

Minutes of the Tuesday, September 25, 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:

Steve Woelfel	Executive Director, 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 Kos	Mayor, City of Chicopee
Richard Masse	MassDOT District Two Office Representing Massachusetts Department of Transportation Highway Division Administrator Jonathan Gulliver
Ken Miller*	Assistant Division Administrator, Federal Highway Administration (FHWA)
David Narkewicz	Mayor, City of Northampton, Representing Pioneer Valley Transit Authority (PVTA)
William Reichelt	Mayor, Town of West Springfield
Doug Slaughter	Town of Amherst Selectboard
Rick Sullivan	President and CEO, Economic Development Council of Western Massachusetts

(* denotes non-voting member)

Guests and PVPC Staff Present:

Price Armstrong	PVTA Senior Transit Operations Analyst
Patrick Beaudry	Pioneer Valley Planning Commission (PVPC)
Mike Bolduc	MassDOT District Two Office (Northampton)
Elizabeth Botelho	City Engineer, City of Chicopee
Tim Brennan	Executive Director, Pioneer Valley Planning Commission (PVPC)
Matt Chase	Senior Project Manager, Vanasse Hangen Brustlin, Inc., (VHB)
Michelle Chase	Town Engineer, Town of Agawam
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
Mark Moore	MassDOT District One Office (Lenox)
Robert Peirent	City Engineer, City of Holyoke
Daniel Robelo	Senior Project Manager, BETA Group
Dana Roscoe	Pioneer Valley Planning Commission (PVPC) – Transportation Section
Gary Roux	Pioneer Valley Planning Commission (PVPC) – Transportation Section
Jason Scott	Town of Longmeadow Department of Public Works
Danny Rebelo	Senior Engineering Project Manager, BETA Group, Inc.
Steve Savaria	Senior Transportation Engineer, Fuss & O'Neill
Gabe Sherman	Project Manager, MassDOT Office of Transportation Planning (OTP)
Matthew Smith	Highway Superintendent, Town of Chesterfield
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

Stephen Woelfel, Deputy Executive Director, 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 September 25, 2018 meeting of the Pioneer Valley Metropolitan Planning Organization (MPO) to order at 10:00 a.m. Mr. Woelfel then welcomed and thanked all those in attendance and called for introductions from the MPO members.

Following introductions, Mr. Woelfel moved to take up the minutes of the previous MPO meeting held on August 28, 2018.

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

Mr. Woelfel called for a motion to approve the minutes of the previous Pioneer Valley MPO meeting which was held on August 28, 2018.

MOVED BY RICK SULLIVAN, PRESIDENT AND CEO, ECONOMIC DEVELOPMENT COUNCIL OF WESTERN MASSACHUSETTS, SECONDED BY RICHARD KOS, MAYOR OF THE CITY OF CHICOPEE, TO APPROVE THE MINUTES OF THE AUGUST 28, 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. Woelfel then moved to address the next agenda item

3. Staff Presentation, followed by Review, Discussion and MPO Adoption of Proposed MassDOT PM3 System Performance Measures for Freight and Congestion Mitigation and Air Quality

Mr. Woelfel called on PVPC Principal Planner Gary Roux to discuss the proposed MassDOT Performance Measure #3 (PM3) requirements for freight, congestion mitigation and air quality. Mr. Roux reported that back in January, the MPO members adopted the statewide required Massachusetts Safety Performance Measures and Targets as set forth by the Massachusetts Department of Transportation (MassDOT) for the Pioneer Valley region. Mr. Roux explained that the Massachusetts Safety Performance Measures and Targets are a federal requirement that must be adopted in two phases, first by the state and then 6 months later, adopted by the Pioneer Valley MPO. Mr. Roux stated that today's meeting will focus on Performance Measure #3 (PM3): Improving the efficiency of the system and freight movement, reducing traffic congestion, and reducing emissions. He noted that next month, the focus will be on Performance Measure #2 (PM2): Maintaining pavement and bridge conditions but at today's meeting, MPO action is needed on PM3.

Mr. Roux stated that one of the requirements of PM3 is reliability as measured by the level of travel time reliability (LOTTR) and the level of Truck Travel Time Reliability (TTTR) on both the Interstate System and the National Highway System (NHS). Mr. Roux stated that Level of Travel Time Reliability (LOTTR) and Level of Truck Travel Time Reliability (TTTR) are federal performance measures. Mr. Roux explained that the reliability and congestion measures are based on the National Highway System (NHS) Lane-Miles Inventory and most of the NHS Lane-Miles Inventory is under the jurisdiction of the Massachusetts Department of Transportation (MassDOT). He stated that MassDOT manages capital investment for the state owned portions of the NHS but it collects condition data on both the NHS and the non-NHS roadway systems. Mr. Roux added that while 73% of the NHS roadways are under MassDOT's jurisdiction, approximately one quarter of the NHS is under municipal jurisdiction with the remaining miles under the jurisdiction of the Massachusetts Department of Conservation and Recreation (DCR), MassPort and other government agencies. Mr. Roux displayed a PowerPoint slide reflecting the top ten municipalities owning NHS highways. Mr. Roux indicated that the City of Springfield with Routes 20, Interstate 291 and a section of Interstate 391 is second on the list with 265 NHS lane miles. He added that the City of Holyoke is tenth on the list with 27 NHS roadway miles which include Route 5 and Interstate Route 91 which travels through both communities.

Mr. Roux displayed two maps of the Pioneer Valley region: one with federal aid eligible roads represented by grey lines and then the same map overlaid by red lines representing NHS roadways. Mr. Roux underscored that the second map of the Pioneer Valley region entitled *Regional National Highway System Roadways* illustrates that only a small portion of the roadways in the Pioneer Valley region are subject to data collection in support of PM3. Mr. Roux noted that there were two different data providers that compiled congestion data for PM3. The newer provider, the National Performance Management Research Dataset (NPMRDS) produced different data for 2017 based on guidance from MassDOT and the Massachusetts Federal Highway Administration (FHWA). He stated that NPMRDS provides travel times on the NHS system which allows NPMRDS to set PM3 targets. Mr. Roux stated that only the data from NPMRDS based on 2017 data will be used going forward. He added that future targets will be set when more data becomes available after which the PM3 targets will be revisited.

Mr. Roux announced that the first performance measure is the level of travel time reliability (LOTTR) which is based on the amount of time it takes to travel the length of a road segment. Mr. Roux stated that LOTTR needs to be determined for established segments of the NHS and interstate roadways. He defined LOTTR as a complicated analysis based on the length of a segment and its set calculated travel times throughout the day. Mr. Roux explained that the LOTTR is a ratio of the 80th percentile travel time divided by the 50th percentile travel time. If the answer computes to be lower than 1.50, the roadway segment is deemed reliable and if the ratio of the roadway segment falls below 1.5, it's considered unreliable. Mr. Roux further explained that LOTTR is the percentage of segments that are considered reliable across that state. He added that the LOTTR for the statewide interstates is 68%; the statewide non-interstate NHS is 80%; the Pioneer Valley Non-Interstate NHS is 80.1% and the Pioneer Valley Interstates are at 95% meaning that there are relatively few delays in travel time. Mr. Roux reported that PVPC staff recommends that for the LOTTR, the Pioneer Valley MPO adopt the statewide targets of 80% for non-interstate NHS and 68% for statewide interstates and then maintain these percentages over the next several years.

Mr. Roux then addressed Truck Travel Time Reliability (TTTR) saying that it's an index based on the amount of time it takes trucks to drive the length of a road segment. The TTTR doesn't take into account the NHS roadways – only the interstate roads. Mr. Roux explained that the TTTR uses the same ratio as the LOTTR but for the TTTR it's the 95th percentile divided by the 50th percentile which establishes the TTTR Index. He stated that the statewide TTTR index is 1.85 and the Pioneer Valley's TTTR is 1.36. Mr. Roux underscored that the PVPC staff recommendation is to adopt the state TTTR index of 1.85.

Mr. Roux stated that because Springfield is designated as a non-attainment and maintenance area for carbon monoxide, there is an emissions requirement for total reduction of on-road mobile source emissions for Transportation Improvement Program (TIP) projects funded under the Congestion Mitigation & Air Quality (CMAQ) program. Mr. Roux stated that to meet this emissions requirement for CMAQ funding, it must be demonstrated that a TIP project has an air quality benefit. He noted that two of the PM3 requirements apply only to the Boston metro area, namely: Percentage of Non-single Occupancy Vehicle Travel and Peak Hour Excessive Delay (PHED). Mr. Roux underscored that areas funded by CMAQ, such as the City of Springfield, will be expected to demonstrate improvement in emission levels. Mr. Roux reported that although the air quality conformity determination has not yet been completed for the FFY 2021 McKnight Rail Trail Project, the expectation is that it will not negatively impact the area but to the contrary, it will reduce emissions.

Mr. Roux stated in summary that there are 3 measures for which targets are required under federal law and the deadline for adoption of these targets at the MPO level is November 15, 2018. Mr. Roux stated that the recommendation of the members of the Joint Transportation Committee (JTC) is for the MPO to adopt the state's targets because, in this case, then the state will conduct all the required data collection and the reporting. However, if our own in-region targets are developed, the Pioneer Valley MPO must be responsible for collecting the data and do all the required reporting. Given this, Mr. Roux said adopting the state's targets is the recommendation being made to the MPO members.

Mr. Woelfel asked if anyone had any questions regarding Mr. Roux's presentation. There being none, Mr. Woelfel called for a motion to adopt the PM3 suite of performance measures.

MOVED BY RICHARD KOS, MAYOR OF THE CITY OF CHICOPEE, SECONDED BY RICK SULLIVAN, PRESIDENT AND CEO, ECONOMIC DEVELOPMENT COUNCIL OF WESTERN MASSACHUSETTS, TO ADOPT THE PROPOSED MASSDOT SAFETY PERFORMANCE MEASURE #3 (PM3) SYSTEM MEASURES FOR FREIGHT, CONGESTION MITIGATION AND AIR QUALITY

THERE BEING NO FURTHER QUESTIONS OR COMMENTS, THE MOTION WAS THEN UNANIMOUSLY APPROVED

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

4. Staff Presentation on Ongoing Work Focused on At-grade, Shared Use Path Crossings

Mr. Woelfel called on PVPC Senior Transportation Planner Khyati Parmar to deliver an overview of the on-going work

Number	Shared Use Paths	At-Grade Crossings
1	Agawam Riverwalk and Bikeway	2
2	Brimfield Trail Section of the Titanic Rail Trail	1
3	Columbia Greenway	2
4	Connecticut Riverwalk and Bikeway	1
5	East Longmeadow Red Stone Rail Trail	3
6	Hospital Hill Rail Trail Spur	2
7	Ludlow Mills Riverwalk	1
8	Manhan Rail Trail	12
9	Manhan Rail Trail Spur	3
10	Meadow Street Bike Path	2
11	New Haven and Northampton Canal Line	7
12	Northampton Bikeway/Mass Central Rail Trail	15
13	Norwottuck Branch of Mass Central Rail Trail	15
14	Southwick Rail Trail	4
Grand Total		70

focused on at-grade, shared use path crossings in the Pioneer Valley region. Ms. Parmar reported that in the spring, an inventory of all the at-grade shared used path crossings in the Pioneer Valley region was presented to the Joint Transportation Committee (JTC) members and the Bicycle and Pedestrian Advisory Committee members. Ms. Parmar displayed a PowerPoint slide listing the 14 rail trail paths located within 12 communities designed for non-motorized users that collectively contain 70 at-grade crossings as illustrated in the summary table.

Ms. Parmar explained that data was collected in 70 locations, 12 communities and 34 intersections in the Pioneer Valley region and the data varied from 1 location in Springfield to 34 locations

in the City of Northampton. Ms. Parmar stated that the type of data that was collected for each location consisted of overhead lighting information, the number of lanes for the roadway, the width of crosswalks, the width of the trail, the functional classification of the roadway and whether the location was in an urban or rural area.

Ms. Parmar displayed a PowerPoint slide of the report prepared for the *Norwottuck Branch of Mass Central Rail Trail*. She stated that this is the format that will be used for each shared use path location's report. Ms. Parmar explained that each report will identify the community where the rail trail path is located and will identify the Shared Use Path, its features and number of average daily users along with crash history, roadway features, pictures of pavement markings and signage.

Ms. Parmar reported that all 70 locations were surveyed and a variety of signs, pavement markings, and crosswalk markings were observed. Ms. Parmar displayed the different crosswalk styles and indicated that the Continental design was the most prevalent. Ms. Parmar underscored that all of these signs and markings are valid but it would be better if there was a policy for uniformity. She indicated that most of the shared path roadways have advance warning signs but they differ in appearance. Six locations have rectangular rapid flash beacons (RRFBs) and some have a raised crosswalk, a stop sign, a yield sign or a speed bump. Ms. Parmar reported that Amherst, Northampton, Southwick, and Springfield have crossings with signals for shared use paths. She stated that the most common control type used at the approach of a shared use path is a stop sign but there are 31 shared use paths that have no stop sign or any other control type.

Ms. Parmar noted that crash data for the shared use path crossings is partially completed and crash data continues to be entered with a focus on local shared use path volume and average daily traffic. Ms. Parmar indicated that an updated *Pioneer Valley At-Grade Shared Use Path Crossings Study* will be released in October 2018.

Mr. Woelfel thanked Ms. Parmar for her information presentation and he moved to take up the next agenda item.

5. Update on the Status of the Transit Asset Management Plan and Performance Measures

PVPC Principal Planner Dana Roscoe stated that similar to the Safety Performance Measures, the Pioneer Valley Transit Authority (PVTA) Asset Management Plan is also required by federal law and PVTA is required to adopt the Transit Asset Management (TAM) Plan by the first of October. Mr. Roscoe indicated that there was a PVTA Advisory Board meeting last week at which the Advisory Board adopted the TAM and PVTA Senior Transit Operations Analyst Price Armstrong is here to present an update on this work item to the MPO members.

Mr. Armstrong explained that because the PVTA operates more than 101 vehicles across all fixed routes, it is considered a Tier I provider and all Tier 1 providers must develop and carry out their TAM plan and comply with federal requirements. Mr. Armstrong stated that the Federal Transit Authority (FTA) requires transit agencies to establish State of Good Repair performance measures and requires that annual targets be set to evaluate performance. Mr. Armstrong took a moment to point out how much the PVTA appreciates the assistance provided by the PVPC staff in this endeavor. He continued saying that there are three categories in the TAM: rolling stock or revenue vehicles which means buses; equipment and supervisory vehicles; and facilities like the PVTA’s Operations and Maintenance facility on Cottage Street in Springfield.

Mr. Armstrong announced that the PVTA’s Title VI updates and its TAM Plan and will be submitted by October 1st to the Federal Transit Administration. Mr. Armstrong underscored that the PVTA must invest in, maintain and operate its assets to achieve the following goals:

- First and most important is safety for PVTA’s customers, operators and maintenance crew
- Reliability and on-time performance (OTP) of especially PVTA’s paratransit vehicles
- Ridership and customer experience especially cleanliness
- Financial efficiency or how the PVTA uses its funding in the most effective ways
- Environmental Stewardship and Sustainability

Mr. Armstrong stated that Useful Life Benchmarks (ULBs) have been developed for the TAM Plan and are expressed in years of useful life which can be summarized as follows:

Rolling Stock – Revenue Vehicles	ULB Expressed in Years
AB – Articulated Bus	12
BU – Bus	12
MB – Minibus	10
CU – Cutaway Bus	7
MV - Minivan	4
TB - Trolleybus	13
Equipment – Service Vehicles	ULB Expressed in Years
Automobiles	8
Trucks and Other Rubber Tire Vehicles	10

Mr. Armstrong reported that the PVTA has 91 vehicles that are at or are past their ULB including 34 buses, 10 minibuses, 2 cutaway buses, 43 minivans and 2 trolleybuses for which parts are no longer being produced.

Mr. Armstrong indicated that there are steps used by the PVTA to assess and report the conditions of its facilities. Mr. Armstrong explained that the PVTA has many old inherited facilities such as its Administration Building which was built in 1897 and its Operations and Maintenance facility on Main Street in the North End of Springfield which was built in 1916. The good news, Mr. Armstrong related, is that PVPC’s main Operations and Maintenance facility will be moving into the new Cottage Street facility in Springfield.

Mr. Armstrong explained that the PVTA is required by federal law to set annual performance measures and targets for FY 2019 and the PVTA expects to see continued, incremental improvements in its State of Good Repair requirements. He stated that the PVTA staff sets up a series of sub-plans, check lists and processes for monitoring the specific condition of PVTA’s assets. There are also written maintenance policies and plans which include vehicle maintenance plans, facility

and equipment maintenance plans, a facility video surveillance maintenance plan and a disposal process for assets once they have reached the end of their useful life.

Mr. Armstrong then addressed unmet needs saying that the PVTA is under-funded for FY 2019 by 36 buses and in FY 2020, 2021 and FY 2022, the PVTA is playing catch-up because of the under-funding in FY 2019. Mr. Armstrong reported that \$23.7 million in capital needs are unfunded by the expenditures listed in the Transportation Improvement Plan (TIP) over the 5-year time period. He emphasized, however, that bus needs are adequately funded over the life of the TIP but 125 fewer minivans are funded relative to need. There are revenue vehicles that are past the 5-year Transportation Improvement Plan's 5-year mark and the PVTA has 126 more wheel chair accessible minivans than it anticipates needing based on its planning process. Mr. Armstrong added that there is a shortfall of \$13.7 million for facility improvements mostly because the Northampton Bus Maintenance facility is under-funded and sadly, 2/3rds of the PVTA's service fleet will not be replaced on schedule.

The next steps planned for the PVTA, Mr. Armstrong said, are to revise the facility inspection checklists to include standard components and to perform detailed assessments of the condition of all its facilities. Also scheduled, he said, is the building of standard processes for tracking, inventorying and maintaining equipment. Mr. Armstrong stated there will be an emphasis on information management (IT) with the development of strategic data and business plans. And finally, he added that performance measures need to be fully developed and utilized to help the PVTA achieve its goals. Mr. Roscoe interjected saying that the Pioneer Valley MPO has 180 days to adopt the PVTA performance targets and so within the next six months, the Pioneer Valley MPO members will be given an action item and will be asked to adopt the Transit Asset Management (TAM) Plan.

Mr. Woelfel thanked Mr. Armstrong for his informative presentation and he then moved to take up the next agenda item.

6. Update of the Status of Federal Title VI and Environmental Justice Work Recently Completed for PVTA

Mr. Woelfel again called on PVTA Senior Transit Operations Analyst Price Armstrong for an update of Title VI and Environmental Justice work recently completed for the PVTA. Mr. Armstrong stated that Title VI of the Civil Rights Act is required by federal law to be updated every 3 years. Mr. Armstrong explained that Title VI focuses on income and race-based discrimination in the allocation of public assets and its purpose is to demonstrate that PVTA has been equitably and fairly allocating service and the capital investments that have been provided by the state and federal governments. There are four key performance measures in PVTA's Title VI program: (1) Headway – how frequent are the buses; (2) On-time performance; (3) Vehicle Loading – how full are the buses; and (4) Transit Access. Mr. Armstrong explained that PVTA officials had to determine the portion of riders of color based on customer survey and the result was that half the riders are of minority groups and half are of non-minority groups.

Mr. Armstrong stated he would speak about "Headway" which is the first key performance measure addressed by PVTA's Title VI program. Mr. Armstrong explained that "Headway" is a measurement of the distance or time between buses in a transit system and that the PVTA is not meeting its Headway goal for either minority or non-minority groups due to funding shortfall service cuts. Mr. Armstrong noted that ideally, a customer should be able to walk to a bus stop without consulting a bus schedule and be picked up after a short wait. He added that the PVTA is working to improve its service and headway goals.

Mr. Armstrong stated that "On-time Performance" is the second performance measure and a key metric from the customer perspective because a late-arriving bus can cause a rider to miss a doctor's appointment or be late for work. Unfortunately, minority groups score worse than non-minority groups in this metric for two possible reasons. Mr. Armstrong indicated that the cause could be traffic due to the opening of MGM Springfield and heavy traffic on Route 9 or it could be PVTA's automated vehicle locator system which is incorrectly tripping time points. He said there will be a meeting held tomorrow by the PVTA to discuss the system but this performance measure doesn't exceed the 20% threshold of disparate impact as it's about a 7% difference. Mr. Armstrong did not speak about the other two goals, namely, Vehicle Loading and Transit Access because the PVTA has more than met its goals concerning these two performance measures.

Mr. Armstrong then turned to how the PVTA monitors its Title VI program results and its Transit Amenities Policy. He explained that the PVTA is required to track its distribution of transit amenities such as shelters and benches to ensure non-discrimination in their allocation and the PVTA has demonstrated no discriminatory practices regarding transit amenities allocation. Mr. Armstrong reported that the PVTA has installed over ADA (Americans with Disability Act) bus pads at bus stops in the City of Springfield with plans to install new benches in Springfield's Environmental Justice neighborhoods that were funded by the AARP (American Association of Retired Persons). He added that electric bus routes in Springfield and Holyoke Environmental Justice neighborhoods are improving air quality.

After a short question and answer period, Mr. Armstrong brought his presentation to a close and at this point, Mr. Woelfel asked Mr. Armstrong to address agenda item #9 regarding the PVTA update on behalf of PVTA Administrator Sandra Sheehan.

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

Mr. Armstrong stated that PVTA Administrator Sandra Sheehan reports that service changes have been completed and the PVTA's deficit went down from a projected \$3.1 million to just under \$700,000 in FY 2019. Mr. Armstrong expressed gratitude to the communities and the state for enabling the PVTA to reduce its deficit and restore many of the service cuts last month. Mr. Armstrong announced that the Palmer shuttle's route has been restructured and changed into an express service and is being monitored. Mr. Armstrong reported that the electric bus Loop service provided by the host agreement between MGM Springfield and the City of Springfield has been running well and he will be speaking about it at MassDOT's upcoming Moving Together Conference. He added that the PVTA will be submitting its Title VI program and its Pioneer Valley Transit Authority (PVTA) Asset Management Plan to the Federal Transit Administration by October 1st.

Mr. Woelfel thanked Mr. Armstrong for his timely updates and 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. Woelfel 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 JTC members met earlier this month and discussed two presentations that were made at their meeting, namely *Safety Performance Measure 3 (PM3)* and *At-grade Shared Use Path Crossings*.

Mr. Woelfel 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. Woelfel 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 noted that as FFY 2018 comes to a close, the *Resurfacing and Related Work on Route 9 over the Westfield River* in the Town of Cummington (Project #607939) has been advertised and is currently receiving its notice to proceed. Mr. Frieri then reported on the following other FFY 2019 District One TIP projects which include:

- *Bridge Replacement Project on Chester Road over Smart Brook* in the Town of Middlefield (Project #608249) is at the 75% 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 consultant has determine a logical split point so this project will be submitted to the Project Review Committee for a second project number. It's anticipated that this project will reach 100% design later this month or early next month.

Mr. Woelfel 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 that all District Two's FFY 2018 TIP transportation improvement projects have been advertised and he reported on the following TIP Projects for FFY 2019:

- The Intersection Improvements at Route 187 and 57 in the Town of Agawam (Project #604203) has its bid opening scheduled for November 6, 2018
- The Improvements at *Interchange 19 at Route 9 and Damon Road* in the City of Northampton (Project #604597) will receive its bid opening on November 20, 2018
- The *Improvements & Related Work on Route 20* in the City of Westfield (Project #607773) has its bid opening scheduled for October 30, 2018
- The *Reconstruction of Glendale Road, Phase 2* in the Town of Southamptton (Project #604738) received its bid opening on September 18, 2018 and is waiting for its award
- The *Resurfacing on Heritage, Front and Dwight Street* in the City of Holyoke (Project #607256) has its bid opening scheduled for February 5, 2019
- The *Amherst- Hadley- Northampton- Transit Signal Priority Upgrades at Various Locations Route 9* (Project 608786) has a bid opening scheduled for January 29, 2019
- The *Bridge Replacement over Lyman Street in Holyoke* (Project 600936) received its Notice to Proceed (NTP) on September 20, 2018
- The *Bridge Rehabilitation P-01-005, Main Street Over Quaboag River* in Palmer (Project #608870) was awarded on September 11, 2018 and is awaiting its Notice to Proceed (NTP)
- The *Bridge Cleaning and Painting over Westfield Road* in Holyoke (Project #607959) received its Notice to Proceed (NTP) on September 20, 2018
- The *North End Pedestrian Path Construction Between Plainfield Street and Birnie Avenue* in Springfield (Project #607589) has a bid opening date of January 15, 2019

Mr. Hoynoski also commented on the following FFY 2021 TIP project:

- The *Intersection Improvements at King Street, North Street, Summer St, & Finn Street* in the City of Northampton (Project #607502) will have a design public hearing tonight (September 25th) in the Northampton City Council chambers

There being no further questions or comments from MPO members, Mr. Woelfel 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.

10. Other Business

Mr. Woelfel asked if there was any other business to be discussed and Mr. Brennan replied that MassDOT has just issued their 2018 DRAFT Massachusetts Pedestrian Plan. Mr. Brennan stated that the Pedestrian Plan can be viewed on the MassDOT website and the PVPC website. He added that the public comment period for the draft plan will be open until October 17, 2018.

Mr. Brennan announced that the former MPO representative from Southamptton, Charlie Kaniecki, is no longer serving on the Southamptton Selectboard and Roger Fuller, Chairman, Chesterfield Board of Selectmen, is sitting in his place. Mr. Brennan expressed thanks for Charlie Kaniecki's service as a member of the Pioneer Valley MPO.

Mr. Roscoe reported that during the spring election in the Town of Southamptton, there was a tie between two candidates which resulted in a runoff election. The candidate that had been a Southamptton Selectman, Charlie Kaniecki, did not win. By not getting re-elected, Mr. Kaniecki had to relinquish his seat on the MPO and he's been replaced by alternate MPO member, Roger Fuller of the Town of Chesterfield. Mr. Roscoe announced that recruitment letters have been sent to all the communities to invite interest in serving as an alternate representative 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 the local special election will be held on November 6th 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 Doug Slaughter, 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 Doug Slaughter, the Alternate from Amherst, represents the five communities.

Mr. Woelfel urged the MPO members to attend the upcoming Moving Together Conference which will be held on November 1st at the Boston Park Plaza Hotel in Boston. Mr. Brennan asked that the start time for the next MPO meeting scheduled for October 23rd be moved to a 10:30 a.m. start time for just that meeting. Mr. Woelfel asked if there was any other business to conduct and there being none, Mr. Woelfel called for a motion to adjourn the September 25, 2018 Pioneer Valley MPO meeting.

MOVED BY RICK SULLIVAN, PRESIDENT AND CEO, ECONOMIC DEVELOPMENT COUNCIL OF WESTERN MASSACHUSETTS, SECONDED BY WILLIAM REICHEL, MAYOR OF THE TOWN OF WEST SPRINGFIELD, TO ADJOURN THE SEPTEMBER 25, 2018 MEETING OF THE PIONEER VALLEY REGION'S MPO. THERE BEING NO FURTHER DISCUSSION, THE SEPTEMBER 25th MPO MEETING WAS ADJOURNED AT 11:05 A.M. WITHOUT OBJECTION

Respectfully submitted,

Timothy W. Brennan, Executive Director
Pioneer Valley Planning Commission

List of Documents and Other Items Distributed at the September 25, 2018 MPO Meeting

1. *Pioneer Valley Region Metropolitan Planning Organization (MPO) Meeting Notice and Agenda: September 25, 2018*
2. *Minutes of the Metropolitan Planning Organization (MPO) Meeting: Wednesday, August 28, 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*