

**PVTA
Pioneer
Valley
Transit
Authority**

**Administrative Headquarters
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**MINUTES OF PVTA'S
ROUTE COMMITTEE MEETING
April 5, 2018**

1. CALL TO ORDER

The Route Committee and the Paratransit Committee of the Pioneer Valley Transit Authority held a joint meeting on Thursday, April 5th at 10:00 AM the Pioneer Valley Transit Authority Administration Office located at 2808 Main Street in Springfield, MA.

PRESENT:

Members: Brian O'Leary, Belchertown; Paul Burns Johnson, Palmer; Peter Miller, Westfield;

Others: Carolyn Brennan, East Longmeadow; Paula Dubord, Wilbraham; Becky Moriarty, Hampden; Steve Huntley, Chicopee; Marilyn Ishler, South Hadley;

PVTA: Sandra Sheehan, Brandy Pelletier, Krystal Oldread; David Elvin, PVPC;

NOT PRESENT:

Nancy Talbot, Ware; J.M. Sorrell, Williamsburg;

A quorum being present, Chairman of the Route Committee, Brian O'Leary called the meeting to order at 10:05 A.M.

2. PUBLIC COMMENT

No public comments were made.

3. APPROVAL OF MINUTES

Chairman O'Leary asked for a motion from the Route Committee to approve the meeting minutes of January 8, 2018.

Motion: Moved and seconded (Miller/Burns Johnson) to approve the meeting minutes of January 8, 2018.

Chairman O'Leary asked if there was any discussion, hearing none, asked for all those in favor to say aye.

Motion passed by a unanimous vote.

4. TITLE VI SERVICE EQUITY ANALYSIS FOR FY19 SERVICE CHANGE PROPOSALS

Krystal Oldread, Director of Operations and Planning, reported on PVTA's Title VI Service Equity Analysis and stated the following:

The Title VI Service Equity Analysis is included in your packet.

Title VI of the Civil Rights Act of 1964 prohibits race and ethnicity discrimination (Disparate Impact, DI) and low-income discrimination (Disproportionate Burden, DB). PVTA's Title VI Program defines a major service change as greater than or equal to a 25% loss in revenue miles/day, or revenue hours/day, or bus stops/day. A Disparate Impact is a variance greater than or equal to 20% minority vs. non-minority riders. A Disproportionate Burden is a variance greater than or equal to 20% low-income (poverty) vs. non-low-income.

Service Equity Analysis:

- 36/42 bus routes are affected.
- 85 unique changes: 82 fixed route, 3 paratransit
- 58/82 fixed route service change proposals are considered "major"
- 52/58 major changes initially exceeded the 20% impact variance for DI, DB or both
- 31 mitigation modifications have reduced these Title VI exceedances from 52 to 41.

System Wide:

- 16.5% of all revenue service miles were originally proposed to be reduced.
- 31 mitigation measures will restore about 3% of service, reducing revenue service miles loss to 13.8%.
- PVTA does not have a system wide major service change threshold.
- For the 41 proposed changes that still exceed the Title VI policy, additional analysis must be provided to show that the change is the "least discriminatory alternative" that still allows PVTA to meet the necessary business purpose of balancing the FY2019 budget.

By packaging the individual changes, applying for other sources of funding and taking a closer look at ridership at a trip by trip level, mitigation was possible. Mitigation was achieved on 31 of the 85 unique changes.

A summary of the mitigation for each theme is presented below.

Reduce Saturday service to current Sunday service: Mitigation was possible on 13 of the 28 routes impacted. The mitigation included restoring select trips during times when the service would otherwise not operate (early morning and evening), adding limited service where the route would not operate altogether, and adding trips during peak times where possible. Mitigation was achieved through savings associated with packaging the individual change and reducing trips in either the late evening or early morning on certain routes. Routes with mitigation: B7, B17, P20, R41, 30, 31, 36, 38, R42, B43, R44, X90, X92

Eliminate Sunday service on reduced service days (academic routes): Mitigation was possible on three of the five routes impacted. This was achieved by reducing the number of trips during non peak times on weekdays. Routes with mitigation: 30, 31, 33

Reduce frequency on reduced service days (academic routes): Mitigation was possible on all routes impacted. This was achieved by reducing the number of trips during non-peak times on weekdays. Routes with mitigation: 30, 31

Operate Sunday service on all holidays: Mitigation was not feasible for this service. Sunday service will be operated on Columbus Day and Veterans Day. This will impact 28 of the routes.

Reduce frequency on evening service (after 6:00PM): Mitigation was possible on one of the 8 routes impacted. This route (Route 38) received the most comments for this theme. Mitigation was achieved by reducing the number of trips during winter service on the route 38. Route with mitigation: 38

End service earlier on reduced service days (academic routes): Mitigation was not feasible on these routes.

Restructure poor performing routes and/or segments: Mitigation was possible on 11 of the 13 routes impacted. Mitigation was achieved by restructuring the routes' alignment or timetable, applying for CMAQ funding to operate the route, interlining with other routes, or replacing the fixed route service with demand response or deviated fixed route. Routes with mitigation: B17, R24, 39, R44, 45, 46, X92, X98, WS, NE, PV

Charge a premium fare on van trips outside ¾-mile buffer: No mitigation was done on these services.

Eliminate Senior Van Service to Adult Day Health centers and non-PVTA towns: No mitigation was done on these services.

Cost Savings: The individual scenarios were tested as packages in the Hastus operating system by each operator to determine the overall savings. By packaging the options, efficiencies are gained which allowed for additional modifications/mitigation. The cost savings with the mitigated service modifications is \$2.99 million, a difference of \$110,000 from the original estimate of \$3.1 million. The additional \$110,000 needed is expected to be achieved through negotiations of the paratransit contract.

Chairman O'Leary asked for a motion from the Route Committee to approve PVTA's Title VI Service Equity Analysis for FY19 Service Change Proposals.

Motion: Moved and seconded (Miller/Burns Johnson) to approve PVTA's Title VI Service Equity Analysis for FY19 Service Change Proposals.

Chairman O'Leary asked if there was any discussion, hearing none, asked for all those in favor to say aye.

Motion passed by a unanimous vote.

5. SERVICE CHANGE PROPOSAL FOR FY19 TO BE EFFECTIVE 5/12/18 AND 6/24/18

Krystal Oldread reported on the service change proposals for FY19. :

G1: Chicopee/Sumner-Allen/Canon Circle

- No service to the Riverbend Medical Center on Saturday.
- Increase Saturday headway from 30 minutes to 45 minutes.
- No Saturday service before 7:00 AM.
- No Saturday service after 8:30 PM.
- Reduce service to hourly after 6:00 PM on weekdays (Reduce from 9 to 4 trips).
- All Holiday service will operate on a Sunday schedule.

G2: East Springfield via Carew St/ Belmont-Dwight

- Reduce service to hourly after 6:00 PM on weekdays (Reduce from 9 to 4 trips).
- No service to Dwight & Benton on Saturday.

- Increase Saturday headway from 30 minutes to 60 minutes.
- No Saturday service before 9:00 AM.
- No Saturday service after 7:00 PM.
- All Holiday service will operate on a Sunday schedule.

G3: Springfield Plaza via Liberty St/King-Westford

- No weekday 6:05 PM and 7:05 PM trips departing Union Station.
- Increase Saturday headway from 30 minutes to 60 minutes.
- No Saturday service before 9:00 AM.
- No Saturday service after 6:00 AM.
- All Holiday service will operate on a Sunday schedule.
- Service to Chicopee falls on Saturday will be provided.

B4: Union Station/Plainfield Street

- Increase Saturday headway from 30 minutes to 60 minutes.
- No Saturday service before 9:00 AM.
- All Holiday service will operate on a Sunday schedule.

G5: Springfield/Dickinson/Jewish Home/ Longmeadow

- No Saturday Service.
- No Holiday Service.

B6: Ludlow via Bay Street

- Increase Saturday headway from 30 minutes to 60 minutes.
- No Saturday service before 8:30 AM.
- No Saturday service after 7:30 PM.
- All Holiday service will operate on a Sunday schedule.
- Reduce frequency from 30 to 45 min after 6:00PM on weekdays.

B7: Eastfield Mall via State Street

- Reduce weekday service from 20 minutes to 45 minutes headway after 6:00 PM.
- No Saturday service before 7:00 AM.
- No Saturday service after 9:00 PM.
- No express trips.
- Increase Saturday headway from 20 minutes to 30 minutes between 9 AM and 5 PM, with one hour headways before 9 AM and after 5 PM.
- All Holiday service operate on a Sunday schedule.

R10: Westfield/WSU/West Springfield via Route 20

- No Saturday service before 9:00 AM.
- No Saturday service after 8:00 PM.
- All Holiday service will operate on a Sunday schedule.

R10s: Westfield Center Shuttle

- No Changes

P11: HCC/Springfield Express

- No Changes

R12: Stonybrook Express

- No Changes

R14: Feeding Hills/Springfield

- No service past Rocky's in Agawam on Saturday.
- No Saturday service before 8:30 AM.
- No Saturday service after 5:00 PM.
- All Holiday service will operate on a Sunday schedule.

B17: Eastfield Mall via Worthington St/Wilbraham

- End the B17 at the Eastfield Mall and replace the Wilbraham portion of the route with demand response van trips to the Eastfield Mall from within $\frac{3}{4}$ of a mile of the existing fixed route portion in Wilbraham. Service will be available between 7:30 AM and 6:00 PM.
- Reduce Saturday service to 6 trips daily, with three in the morning and three in the afternoon.
- No Holiday Service.

P20: Holyoke/Springfield

- Reduce weekday service to 60 minute headway after 6:00 PM (Reduce from 10 to 5 trips).
- Increase Saturday headway from 20 minutes to 30 minutes between 10 AM and 5 PM, and one hour headways before 10 AM and after 5 PM.
- No Saturday service before 7:00 AM.
- No Saturday service after 10:00 PM.
- All Holiday service will operate on a Sunday schedule.

P20E: Holyoke Mall/Union Station Express

- No Saturday Service.
- No Holiday Service.

P21: Holyoke/Springfield via Chicopee

- Reduce Saturday headway from 30 minutes to 45 minutes.
- No Saturday service after 7:00 PM.
- All Holiday service will operate on a Sunday schedule.

P21E: Holyoke/Springfield Express

- No weekend service.
- No Holiday Service.

B23: Holyoke/Westfield via HCC

- No Changes.

R24: Paper City Express

- Replace fixed route with deviated fixed route and extend route to the Holyoke Mall.
- No Saturday service.
- No Holiday Service.

R29: Amherst/Holyoke Mall via Route 116 and Holyoke Transportation Center

- Five College Individuals will be able to ride the R29 by showing their student ID's between Labor Day and Memorial Day.

30: North Amherst/Old Belchertown Road

- Full Service
 - Reduce service to 20 minute headways from 15 minutes between 6pm-8pm.
 - No service past 12:15 AM on Mon-Wed
 - No Saturday service before 9:45 AM.
- Reduced Service
 - No service after 9:00 PM.
 - Reduce Sunday service to six trips/day at a 60 to 120 minute frequency.
 - Reduce weekday headways from 30 minutes to 60 minutes during non-peak times.
 - Eliminate Saturday service before 9:45 AM.

31: South Amherst/Sunderland

- Full Service Schedule
 - Reduce service to 20-minute headways from 15 minutes between 6pm-8pm.
 - No service past 12:00 AM on Mon-Wed
 - Eliminate Saturday service before 9:30 AM.
- Reduced Service Schedule
 - No service after 9:00 PM.
 - Reduce Sunday service to six trips/day at a 70 to 120-minute frequency.
 - Reduce weekday headways from 35 minutes to 70 minutes during non-peak times.
 - No Saturday service before 11:00 AM.

33: Puffer's Pond/Shopper Shuttle

- Full Service Schedule
 - No 7:20 PM trip from the GRC, 7:50 PM trip from stop and shop and 8:06 PM trip from Studio Arts Building.
 - No Weekend service after 7:20 PM
- Reduced Service Schedule
 - Reduce Sunday service to 5 trips from 7.5
 - No 7:20 PM trip from the GRC, 7:50 PM trip from stop and shop and 8:06 PM trip from Studio Arts Building.
 - No Saturday service after 7:20 PM

34: Northbound Campus Shuttle

- No trips after 8:00 PM on weekdays.

35: Southbound Campus Shuttle

- No Changes.

36: Olympia Drive/Atkins Farm

- Reduce weekday service to 60 minute headways from 45 and end service at 7:00 PM.
- Reduce Saturday service to 9 trips from 16 and run at 60 minute headways.

38: Mont Holyoke/Hampshire/Amherst/UMASS

- Full Service Schedule
 - Reduce weekday frequency from 40 minutes to 80 minutes after 9:00 PM.
 - Reduce Saturday headway from 40 minutes to 80 minutes.
 - No Saturday service after 2:05 AM.
 - No Monday-Wednesday service after 12:15 AM
 - No Thursday service after 1:35 AM
- Reduced Service Schedule
 - No spring break and end of December service.
 - Reduce winter session service to 90 minute frequencies
 - No service after 9:00 PM on weekdays
 - No Sunday service

39: Smith/Hampshire/Mount Holyoke Colleges

- Full Service Schedule
 - No Saturday service after 11:45 PM.
 - Provide service to the Hampshire Mall after 6:00 PM weekdays + weekends.
- Reduced Service Schedule
 - No Sunday service.
 - No service after 9:00 PM on weekdays.
 - Provide service to the Hampshire Mall on Saturdays.
 - No Saturday service before 10:30 AM.
 - No Saturday service after 8:00 PM.

R41: Northampton/Easthampton/HCC/Holyoke Mall

- Reduce weekday headway to 75 minutes from 60 minutes, terminate service at HCC (does not go to the Holyoke Mall). Reduces trips from 13 per day to 10.
- Reduce Saturday headway to 90 minutes, terminate service at HCC (does not go to the Holyoke Mall). No reduction in the number of trips.
- No service on holidays.

R42: Northampton/Williamsburg

- Reduce weekday headway to 75 minutes from 60 minutes. Reduces trips from 15 per day to 12.
- Reduce Saturday headway to 75 minutes. Reduces trips from 12 per day to 9.
- No service on holidays.

B43: Northampton/Hadley/Amherst

- Full Service Schedule
 - No 6:20 AM trip on weekdays, the 11:30 PM trip on mon-wed, and the 1:00 AM and 1:45 AM trips on Thursday that leave Smith College and the associated return trip from UMass/Amherst College.

- No Sunday service after 10:00 PM.
- No 9:30 AM and 1:45 AM trips on Saturday
- No Saturday service before 8:00 AM.
- Convert the 8:45 PM trip from Smith on Saturdays to 9:00 PM.
- Reduced “No School” Schedule
 - No Saturday service before 8:00 AM.
 - No weekend service after 10:00 PM.
- All Holiday service will operate on a Sunday schedule.

B43E: Northampton/Amherst

- No 8:15 AM and 4:15 PM weekday express trips.

R44: Florence Heights via King St and Bridge Rd

- Reduce Saturday frequency from 60 minutes to 120 minutes. Reduces trips from 12 per day to 6.
- No service on the last Saturday trip (6:20 PM).
- No service before 7:10 AM on Saturdays.
- No Sunday trip at 10:15 AM from the Salvo House to the Academy of Music
- Noon trip departing Academy of Music.
- All Holiday service will operate on a Sunday schedule.

45: Belchertown Center/UMass

- No 9:50 AM trip.

46: UMass/South Deerfield

- No direct service but provide one trip in the morning and one in the afternoon that is a combination of the Route 31 and 46.

B48: Northampton/Veterans Park

- No Saturday service after 7:00 PM.
- All Holiday service will operate on a Sunday schedule.

X90: Inner Crosstown

- Reduce Saturday headway from 30 minutes to 90 minutes but continue to serve the HTC and South Hadley.
- No Saturday service before 8:35 AM.
- No Saturday service after 7:45 PM.
- All Holiday service will operate on a Sunday schedule.

X92: Mid City Crosstown

- Reduce weekday service from 45 minutes to 60 minutes
- Service the new senior center in both directions on all trips when it is open.
- Reduce Saturday service to 14 round trips daily with service between 7:30 AM and 5:45 PM.
- All Holiday service will operate on a Sunday schedule.

X98: Crosstown Northampton

- Replace route with demand response service during the times that the Survival Center Food. Pantry is open. Service available within ¾ mile of the existing fixed route to or from the survival center only.

NE: Nashawannuck Express Flex

- Restructure the route so it no longer runs back-to-back with the R41.
- Increase the service span to 8:30 AM-10:00 PM Mon-Friday to offset trips lost on the R41.
- Adjust the route timing on Saturdays to eliminate running back to back with the R41.
- No service on holidays.

OWL: Westfield State University Shuttle

- No changes.

PV: Palmer Village Shuttle

- Restructure route to provide express service to Springfield from Ware and Palmer during the morning and afternoon with local trips midday.

WS: Ware Shuttle

- Restructure route to provide express service to Springfield from Ware and Palmer during the morning and afternoon with local trips midday.

Senior Services:

- Premium fare for trips outside the ¾ mile buffer.
- Senior Service – No service to Adult Day Health Centers.
- Limit service to origins and destinations within PVRTA member communities.

ADA:

- Premium fare for trips outside the ¾ mile buffer.
- ADA hours will be changed to reflect fixed route changes.

Chairman O'Leary asked if the Route Committee had any questions or discussion.

Steve Huntley: In the Finance & Audit Committee, we discussed pushing back the effective date of the proposed service changes to September 1, 2018 rather than July 1, 2018 to wait until we have more information on the amount of state funding and carry a deficit budget. This way if we do receive additional funding, we are not cutting service one month and then possibly putting it back a month or two later.

Paul Burns Johnson made the motion to accept the service change proposals for FY19 as presented to be effective September 1, 2018 and recommend approval to the Board.

Motion: Moved and seconded (Burns Johnson/Miller) to accept the service change proposals for FY19 as presented to be effective September 1, 2018 and recommend approval to the Board.

Chairman O'Leary asked if there was any discussion, hearing none, asked for all those in favor to say aye.

Motion passed by a unanimous vote.

6. FARE INCREASE PROPOSAL DISCUSSION

Price Armstrong, Paratransit Analyst reported on PVTA's fare increase proposal:

PVTA is required to have a Fare Equity Analysis on the proposed fare changes that looks at the possibility of a 20%, 25%, and a 50% fare increase as well as multi-year increase every three years with an annual escalation of 5% and 10%. The results of the Fare Equity Analysis indicate that there is not a disparate impact or disproportionate burden for any of these proposals.

PVTA is recommending a 20% fare increase for FY19 rather than the 25% that was presented at public hearings as well as a multi-year increase of 5% annually to be implemented every three years. If a multi-year fare increase is approved, PVTA would still need to go out to public hearings for comments.

7. OTHER BUSINESS

Chairman O'Leary reported that there is no other business to discuss.

8. ADJOURNMENT

The meeting of the Route Committee adjourned (Miller/Burns Johnson) at 11:38 A.M.

A TRUE RECORD

ATTEST:


BRANDY PELLETIER

Documents filed with Route Committee meeting packet:

- January 8, 2018 Route Committee Minutes
- Title VI Service Equity Analysis for FY19 Service Change Proposals
- Service Change Proposals for FY19

MINUTES APPROVED: May 23, 2018