

Minutes of the Joint Transportation Committee (JTC) Meeting

Wednesday, October 10, 2018

Pioneer Valley Planning Commission

60 Congress Street, 2nd Floor Large Conference Room

Springfield, Massachusetts 01104

Present were:

Name	Affiliation	Name	Affiliation
Michael Albro	Assistant Town Engineer, Agawam	David Desrosiers	Highway Superintendent, Granby
Price Armstrong	Sr. Transit Analyst, PVTA	Michael Dionne	Mass Commission for the Blind
Mike Bolduc	MassDOT District 2	Peter Frieri	MassDOT District 1
Elizabeth Botelho	City Engineer, Chicopee	Betsy Johnson	Walk/Bike Springfield
Randy Brown	DPW Director, Southwick	Mike McManus	Superintendent, Holyoke DPW
Dan Call	Westfield Columbia Rail Trail	Dan Murphy	City of Easthampton
Jeremy Cigal	Engineer, Westfield	Jim Reidy	Superintendent, South Hadley DPW
Mark Cressotti	City Engineer, Westfield	Matt Smith	Highway Superintendent, Chesterfield
Jim Czach	West Springfield DPW	Marvin Ward	MassBike Easthampton
Nick Dines	Town of Williamsburg		
PVPC Staff			
Andy McCaul	Senior Transportation Planner	Gary Roux	Principal Planner
Jeff McCollough	Sr. Transportation Planner	Louise Sullivan	Admin Support
Dana Roscoe	Principal Planner		

1. Introductory Remarks

Jim Czach opened the JTC meeting at 10:20 a.m. and he asked everyone to introduce themselves.

2. Minutes of Previous Meeting

Mr. Czach asked for a motion to approve the Joint Transportation Committee (JTC) minutes of the September 12, 2018 meeting.

MOVED BY MARVIN WARD OF MASSBIKE EASTHAMPTON, SECONDED BY MARK CRESSOTTI OF THE CITY OF WESTFIELD, TO APPROVE THE JOINT TRANSPORTATION COMMITTEE (JTC) MEETING MINUTES OF THE SEPTEMBER 12, 2018 MEETING. ALL IN FAVOR, NONE OPPOSED, THE MOTION CARRIES.

Mr. Czach then moved to take up agenda item 3.

3. Performance Measures – Review and Recommendation on PM 2

PVPC Principal Planner Gary Roux reported that at the last JTC meeting, there was a discussion regarding Performance Measure 3 (PM3) which has requirements concerning reliability, congestion and emissions. The next step, Mr. Roux said, is to discuss Performance Measure 2 (PM2) which is the statewide program for maintaining

pavement and bridge conditions. Mr. Roux announced that Jack Moran, MassDOT Director of Asset Management and Highway Information Systems, will deliver a presentation on the statewide program for maintaining pavement and bridge conditions (PM2) to the Pioneer Valley MPO members at their upcoming October 23rd meeting. Mr. Roux added that Mr. Moran will explain how MassDOT is meeting these performance measures and he will delineate the PM2 targets. Mr. Roux indicated that there are a series of federal rules on performance-based planning and at last month's MPO meeting, held on September 25th, Performance Measure 3 (PM3) was adopted. The recommendation of PVPC staff is for the Pioneer Valley MPO to continue to adopt the statewide performance measures and targets. Mr. Roux explained that Performance Measure 2 (PM2) as required by the Federal Highway Administration (FHWA) is concerned with interstate roads and the National Highway System (NHS) roadways. More specifically, PM2 is concerned with pavement conditions shown below.

Mr. Roux explained that good condition means no major investment is needed and poor condition suggests a major reconstruction investment is needed.

Mr. Roux stated that PM2 also assesses bridge condition based on the National Bridge Inventory (NBI) condition ratings as detailed on the right:

% of Interstate pavement in Good condition
% of Interstate pavement in Poor condition
% of non-Interstate NHS pavement in Good condition
% of non-Interstate NHS pavement in Poor condition

% of NHS bridges by deck area in Good condition
% of NHS bridges by deck area in Poor condition

Mr. Roux explained that these performance measures are designed to keep pavement and bridges in good condition in order to minimize repair costs. David Desrosiers asked about information on the investment of transportation funds on state maintained roads verses local roads. He had concerns regarding the lack of sufficient funding for locally maintained roadways. Further, he wanted to know if there were any penalties for not meeting the required performance targets. Mr. Roux replied that he was not aware of specific penalties. There may be some enhanced reporting required, but ultimately it impacts the flexibility of funding as there may be less opportunity to flex funding from one category to another when your targets are not met. Mr. Roux underscored that these statewide Performance Measures and targets are required by the FAST Act and we are required to meet the federal planning rules as a condition to receiving funding for the Transportation Improvement Program.

Mr. Roux then explained the National Highway System (NHS) Inventory. He reported that NHS constitutes 16% of the state-wide accepted lane mileage with 73% under MassDOT's jurisdiction and 24% under municipal jurisdiction typically in the more urbanized areas. Mr. Roux displayed the *Heat Map for NHS Inventory by Town* and stated that the dark green represents where most of the NHS roadways are located. Mr. Roux pointed to a list of the Top Ten Towns which together have 28% of the NHS inventory. He indicated that the City of Springfield has the second largest number of lane miles with 265 and the City of Holyoke is tenth on the list with 27 lane miles. Mr. Roux noted that in a list showing *Distribution of municipal NHS Roadway Inventory by MPO*, the Pioneer Valley has 400 NHS lane miles which constitutes 15.53% of the total NHS lane miles inventoried.

Mr. Roux displayed a PowerPoint slide map of the Pioneer Valley region entitled *Regional National Highway System Roadways*. Mr. Roux explained that the grey lines represent federal aid eligible roads in the Pioneer Valley region and the red lines indicate the NHS roadways which are subject to the PM2 requirements.

Mr. Roux explained that if the Pioneer Valley MPO adopts the statewide targets established by MassDOT, then MassDOT will be responsible for data collection and reporting rather than the Pioneer Valley Planning Commission and MPO. Mr. Roux underscored that the Pioneer Valley MPO must adopt the state's PM2

performance targets or develop its own specific targets for the Pioneer Valley by no later than November 16th. He noted that the PM2 targets will be revisited every 2 years and currently, the PVPC staff is updating the local pavement data as part of the 2020 update to the Regional Transportation Plan (RTP). Mr. Roux advised that the recommendation of the PVPC staff at this time is to adopt the state targets until more information becomes available regarding how local pavement conditions compare to the PM2 roadways. He added that regional data would continue to be tracked so that two years from now, regional targets could be adopted if the statewide targets proved problematic. Mr. Roux recommended the adoption of the state targets at this time and reiterated that in a few years, the statewide performance measures will be revisited.

MOVED BY MARK CRESSOTTI OF THE CITY OF WESTFIELD, SECONDED BY MARVIN WARD OF MASSBIKE EASTHAMPTON, TO RECOMMEND THAT THE PIONEER VALLEY MPO MEMBERS ADOPT THE FEDERAL HIGHWAY ADMINISTRATION'S REQUIRED PERFORMANCE MEASURES AS ADOPTED BY THE MASSACHUSETTS DEPARTMENT OF TRANSPORTATION (MASSDOT). ALL IN FAVOR, NONE OPPOSED, THE MOTION CARRIES

Mr. Czach then moved on to agenda item 4.

4. 2020 Regional Transportation Plan – Long Range Plan Development

PVPC Principal Planner Gary Roux called the JTC members attention to the document entitled *2020 RTP Update for the Pioneer Valley MPO: Draft Development Schedule* and the document in color entitled *2020 Pioneer Valley RTP Chapter Summary*, both of which provide an outline for the update of the 2020 Regional Transportation Plan (RTP). Mr. Roux noted that the current RTP was endorsed in July 2015 and an update is required every four years. Mr. Roux indicated that the next update is required by July 28, 2019 which will allow the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) enough time to review the draft 2020 RTP document. Mr. Roux stated that PVPC staff will begin updating the data from now until July 2019 with the plan's endorsement scheduled for July 23, 2019.

Mr. Roux explained that the RTP is important because without it, neither the Unified Planning Work Program (UPWP) nor the Transportation Improvement Program (TIP) projects can advance. Mr. Roux emphasized that the RTP is a long range, conforming document which complies with the Clean Air Act amendment requirements, the Title VI and Environmental Justice policies, and is financially constrained. Mr. Roux stated that this ensures that there will be enough money to pay for the TIP projects. Mr. Roux stated that TIP projects must be included in the RTP but it won't be possible to include all the TIP projects. Mr. Roux reported that a study for the Springfield I-91 Viaduct Project study is recommending a billion dollars in improvements over the next 20 years. He added that even though the funds are not yet available, the Viaduct Project is included in the RTP in order to show its importance and make the state aware of it. Mr. Roux explained that currently the draft RTP is 500 pages in length but the goal is to reduce it to about 200 pages and add an appendix in order to make it a more readable document.

Mr. Roux explained that regional focus groups play an important role in the development of the RTP. Mr. Roux stated that there are regional infrastructure, bike/pedestrian, transit, and environment sustainability focus groups. He added that as part of next month's JTC meeting, the infrastructure focus group will be asking for feedback regarding the RTP in a discussion of needs, strategies, goals, a vision, and problem statements. Mr. Roux stated that there are 7 problem statements in the existing RTP document and those may need to be expanded. The tentative plan is to have the bike/pedestrian and the infrastructure groups present at the November JTC meeting

and have the environmental sustainability focus group attend the December 12th JTC meeting. Mr. Roux said that the PVPC staff has been asked by MassDOT to coordinate public participation with MassDOT's capital improvement plan and maybe meld PVPC's RTP with MassDOT's plan. Mr. Roux underscored that PVPC staff want to provide more information to public officials about the RTP and find ways to direct people to the PVPC website. He added that if any of the JTC members have specific ideas or questions or would like PVPC members to visit their community, they just need to ask and PVPC staff members will respond and will also be happy to visit their community.

Mr. Czach thanked Mr. Roux for his presentation and he moved on to agenda item #5.

5. 2018 Transportation Improvement Program (TIP) – All Projects Have Been Advertised

Senior Transportation Planner Andy McCaul stated that at the last JTC meeting, PVPC staff members were waiting for four projects but Mike Bolduc and Peter Frieri have successfully advertised those projects. Mr. McCaul reported that the following projects have letting dates in late January to early February in 2019:

- The *Resurfacing on Heritage, Front and Dwight Street from Maple Street to the 1st Level Canal* in Holyoke (Project 607256)
- The *Amherst- Hadley- Northampton- Transit Signal Priority Upgrades at Various Locations* (Project 608786)
- The *Bridge Replacement — Lyman Street over the First Level Canal* in Holyoke (Project 600936)
- The *North End Pedestrian Path Construction Between Plainfield Street and Birnie Avenue* in Springfield (Project 607589)

Mr. Roscoe asked the District One and District Two representatives how prices coming in compare with estimated costs, i.e. are they closing the gap between what something might cost and what it actually costs. Mr. Frieri responded that the awarded amount for District One's project came in close to the advertised cost. Mr. Bolduc also said the costs were close to the estimated costs for the District Two projects.

Mr. Czach thanked Mr. McCaul for his update and he moved on to the next agenda item.

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

Price Armstrong, PVTA Senior Transit Analyst, reported that the PVTA recently received a federal award of \$2.4 million that will be used to retrofit the existing fixed-route Operations and Maintenance facility located on Main Street in the North End of Springfield. The Operations and Maintenance facility will then move into the Cottage Street facility in Springfield. Mr. Price explained that while the facility in the North End of Springfield is vacant, it will be retrofitted to house the PVTA's para-transit operations which are currently located in a rented facility on Liberty Street.

Mr. Price reported that the PVTA will be moving several diesel-run buses from a dense residential neighborhood into an already industrial neighborhood and replacing them with gasoline-fueled vehicles which from a local air quality perspective will be better for the North End urban area. Mr. Price added that the PVTA will be taking approximately 150 jobs from North End by moving the fixed route operations out; but a comparable number of jobs will be brought back by moving the para-transit vehicles into the vacant facility on Main Street in the North End. Mr. Czach thanked Mr. Armstrong for his update and he moved on to take up the last agenda item.

7. Other Business including MPO Recruitment

Mr. Roscoe reported that during the spring election in the Town of Southampton, there was a tie between two candidates which resulted in a runoff election. The candidate that had been a Southampton Selectman, Charlie Kaniecki, who was a MPO member didn't win. By not getting re-elected, Mr. Kaniecki was removed from his seat on the MPO and replaced by alternate MPO member, Roger Fuller, from the Town of Chesterfield. Mr. Roscoe announced that recruitment letters have been sent to all the communities to invite interest in being an alternate on the MPO.

Mr. Roscoe further reported that the Town of Amherst is abolishing their Board of Selectmen and moving to a Town Council form of government. He noted that an election will be held next month in Amherst to elect a 13-member Town Council. Mr. Roscoe explained that currently, the Mayor of Northampton is the representative for five communities, namely, Amherst, Easthampton, Hadley, South Hadley and Northampton; and a selectboard member from Amherst is the current Alternate. However, the Mayor of Northampton is also the Chairman of the PVTA and because he can't "wear two hats," the Mayor represents the PVTA when he sits at the MPO and the Alternate from Amherst represents the five communities.

Mr. Roscoe continued saying that as soon as the election happens in Amherst, PVPC staff will be soliciting to fill an Alternate position on the MPO among the 13 new Town Council members in Amherst, the Mayor of Northampton, the Board of Selectmen in Hadley, and the Select Board in South Hadley. Mr. Roux interjected that information on who the MPO Representatives are and the area they represent can be found on the PVPC website.

Mark Cressotti announced that there will be a public, Columbia Greenway meeting next Tuesday at 6:30 p.m. at the Westfield City Hall. Jeff McCollough announced that the Moving Together Conference will be held on November 1st at the Boston Park Plaza Hotel in Boston.

Mr. Czach announced that the next JTC Meeting will be held on Wednesday, November 14th. There being no other business, he called for a motion to adjourn.

10. Adjourn

MOVED BY MARK CRESSOTTI OF THE CITY OF WESTFIELD, SECONDED BY MARVIN WARD OF MASSBIKE EASTHAMPTON, TO ADJOURN THE JOINT TRANSPORTATION COMMITTEE (JTC) MEETING AT 11:35A.M. ALL IN FAVOR, NONE OPPOSED, THE MOTION CARRIES.

Relevant Documents Distributed at this October 10, 2018 JTC Meeting:

- *Joint Transportation Committee October 10, 2018 Meeting Agenda*
- *Minutes of the September 12, 2018 Joint Transportation Committee Meeting*
- *TIP 2018 TIP Project Status*
- *2020 RTP Update for the Pioneer Valley MPO Draft Development Schedule*
- *2020 Pioneer Valley RTP Chapter Summary*