

Minutes of the Tuesday, October 23, 2018 Meeting of the
Pioneer Valley Metropolitan Planning Organization (MPO)
held at the
Pioneer Valley Planning Commission
60 Congress Street, Springfield, MA 01104-3419

MPO Members Present:

Bryan Pounds	Manager, MPO Activities, Office of Transportation Planning, Massachusetts Department of Transportation (MassDOT) Representing MPO Chair Stephanie Pollack, Massachusetts Secretary of Transportation and Chief Executive Officer
George Archible	Belchertown Board of Selectmen
Jim Czach*	Chairman, Joint Transportation Committee & Town Engineer, Town of West Springfield
Roger Fuller	Chairman, Chesterfield Board of Selectmen
Walter Gunn	Chairman, Pioneer Valley Planning Commission (PVPC)
Richard Masse	MassDOT District Two Office Representing Massachusetts Department of Transportation Highway Division Administrator Jonathan Gulliver
Alex Morse	Mayor, City of Holyoke
David Narkewicz	Mayor, City of Northampton, Representing Pioneer Valley Transit Authority (PVTA)
Sandra Sheehan*	Administrator, Pioneer Valley Transit Authority (PVTA)
Doug Slaughter	Town of Amherst Selectboard
Brian Sullivan	Mayor, City of Westfield
Rick Sullivan	President and CEO, Economic Development Council of Western Massachusetts
Brandon Wilcox*	Community Planner, Federal Highway Administration (FHWA)

(* denotes non-voting member)

Guests and PVPC Staff Present:

Patrick Beaudry	Pioneer Valley Planning Commission (PVPC)
Eric Bernardin	Vice President, Fuss & O'Neill
Samira Bouina	Fellow with the Pioneer Valley Planning Commission from Morocco
Cassandra Gascon Bligh	Transportation Program Planner, MassDOT Office of Transportation Planning (OTP)
Hatim El Otmani	Fellow with the Pioneer Valley Planning Commission from Morocco
Elizabeth Botelho	City Engineer, City of Chicopee
Tim Brennan	Executive Director, Pioneer Valley Planning Commission (PVPC)
Daniel Call	Columbia Greenway, City of Westfield
Jeremy Cigal	Assistant Civil Engineer, City of Westfield
Mark Cressotti	Vice-Chair of the Joint Transportation Committee (JTC) and City Engineer, City of Westfield
Peter Frieri	MassDOT District One Office (Lenox)
Jeff Hoynoski	MassDOT District Two Office (Northampton)
Andrew McCaul	Pioneer Valley Planning Commission (PVPC) – Transportation Section
Jeff McCollough	Pioneer Valley Planning Commission (PVPC) – Transportation Section
Mike McManus	Superintendent, Holyoke Department of Public Works
Mark Moore	MassDOT District One Office (Lenox)
Jack Moran	Chief Engineer and Director of Asset Management, Massachusetts Department of Transportation
Christopher Parker	Planning Board Member, Town of Wendell
Dana Roscoe	Pioneer Valley Planning Commission (PVPC) – Transportation Section
Gary Roux	Pioneer Valley Planning Commission (PVPC) – Transportation Section
Gabe Sherman	Project Manager, MassDOT Office of Transportation Planning (OTP)
Bill Sapelli	Mayor, Town of Agawam
Matthew Sokop	City Engineer, Springfield Department of Public Works
Louise Sullivan	Pioneer Valley Planning Commission (PVPC) – Support Staff
Steve Williams	Director, Department of Public Works, Town of Belchertown

1. Chairman's Call to Order, Welcome and Opening Remarks

Bryan Pounds, Manager, MPO Activities, Office of Transportation Planning, Massachusetts Department of Transportation (MassDOT) Representing MPO Chair Stephanie Pollack, Massachusetts Secretary of Transportation and Chief Executive Officer, Massachusetts Department of Transportation (MassDOT), called the October 23, 2018 meeting of the Pioneer Valley Metropolitan Planning Organization (MPO) to order at 10:30 a.m. Mr. Pounds then welcomed and thanked all those in attendance and called for introductions from the MPO members and those in attendance.

Following introductions, Mr. Pounds moved to take up the minutes of the previous MPO meeting held on September 25, 2018.

2. Minutes of the Previous Meeting of the Pioneer Valley MPO Held on August 28, 2018

Mr. Pounds called for a motion to approve the minutes of the previous Pioneer Valley MPO meeting which was held on September 25, 2018.

MOVED BY DAVID NARKEWICZ, MAYOR OF THE CITY OF NORTHAMPTON, SECONDED BY RICK SULLIVAN, PRESIDENT AND CEO, ECONOMIC DEVELOPMENT COUNCIL OF WESTERN MASSACHUSETTS, TO APPROVE THE MINUTES OF THE SEPTEMBER 25, 2018 PIONEER VALLEY MPO MEETING AS PRESENTED. THERE BEING NO FURTHER COMMENTS OR QUESTIONS, THE MOTION WAS THEN APPROVED BY THE MPO MEMBERS PRESENT

Mr. Pounds then moved to address the next agenda item

3. MassDOT Presentation by Jack Moran, Followed by Review, Discussion and MPO Adoption of Proposed MassDOT PM2 System Performance Measures for Pavement and Bridge Condition

Mr. Pounds called on Jack Moran, Chief Engineer with MassDOT to discuss the proposed MassDOT Performance Measure #2 (PM2) requirements for pavement and bridge condition. Mr. Moran announced that his presentation will provide an overview of the adoption and overall structure of the federal regulations pertaining to the performance management of bridges and pavements located on the National Highway System (NHS). Mr. Moran noted that State Departments of Transportation are required to establish initial statewide two-year and four-year targets by May 20, 2018 for the percent of pavement and bridges in good condition and the percent of pavement and bridges in poor condition. Mr. Moran indicated that within 180 days of MassDOT's target establishment, the Pioneer Valley MPO members must commit to support the MassDOT targets or establish their own targets.

Mr. Moran related that since the establishment of the Accelerated Bridge Program (ABP) in Massachusetts with its goal of reducing the number of structurally deficient bridges, the federal performance measures now quantify condition based on bridge area because larger bridges are more expensive to repair. He reported that of the approximately 5,100 bridges located in Massachusetts, 44% are National Highway System (NHS) bridges and the federal regulations pertaining to performance management apply only to NHS bridges. Mr. Moran indicated that NHS bridges, which are overwhelmingly under MassDOT jurisdiction, are required to be inspected every two years unless poor condition dictates a more frequent inspection. Mr. Moran explained that the determination of NHS bridge condition is based a rating of 0 to 9 for each of the three major components of a bridge: the deck or surface; the superstructure or span; and the substructure or foundation. He added that the lowest rating of each of the three components determines the overall NHS bridge condition. Then to establish percentages for the targets, the total NHS bridge area in good condition is divided by the total NHS bridge area to establish the percent of NHS bridges in good condition and likewise the total NHS bridge area in poor condition is divided by the total NHS bridge area to determine percentage of bridges in poor condition.

Mr. Moran then spoke in depth about NHS bridge condition trends. He illustrated the growth of NHS poor bridge deck areas with a bar graph covering the time span of 2001 through 2018. He reported that the growth of poor deck area spiked higher in 2005 because of the Braga Bridge's poor condition which was resolved by 2006. A year for very high poor deck area growth was 2009 due to MassDOT acquiring the Turnpike Authority and Department of Conservation

and Recreation (DCR) bridges. Another year that saw an increase in poor deck area was the year 2014 due to Tobin Bridge, Gilmore Bridge and the Springfield Viaduct. Mr. Moran then displayed the 2-year state target for 2020 and the 4-year state target for 2022 as shown here, and he stated that Federal Regulations have established 10% as a poor condition threshold, above which states must obligate a minimum amount of National Highway Performance Program (NHPP) funds to on-system bridges. He added that MassDOT exceeds the poor threshold and currently programs the minimum amount.

Measure	Current Condition	2020	2022
% Good	15.22	15	16
% Poor	12.37	13	12

Mr. Moran then moved on to discuss the proposed MassDOT Performance Measure #2 (PM2) requirements for pavement and the PM2 targets that MassDOT has set. Mr. Moran noted that the National Highway System (NHS) constitutes 16% of the state-wide accepted lane mileage of which 73.5% is under MassDOT’s jurisdiction. He reported that 24.4% of the NHS is under municipal jurisdiction with the remaining lane mileage owned by the Department of Conservation and Recreation (DCR), MassPort and the federal government. Mr. Moran then compared the NHS lane miles owned by cities and MPOs. He reported the number of NHS lane miles for Boston, 265; Springfield, 113; and Worcester, 106; and the NHS lane miles for the Boston MPO Region, 1104; the Pioneer Valley MPO Region, 400 and Central Massachusetts MPO Region, 200 NHS lane miles.

Mr. Moran commented that most of the MPO members are likely familiar with the Pavement Serviceability Index (PSI) used to measure NHS pavement conditions. He explained that the PSI is an analytical categorization and composite pavement condition index. He further explained that the PSI takes under consideration the various types of pavement distress and he named the four distress condition metrics: IRI (International Roughness Index), Rutting, Faulting and Cracking percentage. Mr. Moran reported that federal rule has recently established another pavement measure that uses metrics similar to the PSI but differs from the PSI in its condition ratings. To show how the federal rule conditions differ from the PSI conditions, Mr. Moran displayed a comparison of the federal and state measures for the interstate roadway conditions as shown below:

PSI Condition	
% Good/Excellent	92.9%
% Fair	5.8%
% Poor	1.3%

Federal Condition	
% Good	74.2%
% Fair	25.7%
% Poor	0.1%

Because of the lack of historical data for this new federal pavement measure, Mr. Moran stated that MassDOT will set conservative targets and then review them in 2020 with a strong possibility of setting more aggressive targets in 2020. Mr. Pounds then asked if anyone had any questions regarding Mr. Moran’s presentation. Mr. Cressotti asked if the Commonwealth has plans to address local poor road conditions and Mr. Moran indicated that the state is still assessing the roadways.

Tim Brennan stated that he wished to return to the discussion of bridge conditions and the 10% that Federal regulations have established as a poor condition threshold, above which the states must obligate a minimum amount of funding. Mr. Brennan stated that anecdotally, what is seen at the Pioneer Valley Planning Commission is bridge work in need of extensive rehabilitation which elevates the costs. Mr. Brennan asked if this is factored into MassDOT’s level of confidence that the 10% or less will be reached at some point in time. He stated that considering the dollar amount coming in, maybe another federal law is needed beyond 2020. Mr. Moran responded that projected project costs are built on construction costs which do escalate and one of the challenges is the size of the structure. Mr. Moran explained that often a bridge project involves more than just fixing the bridge and in order to get below 10%, a project will have to involve a viaduct. Mr. Moran underscored that the more that’s done to keep bridges from falling into disrepair, the better; but there is the factor of aging concrete which can be maintained only for so long. Mr. Moran stated that based on the federal regulations, the state DOTs build the Transportation Asset Management Plan for the NHS. He added that it’s great to set these targets but the concepts in the Transportation Asset Management Plan are supposed to explain how to accomplish the plan. Mr. Moran added that MassDOT’s Capital Investment Plan already goes beyond these

targets so the hope is to increase specificity for the long term in the Transportation Asset Management Plan. He added that larger projects need to be identified and either pulled out or work needs to be done on them.

There being no more questions or comments, Mr. Pounds called for a motion to adopt the PM2 suite of performance measures.

MOVED BY RICK SULLIVAN, PRESIDENT AND CEO, ECONOMIC DEVELOPMENT COUNCIL OF WESTERN MASSACHUSETTS, SECONDED BY BRIAN SULLIVAN, MAYOR OF THE CITY OF WESTFIELD, TO ADOPT THE PROPOSED MASSDOT PERFORMANCE MEASURE #2 (PM2) REQUIREMENTS FOR PAVEMENT AND BRIDGE CONDITION. THERE BEING NO FURTHER QUESTIONS OR COMMENTS, THE MOTION WAS THEN UNANIMOUSLY APPROVED BY THE MPO MEMBERS PRESENT

Mr. Pounds then moved to take up the next agenda #4.

4. MassDOT Staff Presentation on Recent Changes To the Safe Routes to Schools Program

Mr. Pounds called on Cassandra Gascon Bligh, MassDOT Transportation Program Planner for the Massachusetts Safe Routes to School program to present an overview of the Massachusetts Safe Routes to School program. Ms. Bligh explained that the Safe Routes to School (SRTS) program works with schools, communities, students, and families in Massachusetts to encourage elementary and middle school students to walk or bike to school. Ms. Bligh stated that SRTS is a federally funded program that was established in 2005 as part of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) that is funded by the Transportation Alternatives Program (TAP). Ms. Bligh underscored that SRTS utilizes the six E's to implement its program- Education, Encouragement, Enforcement, Evaluation, Equity and Engineering.

Ms. Bligh reported that the SRTS program empowers schools and communities with the resources they need to educate elementary and middle school students to be safe pedestrians and bicyclists through lesson plans, parent flyers and bike rodeos. She added that SRTS enables schools to organize programs and events that encourage students, parents, and teachers, as well as the local community, to choose safe modes of transportation through events such as free bike helmet fittings, reflective clothing gifts and "Walk to School Day" which was nationally celebrated this month. Ms. Bligh noted that the local communities benefit from SRTS through Crossing Guard Training and an emphasis on the enforcement of stop signs and speed limits.

After reviewing three of the six E's of the SRTS Program, Ms. Bligh stated that the next is Evaluation. Ms. Bligh explained that MassDOT needs to evaluate the physical transportation environment of a community that is participating in the SRTS Program by requiring an active transportation assessment, a parent travel survey and student surveys. Ms. Bligh stated that the last two E's in the SRTS Program are Equity and Engineering. She indicated that promoting Equity is the support of safe healthy opportunities for children regardless of ability, socio-economic status or race. Ms. Bligh added that promoting Engineering is funding engineering improvements such as the improvement of walking and biking conditions near schools by the addition of crosswalks and safety signage.

Ms. Bligh explained that infrastructure project funding for the SRTS Program is comprised of larger projects with costs ranging from \$100,000 to a million dollars. She stated that there is a new online application for the program that uses the Massachusetts Project Intake Tool (MaPIT) software. Ms. Bligh noted that this is an easy application to complete but it requires the coordination with the municipalities that are applying. She explained that MassDOT has encountered problems in the past when notification was received that the municipality's selectboard or its mayor was not in favor of an infrastructure project as it was beginning to move forward. Ms. Bligh underscored that this new infrastructure project funding application, which becomes effective in November 2018, now requires a municipal co-applicant such as the mayor or anyone from the Board of Selectmen or Engineering office which ensures municipal buy-in. Ms. Bligh emphasized that application guidance will be sent out to the schools that apply for safe school funding projects and there will be an opportunity for applicants to ask any questions that they may have. She stated that the application period begins on November 1st and will be open for 45 days. Submissions will be reviewed by the SRTS Project Selection Committee comprised of various MassDOT main office staff and then the selected projects will advance to the

completion of the Project Need Form (PNF) and the Project Initiation Form (PIF). Ms. Bligh explained that a MassDOT consultant will be available to assist applicants from municipalities with their applications. After proposed TIP projects have been presented to the Project Review Committee for approval and received approval, they will be programmed into the State Transportation Improvement Program (TIP).

Ms. Bligh announced that there are eligibility requirements for SRTS infrastructure project funding. The first step, she said, is to go to the www.gov/safe-routes-to-school website to determine whether or not the school making an application is listed as a partner with the SRTS program. Ms. Bligh explained that for a school to be eligible for SRTS funding, it must partner with the SRTS program for at least six months and demonstrate commitment to the program. The other three eligibility requirements are: (1) the projects must be within two miles of a school; (2) the projects must be for K-8 students; and (3) only public and charter schools are eligible. Private schools are not eligible. Ms. Bligh stated that project funding can't be used for reoccurring costs, pavement maintenance, school bus improvement projects, gifts, vehicle travel lane improvements or portable enforcement equipment. Ms. Bligh asked the MPO members to email her at SRTS@state.ma.us if they have questions and Mr. Pounds urged the members to share information about the SRTS program with their colleagues.

Mr. Pounds thanked Ms. Bligh for her informational presentation and he moved to take up the next agenda item.

5. Update by PVPC Staff on the Status of the 2020 Regional Transportation Plan Development

PVPC Principal Planner Gary Roux stated that the Regional Transportation Plan (RTP) is a long range plan that is required to be updated every four years and it was last updated in 2016. Mr. Roux called the MPO members attention to three handout documents: *2020 RTP Update for the Pioneer Valley MPO Draft Development Schedule*, *RTP Vision and Goals* and in color, *2016 Pioneer Valley RTP Chapter Summary*. Mr. Roux stated that there will be an update to the RTP on the PVPC.org website beginning next week and a series of public participation events and focus groups will begin in mid-November and early December. Mr. Roux explained that the public events will focus on bicyclists, pedestrians, transit and the environment. There will also be one group devoted to freight which will be targeted for only freight providers.

Pointing to the handout entitled the *2016 Pioneer Valley RTP Chapter Summary*, Mr. Roux indicated that Chapters 5 – 11 are currently being worked on. He stated that information is being gathered on existing goals and the RTP's vision. Mr. Roux added that an attempt will be made to make the draft RTP more user friendly by having an executive summary, an appendix and fewer pages. Mr. Roux displayed a draft mock-up of a RTP brochure that will be given to PVPC staff to use when they meet with Selectboards or city/town officials. Mr. Roux explained that the draft version of the updated RTP will need to go out for a 30-day public review period in April or May of 2019 then an endorsed draft RTP will be needed by the end of July 2019. Mr. Roux added that PVPC staff will continue to update the MPO regarding its progress in the updating of the RTP.

Mr. Pounds thanked Mr. Roux for his presentation and he then moved to take up the next agenda item.

6. Proposed Changes to the MPO Memorandum of Understanding to reflect the recent change in the Form of Government in Amherst from a Board Of Selectmen to a Town Council

Mr. Pounds called on PVPC Principal Planner Dana Roscoe to present proposed changes to the MPO Memorandum of Understanding. Mr. Roscoe stated that as discussed at the last MPO meeting, the Town of Amherst is moving from a Board of Selectmen form of municipal government to a 13-member Town Council form of government. Mr. Roscoe reported that the current MPO Memorandum of Understanding (MOU) doesn't acknowledge town councilors as being eligible to be MPO representatives. Mr. Roscoe noted that the words *Town Councilor* have been added on page 3 of the *Memorandum of Understanding Relating to the Comprehensive, Continuing, Cooperative Transportation Planning and Programming Process and the Metropolitan Planning Organization*, to ensure that the MOU recognizes mayors, selectmen and town councilors as being eligible to be MPO representatives.

Mr. Pounds called for a motion to approve the amendment to the *Memorandum of Understanding Relating to the Comprehensive, Continuing, Cooperative Transportation Planning and Programming Process and the Metropolitan Planning Organization*.

MOVED BY DAVID NARKEWICZ, MAYOR OF THE CITY OF NORTHAMPTON, SECONDED BY RICK SULLIVAN, PRESIDENT AND CEO, ECONOMIC DEVELOPMENT COUNCIL OF WESTERN MASSACHUSETTS, TO AMEND THE *MEMORANDUM OF UNDERSTANDING RELATING TO THE COMPREHENSIVE, CONTINUING, COOPERATIVE TRANSPORTATION PLANNING AND PROGRAMMING PROCESS AND THE METROPOLITAN PLANNING ORGANIZATION* TO INCLUDE "TOWN COUNCILOR" OF ONE OF THE FIVE (5) NAMED CITIES AND ONE OF THE FOURTEEN (14) NAMED SUBURBAN AND RURAL TOWNS DELINEATED ON PAGE 3 AS A VOTING MEMBER OF THE PIONEER VALLEY METROPOLITAN PLANNING ORGANIZATION.

THERE BEING NO FURTHER COMMENTS OR QUESTIONS, THE MOTION WAS THEN APPROVED BY THE MPO MEMBERS PRESENT

Mr. Pounds then moved to take up the next agenda item.

7. Report from Jim Czach, the Chairman of the Joint Transportation Committee (JTC), on Important Transportation Issues and Projects Discussed Since the Last MPO Meeting was Held on July 24, 2018

Mr. Pounds called on JTC Chairman Jim Czach to report on issues and projects discussed at the last meeting of the Pioneer Valley region's Joint Transportation Committee (JTC). Mr. Czach reported that the primary topic for discussion at the last JTC meeting was the update to the Regional Planning Transportation Plan (RTP). Mr. Czach stated that the planning staff provided the direction being pursued and the infrastructure being planned for the RTP which will help the JTC members to facilitate their work on the RTP. Mr. Czach added that per request of the MPO members, the Safe Routes to Schools Program will be discussed at the next JTC meeting scheduled for November 14th.

Mr. Pounds then moved to take up the next agenda item.

8. Updates from MassDOT District One and District Two Officials on Relevant Transportation Issues and Projects of Interest to the Pioneer Valley MPO Members

Mr. Pounds called on Peter Frieri of the MassDOT District One office in Lenox to present District One's updates on relevant transportation issues and projects. Mr. Frieri reported on three FFY 2019 TIP projects as follows:

- *Route 112 Bridge Maintenance over Sykes Brook* in the Town of Huntington,(Project #608928) is at the 100% design phase
- *Bridge Replacement Project on Chester Road over Smart Brook* in the Town of Middlefield (Project #608249) is at the 100% design phase (CLD Engineering) and has been reviewed by MassDOT. This project may need a TIP amendment because of a cost increase.
- *Route 143 Reconstruction and Related Work – (Split Phase Project)* in the Town of Worthington,(Project #606912) The project has just received its 100% design. The project's cost is being reviewed and a new project number for the second phase in FFY 2023 will be presented to the Project Review Committee in December.

Mr. Pounds next called on Jeff Hoynoski of the MassDOT District Two office in Northampton to present District Two's updates on relevant transportation projects within its jurisdiction. Mr. Hoynoski reported on District Two's FFY 2019 TIP transportation improvement projects as follows:

- The *Intersection Improvements at Route 187 and 57* in the Town of Agawam (Project #604203) is at 100% design phase with the 100% phase due in November
- The *Intersection Improvements at Bay Street and Berkshire Avenue* in the City of Springfield (Project #608411) is at 75% design
- The *Improvements & Related Work on Route 202 and 21* in the Town of Belchertown (Project #608412) is at 75% design
- The *Intersection Improvements on Main Street* in the Town of Ware (Project #604962) is at 75% design
- *Interstate Maintenance Resurfacing of Route I391* in the Cities of Chicopee and Holyoke (Project #607560) is at 100% design phase
- *Resurfacing of Route 202* in the Towns of Granby and South Hadley (Project #607474) is at 75% design phase
- *Kelly School Safe Routes to School Program* in the City Holyoke (Project #608790) is at 75% design phase
- *Signal Improvements at 13 Intersections* in the City of Chicopee (Project #607735) is at the 75% design phase
- *Roundabout Construction at Intersection Routes North King and Hatfield Streets* in the City of Northampton (Project #606555) is at the 75% design phase
- *Columbia Greenway Rail Trail Construction* in Westfield (Project 603783) is at 75% design. A public information meeting was held on October 18th.

There being no further questions or comments from MPO members, Mr. Pounds thanked Mr. Frieri and Mr. Hoynoski for their District One and District Two project updates and he moved to take up the next agenda item.

9. Updates from Pioneer Valley Transit Authority (PVTA) Administrator Sandra Sheehan on Relevant Transit Issues and Projects of Interest to the Pioneer Valley MPO Members

PVTA Administrator Sandra Sheehan reported that the new PVTA Operations and Maintenance facility is on schedule for completion for the end of November. Ms. Sheehan noted that operations from Springfield will be relocating to Cottage Street in March 2019. Ms. Sheehan further reported that 8 diesel powered buses are being replaced with 8 electric buses using funds received from the VW mitigation trust fund and the PVTA is in the process of procuring those vehicles. She stated that \$2.4 million was received from Section 5339 (Bus and Bus facilities) to convert the existing facility in Springfield for para-transit operations and maintenance. Ms. Sheehan added that the PVTA is working with the Regional Transit Authorities (RTAs) Task Force on performance and funding and there will be a fourth meeting this week.

Mr. Pounds thanked Ms. Sheehan for her update and he moved to take up the next agenda item.

10. Other Business

Mr. Pounds asked if the MPO members had any other business.

Mr. Roscoe announced that Doug Slaughter, Chairman of the Amherst Selectboard, will not be running for Town Council so this will be his last MPO meeting as a voting member of the Pioneer Valley MPO. Mr. Roscoe thanked Mr. Slaughter for his extreme dedication and service to the MPO. Mr. Roscoe also announced that the PVPC annually hosts international fellows and he welcomed Samira Bouina and Hatim El Otmani who are currently here at the PVPC learning about planning processes and greenhouse gases. Mr. Roscoe added that if there is a November MPO meeting, it will be held on Tuesday, November 27th.

MOVED BY DAVID NARKEWICZ, MAYOR OF THE CITY OF NORTHAMPTON, SECONDED BY RICK SULLIVAN, PRESIDENT AND CEO, ECONOMIC DEVELOPMENT COUNCIL OF WESTERN MASSACHUSETTS, TO ADJOURN THE OCTOBER 23, 2018 MEETING OF THE PIONEER VALLEY REGION'S MPO. THERE BEING NO FURTHER DISCUSSION, THE OCTOBER 23RD MPO MEETING WAS ADJOURNED AT 11:50 A.M. WITHOUT OBJECTION

Respectfully submitted,

Timothy W. Brennan, Executive Director
Pioneer Valley Planning Commission

List of Documents and Other Items Distributed at the October 23, 2018 MPO Meeting

1. *Pioneer Valley Region Metropolitan Planning Organization (MPO) Meeting Notice and Agenda: October 23, 2018*
2. *Minutes of the Metropolitan Planning Organization (MPO) Meeting: Wednesday, September 25, 2018*
3. *2018 TIP Project Status*
4. *2020 RTP Update for the Pioneer Valley MPO Draft Development Schedule*
5. *2020 Pioneer Valley RTP Chapter Summary*
6. *RTP Vision and Goals*