliminate or cut bus service on 20 routes, saving \$838,000 in the coming year on the way toward closing a \$1.38 million gap in its total budget of \$48.21 million. Mr. Elvin reported that some of these service changes have been modified or not implemented. The PVTA spared service leading from Springfield to workplaces in Agawam, Longmeadow, Enfield, Connecticut, and the Holyoke Mall as well as service in and around Northampton, Amherst and South Hadley serving the Five Colleges.

Mr. Roscoe added that the Pioneer Valley MPO was able to flex a half million dollars of CMAQ funds for a one-year only period to the PVTA for the operation of the P21 route between Springfield and Holyoke. Mr. Roscoe underscored that the PVTA will begin the next fiscal year a half million dollars in arrears. As a result, he said, the PVTA will have difficult decisions to make in order to continue its level of service unless there is more funding found.

Mr. Czach called on Mike Bolduc of MassDOT District 2 to discuss the MassDOT (MaPIT) tool.

8. MassDOT Project Intake Tool (MaPIT) – Mike Bolduc, MassDOT

Mr. Bolduc explained that the MassDOT Project Intake Tool, MaPIT, developed by MassDOT and ESRI is a web-based application that will streamline completion of the municipal Project Need Form (PNF) and the Project Initiation Form (PIF) and provide automatic PNF screening against all relevant GIS layers. Mr. Bolduc underscored that MaPIT will be the primary interface for all state-funded projects created once it begins to be used next month in October. Mr. Bolduc stated that MaPIT will most likely be available online in October and that time, MassDOT will do a presentation to each of the regional planning agencies. He reported that four MaPIT trainings have been scheduled in September including a MassDOT District Office 1 training in Lenox from 9:00 a.m. to 12:00 p.m. on September 20th and a MassDOT District Office 2 training in Northampton from 9:00 a.m. to 12:00 p.m. on September 22nd. Mr. Bolduc noted that there will be an October 4th webinar that JTC members can attend in person at the UMass Center at 1500 Main Street in Springfield from 9:00 a.m. to 12:00 p.m. or view online later. He added that there will be assistance with using the tool available at MassDOT District 2 office. Mr. Bolduc asked if there were any questions.

Mr. Roscoe replied that it would make sense for Mr. Bolduc to come back to the PVPC in November after the JTC members have had an opportunity to log-on to MaPIT and do a test run. Mr. Roscoe said that the JTC members can

then discuss their experiences with the tool. Mr. Bolduc replied that the JTC members will need to obtain log-ins before November.

9. Other Business

a. Pioneer Valley Regional Bike Share Update

Mr. Roux reported that the contract for the regional ValleyBike Share, that was on the TIP for 2017 was awarded by MassDOT to the City of Northampton. Mr. Roux explained that Northampton is the lead city for a collaboration among Amherst, Northampton, South Hadley, Holyoke, Springfield and UMass. Mr. Roux reported that a RFP was executed and released and interviews were held. On Sept. 7, it was announced that Bewegen Technologies of Quebec was the company selected to administer the ValleyBike Share program. Mr. Roux explained that all of the bikes in the ValleyBike Share program will be pedal-assist bikes, which assist the rider’s pedaling through the action of an electric motor. Mr. Roux stated that the RFP asked for the creation of a 290-bike system; however, Bewegen will be contributing 210 more bikes, for a total of 500 bikes and an April 2018 kick-off is planned. Mr. Roscoe stated that to use the rail trails in Northampton, the City’s bylaws will have to be revised, because they currently forbid rail trail use by any motorized non-emergency or non-maintenance vehicle. Mr. Roux reported that these bikes can go for 40 miles on a single charge and they all will have a GPS chip that allows them to be tracked. The bikes taken from stations in one community can be returned to stations in any other community. Mr. Roux explained that because of grant money, along with the investment put forward by Bewegen, the capital costs for the communities participating in ValleyBike Share will come to zero. He added that the costs for operations and maintenance will be taken on by Bewegen, with some of that paid for by sponsorships of individual bike stations and by private organizations.

b. LED Lighting

Mr. Czach reported that PVPC Senior Transportation Planner Jeff McCollough was approached by James Lowenthal, a Smith College professor about presenting a talk to JTC members about LED lighting in Springfield and how it impacts color, temperature and how it affects people and animals. Mr. Czach explained that roadway projects require lighting and there are confusing alternatives and not all LED lights are created equally. Mr. Czach said that if the JTC members are interested, there can be a LED presentation as an agenda item or the presentation can occur at the end of the agenda so those who aren’t interested can leave if they’re not interested.

Mr. McCollough reminded the JTC members about MassDOT’s Moving Together Conference scheduled for Thursday, September 28th, at 7:45 a.m. at the Boston Park Plaza Hotel in Boston.

10. Adjourn

Mr. Czach called for a motion to adjourn today’s JTC meeting.
MOVED BY JIM REIDY OF THE TOWN OF SOUTH HADLEY, SECONDED BY MIKE BOLDUC OF MASSDOT DISTRICT 2, TO ADJOURN THE JOINT TRANSPORTATION COMMITTEE (JTC) MEETING AT 11:55 A.M. ALL IN FAVOR, NONE OPPOSED, THE MOTION CARRIES.

Relevant documents distributed at this September 13, 2017 JTC Meeting:

Joint Transportation Committee September 13, 2017 Mtg. Agenda	Minutes of the August 9, 2017 Meeting of the JTC
2016-2018 Transportation Evaluation Criteria: Average Points by Project Type – (5 page – handout)	FFY 2017 TIP Project Status