

Unified Planning Work Program
for the Pioneer Valley Metropolitan Planning Organization

Federal Fiscal Year 2026
October 1, 2025 to September 30, 2026

Draft Document

April 2025

Pioneer Valley MPO Members

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10 Park Plaza, Suite 3800
Boston, MA 02116
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Email: MassDOT.CivilRights@state.ma.us

U.S. Department of Transportation
Office of Civil Rights
1200 New Jersey Avenue, SE
Washington, DC 20590
Website: civilrights.justice.gov/

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Executive Summary

Each year, Metropolitan Planning Organizations (MPOs) are required to prepare a Unified Planning Work Program (UPWP), in cooperation with member agencies, to describe all anticipated transportation planning activities over the course of the upcoming federal fiscal year. The UPWP is an essential step in the development of a continuing, cooperative, and comprehensive (3C) transportation planning process in the Pioneer Valley Region. As the lead planning agency for the Pioneer Valley Metropolitan Planning Organization (MPO), the Pioneer Valley Planning Commission (PVPC) is responsible for developing the UPWP in cooperation with the Pioneer Valley Transit Authority, Franklin Regional Transit Authority, the Massachusetts Department of Transportation (MassDOT), and the 43 communities that comprise the region.

The UPWP identifies the federal, state, and local funding sources for all proposed tasks. Tasks included in the UPWP advance key emphasis areas as identified by the Federal Highway Administration, the Federal Transit Administration and MassDOT. This document was prepared in compliance with the Infrastructure Investment and Jobs Act, commonly referred to as the Bipartisan Infrastructure Law (BIL), to address national goals and planning factors for the purpose of improving all modes of transportation. Additional information on the BIL can be found here: <https://www.fhwa.dot.gov/bipartisan-infrastructure-law/>.

The UPWP is divided into the following sections:

Work Element 1 - Work Element 1 encompasses the administration and support of the 3C process. Products under this task include the development of the TIP, the UPWP, regional public participation process, and Title VI planning.

Work Element 2 – Data collection and other planning services required to support the UPWP are included as part of Work Element 2. This work is traditionally used to assist in transportation analysis and the development of figures and tables included in technical reports. This data is also used to assist in tracking regional transportation performance measures.

Work Element 3 - This work element is comprised of transportation planning that directly supports the development of projects included in the Regional Transportation Plan (RTP) or the development of RTPs. Key studies included in Work Element 3 for FFY 2026 include:

- Task 3.1 – Active Transportation Planning supports local, regional, and state Complete Streets planning to accommodate all modes of transportation. This task includes work to support Bay State Bike Month and the expansion of the region’s on-road and off-road pedestrian and bicycle network. Staff will develop a Bicycle Parking Inventory Model as part of the FFY2026 UPWP.
- Task 3.2 – The Holyoke Route 202 (Westfield Road) Corridor Safety Study will assess safety along Westfield Road (Route 202) in the City of Holyoke, MA between its intersections with Appremont Highway and Homestead Avenue.

- Task 3.3 – Regional Freight Planning assists in the planning of the efficient movement of all forms of freight. Work under this task will identify areas of potential industrial growth and develop a data collection plan to measure existing and future freight volumes.
- Task 3.4 – Regional Congestion Management Process Project Development analyzes regional travel time data along major transportation corridors to confirm areas of congestion. Staff will utilize data to identify locations with a high percentage of unclassified congestion and perform analysis to identify the actual cause of congestion.
- Task 3.5 – Regional Pavement Management will analyze the data collected under Task 2.5 in the communities of West Springfield, Agawam, Longmeadow, East Longmeadow, Westfield, Southampton, Southwick, Montgomery, Russell, Granville, Blandford, and Tolland.
- Task 3.6 – Regional Performance Measures Assessment will continue to review and assess adopted regional performance targets and score projects for the TIP using the regional Transportation Evaluation Criteria. PM1 targets will be updated by February of 2026. Regional transit targets will be updated in cooperation with the PVRTA.
- Task 3.7 – Regional Safety and Planning Studies. Work under this task will continue to advance the vulnerable road user safety studies as well as update the Regional Safety Compass.
- Task 3.8 – Transit System Surveys and Route Implementation works in cooperation with PVRTA to survey, monitor, and assess the quality of their fixed route and paratransit services. Surveys of paratransit Riders and non-transit users will be performed as part of this task.
- Task 3.9 – Regional Transit Planning provides technical assistance and analysis for transit planning, operations and capital programs in cooperation with the PVRTA. A CPT-HST Plan Interactive Webpage will be developed under this task.
- Task 3.10 – Paratransit Planning Assistance supports the paratransit services for people with disabilities and seniors that are provided by PVRTA in fulfillment of the requirements of USDOT Section 504 regulations and other planning requirements under the Americans with Disabilities Act.
- Task 3.11 – Transportation Infrastructure Protection Planning assists Pioneer Valley communities in implementing innovative infrastructure practices that support economic, social, and environmental goals. A regional infrastructure map identifying structures of critical concern will be developed as part of this task.

Work Element 4 – Work Element 4 consists of transportation planning activities that support the day to day operations of the regional transportation system. Key tasks included as part of Work Element 4 include Regional Land Use Planning and Local Technical Assistance.

Additional Planning Projects - This section outlines activities for which funding has not yet been secured. These proposed tasks are provided for information purposes only.

Introduction

The UPWP provides an indication of regional long and short-range transportation planning objectives, the manner in which these objectives will be achieved, the budget necessary to sustain the overall planning effort, and the sources of funding for each specific program element. All tasks will be performed by the PVPC in cooperation with appropriate agencies, unless otherwise stated.

The work tasks within this UPWP are reflective of issues and concerns originating from transportation agencies at the federal, state and local levels and emphasize the development of tangible products. Several tasks are specifically targeted to implement provisions of several pieces of federal legislation, particularly the Infrastructure Investment and Jobs Act, the Clean Air Act Amendments of 1990 (CAAA) and the Americans with Disabilities Act (ADA).

The time periods, or "program years", for the various funding sources are outlined in the following table:

Funding Source	Fiscal Period:
FHWA/FTA/MassDOT	October 1, 2025 through September 30, 2026
PVTA	October 1, 2025 through September 30, 2026

The Pioneer Valley Metropolitan Planning Organization will consider endorsement of the Unified Planning Work Program for the Pioneer Valley MPO at their May 27, 2025 meeting.

UPWP AMENDMENT

The descriptions of the tasks to be accomplished and the budgets for these tasks are based on the best estimate of what can be accomplished within the confines of available resources. If, in the performance of this work program, it becomes apparent that certain tasks cannot be accomplished due to changing or unforeseen circumstances, the UPWP will be amended/adjusted by redefining the scope of the tasks and/or reallocating funds among tasks. These changes will be developed in cooperation with MassDOT, the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the Pioneer Valley Transit Authority (PVTA), and other concerned agencies as appropriate.

Amendments are defined as significant changes to the overall UPWP that require federal approval. Adjustments or administrative modifications are minor adjustments to the overall UPWP that do not require federal approval.

Upon endorsement by the MPO, the UPWP may be amended or adjusted as follows:

- Amendment with 21 day public comment period:
 - Addition or deletion of a UPWP task or sub-task.
 - Major changes to UPWP task descriptions, activities and other information.
 - Funding increases above the originally approved UPWP overall budget.

- Funding transfers between tasks equal to or greater than 25% of the UPWP task budget.
- Funding increases or decreases equal to or greater than 25% of the UPWP task budget.

Adjustments or Administrative Modifications with an approval vote from the MPO and sign-off from the Office of Transportation Planning (OTP):

- Minor changes to UPWP task descriptions, activities and other information.
- Funding transfers between UPWP tasks less than 25% of the UPWP task budget.
- Funding increases or decreases less than 25% of the UPWP task budget.

TRANSPORTATION PLANNING FUNDING SOURCES

Highway Funding - MassDOT receives two types of funds from FHWA that are passed through to planning agencies to conduct 3C transportation planning activities. These funds include Metropolitan Planning funds (PL) and Statewide Planning and Research funds (SPR) and are apportioned to states based on population in urbanized areas and relative to the amount of highway construction funds the state receives. MassDOT maintains annual contracts with planning agencies to conduct transportation-related planning activities within each region. These contracts utilize the PL and SPR funds received by FHWA.

Within the Pioneer Valley region the predominant source of funding from MassDOT is PL funds. In the past, unexpended funds from contract to contract were reserved in a “PL Balance” account for the region. Currently, funds not used during a program year are de-obligated and are available for future use upon availability and approval from MassDOT.

A total of \$1,738,695 in PL funds has been programmed for the FFY2026 Transportation Work Program. Direct Costs are expected to vary among tasks in the UPWP and are subject to change. A total of \$40,000 is allocated for Direct Costs in FY2026.

Transit Funding—Two types of funds are used for transit planning purposes in the Pioneer Valley region; Section 5303 and Section 5307 funds of the Federal Transit Act Amendments of 1991. Section 5303 funds are earmarked for use in planning and technical studies related to urban mass transportation. They are filtered down from the Federal Transit Administration through the MassDOT to the regional planning agencies in the Commonwealth. Beginning in FFY2020, Section 5303 funding was combined with PL funding in a single contract to be administered through FHWA with MassDOT providing the required 20% match.¹ All total, \$423,209 in Section 5303 funds was transferred from FTA to FHWA for the FFY2026 UPWP. The total amount of PL funds programmed for the FFY2026 Transportation Work Program includes this transfer of Section 5303 funds.

Section 5307 funds can be used for planning as well as other purposes, and are distributed by the FTA on the basis of the Regional Transit Authority (RTA) service area population. The Pioneer Valley Transit Authority, using Section 5307 funds from the FTA, contracts with the

¹ The required Section 5303 match was previously provided by the PVTA. MassDOT now provides this match as part of a combined PL/5303 Contract that will be administered by FHWA.

PVPC for assistance on a wide range of planning activities. The required 20% local match for 5307 Funds is provided by the PVTA. A total of \$310,000 in Section 5307 funds has been programmed for the FFY2026 Transportation Work Program.

The Pioneer Valley Transit Authority, the FTA Section 5307 applicant, has consulted with the Pioneer Valley Planning Commission and concurs that the public involvement process adopted by the MPO for the development of the UPWP satisfies the public hearing requirements that pertain to the development of the Program of Projects included in the Section 5307 Urbanized Area Formula Program grant application, including the provision for public notice and the time established for public review and comment.

For FTA projects that are not routine (i.e. Section 5307 applications that required environmental assessment or an environmental impact statement) the public involvement provided herein as part of the UPWP review is not sufficient. FTA will require additional public involvement prior to grant approval, as presented in the joint FHWA/FTA environmental regulations, 23 CFR-Part 771.

Other Funding Sources – Other funding sources available are typically sought to conduct specific planning activities. These funds include highway funds such as Congestion Mitigation Air Quality (CMAQ) funds and Scenic Byway funds. These funds are awarded on a competitive basis and award is not guaranteed.

Many projects completed by PVPC's Community Development and Land Use Sections are funded through the award of competitive grants and through private contracts with local communities. These sources include Municipal Incentive Grants (MIGs), Community Development Block Grants, Community Development Action Grants, and Urban Development Action Grants. The PVPC also uses community assessment dollars to supplement the local technical assistance program.

Safer Streets and Roads for All – The Pioneer Valley Planning Commission received a grant from the US Department of Transportation under the Safer Streets and Roads for All (SS4A) program. A total of \$1,000,000 in federal funds with an additional \$250,000 in MassDOT matching funds was awarded. This funding will be used to develop a Regional Safety Action Plan for the Pioneer Valley MPO to improve roadway safety by significantly reducing and eliminating roadway fatalities and serious injuries across all users. In addition, a demonstration activity will identify and evaluate existing traffic signals that do not currently comply with the Manual on Uniform Traffic Control Devices (MUTCD).

De-Obligated PL Funding – The Pioneer Valley Planning Commission received permission to use \$90,000 in previously de-obligated PL Funding in FFY2026. A total of \$80,000 will be used to develop an Economic Impact Analysis of the Pioneer Valley Transit Authority. A total of \$10,000 will be used towards audio and video equipment upgrades for public meeting space at the PVPC.

FAST Act Planning Factors

All metropolitan planning organizations are required to incorporate ten factors into their planning process. The Pioneer Valley MPO has taken great strides to incorporate these ten factors into the Unified Planning Work Program. The Ten Planning Factors and their corresponding transportation planning tasks are shown in Table 1.

Table 1 – FAST Act Planning Factors

Factor	Description	UPWP Task
1	Support the economic vitality of the metropolitan areas, especially by enabling global competitiveness, productivity, and efficiency.	Task 1.4 - Transportation Improvement Plan (TIP) development Task 3.6 – Regional Performance Measures Assessment
2	Increase the safety of the transportation system for motorized and non-motorized users.	Task 3.1 – Active Transportation Planning Task 3.2 - Holyoke Route 202 (Westfield Road) Corridor Safety Study Task 3.7 - Regional Safety and Planning Studies
3	Increase the security of the transportation system for motorized and non-motorized users.	Task 3.8 - Transit System Surveys and Route Implementation Task 3.9 - Regional Transit Planning
4	Increase the accessibility and mobility of people and for freight.	Task 3.1 - Active Transportation Planning Task 3.3 - Regional Freight Planning Task 3.9 - Regional Transit Planning
5	Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.	Task 1.5 - Title VI Planning Task 4.1 – Implementing Our Next Future
6	Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.	Task 3.1 - Active Transportation Planning Task 3.3- Regional Freight Planning Task 3.8 - Transit System Surveys and Route Implementation
7	Promote efficient system management and operation.	Task 3.4 - Regional Congestion Management Process Task 3.6 – Regional Performance Measures Assessment Task 3.8 – Transit System Surveys and Route Implementation
8	Emphasize the preservation of the existing transportation system.	Task 3.5 - Regional Pavement Management System - Project Development Task 3.11 – Transportation Infrastructure Protection Planning
9	Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.	Task 3.11 - Transportation Infrastructure Protection Planning
10	Enhancing travel and tourism.	Task 3.1 - Active Transportation Planning Task 4.1 - Implementing Our Next Future

Infrastructure Investment and Jobs Act

This document was prepared in compliance with the Infrastructure Investment and Jobs Act, commonly referred to as the Bipartisan Infrastructure Law (BIL). The BIL specifically addresses all modes of transportation and enhances many of the existing provisions and programs defined in past transportation legislation. The BIL continues the Metropolitan Planning Program, which establishes a cooperative, continuous, and comprehensive (3C) framework for transportation planning in metropolitan areas. This process is overseen jointly by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA).

The BIL was signed into law by President Biden on November 15, 2021. The BIL will expire on September 30, 2026.

The BIL requires each MPO to use at least 2.5% of its PL funds on specified planning activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities. The Pioneer Valley MPO has included Task 3.1 – Regional Bicycle and Complete Streets Planning and Task 3.5 - Regional Safety and Planning Studies in the UPWP for many years. These tasks work with federal, state and local authorities to assist in the advancement of a safe and accessible transportation system for all users and travel modes in the Pioneer Valley Region. Similarly, the BIL also requires that “states and metropolitan planning organizations use at least 2.5 percent of their planning funding on activities related to Complete Streets or travel on foot, by bike, in a vehicle or using public transit,”. A number of planning tasks meet this requirement. This information is summarized in Tables 8 and 10.

Pioneer Valley MPO Vision and Goals

The Pioneer Valley Metropolitan Planning Organization developed a vision and regional goals to provide a framework for the development of the RTP. The UPWP strives to achieve this vision by incorporating the regional goals in all planning activities.

RTP Vision

The Pioneer Valley region strives to develop and maintain a safe, dependable, resilient, environmentally sound, and equitable transportation system for all using performance-based strategies that promote sustainability, health and economic vitality.

Regional Goals:

1. Safety
2. Operations and Maintenance
3. Environment
4. Coordination
5. Energy Efficiency
6. Cost Effectiveness
7. Intermodal/Multimodal

8. Economic Productivity
9. Quality of Life
10. Environmental Justice
11. Land Use
12. Climate Change

For a complete description of the regional goals, please visit: <https://rtp24.pvpc.org/wp-content/uploads/2023/08/%E2%80%8CFinal-2024-RTP-complete.pdf#page=74>

Performance Based Planning and Programming

The FAST Act requires MPOs, in collaboration with the state DOT and transit agencies, to formally establish targets for performance measures aligned with the national goals.

Performance Based Planning and Programming (PBPP) refers to the application of performance management within the parameters of the FAST Act to achieve desired outcomes for the multimodal transportation system. It is intended advance transportation investments based on their ability to meet established goals. This includes setting targets for the performance measures identified in the FAST Act.

Performance measures are intended to monitor and track performance over time and assess the effectiveness of projects and strategies in meeting the national goal areas. In the Pioneer Valley region, performance based planning methods have been used in the development of the Transportation Evaluation Criteria to program projects as part of the Regional Transportation Improvement Program for many years.

USDOT implemented the federal PBPP requirements through a series of phased rulemakings. At the conclusion of this rulemaking process, the Commonwealth of Massachusetts has twelve months to establish statewide performance targets for each required federal performance measure. The Pioneer Valley MPO has 180 days from the date of Commonwealth's adoption of the statewide performance targets to either adopt the statewide targets or establish their own regional performance targets.

The Federal Transit Administration has finalized a rule to define requirements for transit asset management. This rule requires public transportation providers to develop and implement transit asset management (TAM) plans. TAM plans must include an asset inventory, condition assessments of inventoried assets, and a prioritized list of investments to improve the state of good repair of capital assets. This rule also establishes state of good repair standards and four state of good repair performance measures.

Public Transportation Agency Safety Plans (PTASP) were authorized by the MAP-21 legislation. Under this rule, operators of public transportation systems that receive Federal financial assistance under 49 U.S.C. Chapter 53 such as the PVTA, must develop and implement a PTASP to help ensure that public transportation systems are safe nationwide. The PTASP must include four main elements: (1) Safety Management Policy, (2) Safety Risk Management, (3) Safety Assurance, and (4) Safety Promotion.

Table 2 - Regional Performance Target Status

Final Rule	Effective Date	Status	Updated
Safety Performance Measures (PM1)	14-Apr-16	MPO adopted state targets on January 28, 2025	Annually
Pavement/Bridge Performance Measures (PM2)	20-May-17	MPO adopted state targets on February 28, 2023 / Mid - Performance Period Update 10/22/24	Every Two Years / Four Years
System Performance Measures (PM3)	20-May-17	MPO adopted state targets on February 28, 2023 / Mid - Performance Period Update 10/22/24	Every Two Years / Four Years
Transit Asset Management Plan (TAM)	26-Jul-16	MPO adopted PVTA TAM Plan Targets on February 25, 2025	Every Four Years
Public Transportation Agency Safety Plan (PTASP)	18-Nov-20	MPO adopted PVTA – PTASP on January 28, 2025	Annually

As can be seen from the above table, the Pioneer Valley MPO has elected to adopt the State performance targets for PM1, PM2 and PM3. The MPO will continue to work in close collaboration with the PVTA to incorporate their TAM and PTASP performance targets into the regional transportation planning process. The UPWP includes specific tasks to support the performance-based planning and programming for the Pioneer Valley MPO. The latest performance targets for each adopted performance measure are presented in the following table.

Table 3 - Performance Targets for the Pioneer Valley MPO

Rule	Performance Measure	Current Target
PM1	Total Number of Fatalities	Reduce the 5-year average fatalities to 365 or less statewide with an overarching goal of zero fatalities.
PM1	Rate of Fatalities per 100 Million Vehicle Miles Traveled (VMT)	Reduce the Rate of Fatalities to 0.58/100 million VMT or less statewide with an overarching goal of zero fatalities/100 million VMT.
PM1	Total Number of Serious Injuries	Reduce the 5-year average of the total number of Serious Injuries to 2622 or less statewide

Rule	Performance Measure	Current Target
PM1	Rate of Serious Injuries per 100 Million VMT	Reduce the Rate of Serious Injuries to 4.17/100 million VMT or less statewide
PM1	Total Number of Non-Motorized Fatalities and Serious Injuries	Decrease the 5-year average of non-motorist fatalities and serious injuries to 497 (2021-2025) or less, a 5% reduction
PM2	Percentage of pavement of the Interstate System in Good condition	Maintain a condition of 70% or better for 2023 and 2025
PM2	Percentage of pavement of the Interstate System in Poor condition	Maintain a condition of 2% or less for 2023 and 2025
PM2	Percentage of pavement of the non-Interstate NHS in Good condition	Maintain a condition of 30% or better for 2023 and 2025
PM2	Percentage of pavement of the non-Interstate NHS in Poor condition	Maintain a condition of 5% or less for 2023 and 2025
PM2	Percentage of NHS bridges classified in Good condition	Maintain a condition of 16% or better for 2023 and 2025
PM2	Percentage of NHS bridges classified in Poor condition	Maintain a condition of 12% or less for 2023 and 2025
PM3	Level of Travel Time Reliability (LOTTR) on the Interstate System	Maintain a LOTTR at or above 74% statewide for the Interstate System in 2023 and above 76% for 2025
PM3	Level of Travel Time Reliability (LOTTR) on the Interstate System	Maintain a LOTTR at or above 74% statewide for the Interstate System in 2023 and above 76% for 2025
PM3	Level of Travel Time Reliability (LOTTR) on non-Interstate NHS	Maintain a LOTTR at or above 85% statewide for the non-Interstate NHS in 2023 and above 87% in 2025
PM3	Level of Truck Travel Time Reliability (TTTR)	Maintain a TTTR of 1.80 or better statewide for the Interstate System in 2023 and 1.75 or better in 2025
PM3	Peak Hour Excessive Delay (annual hours per capita)	Do not exceed 6.5 annual hours per capita in the Springfield Urbanized Area for 2023 and 6 annual hours in 2025
PM3	Percentage of Non Single Occupant Vehicle (SOV) Travel	Maintain at least 22.2% for Non-SOV Travel in the Springfield Urbanized Area for 2023 and 22.2% for Non-SOV Travel in 2025
PM3	On-road mobile source emissions from projects funded under the Congestion Mitigation and Air Quality Program (CMAQ) for City of Springfield	Currently no CMAQ projects programmed in the City of Springfield.
PM3	Percent change in tailpipe CO2 emissions on the NHS relative to 2022. Emissions relative to the calendar year (CY) 2022 reference year, NHS GHG emissions were 13.82 MMTCO2e.	MassDOT established a 2025 NHS GHG emissions target of 12.72 million metric tons CO2 equivalent (MMTCO2e), which represents a 7.9% reduction in NHS GHG
PM3	Percent of Non-Single Occupancy Vehicles (SOV) Travel - Springfield	Maintain a condition of 22.7% non-SOV or better for 2025

Rule	Performance Measure	Current Target
TAM	Percent of revenue vehicles by asset class that have met or exceeded their Useful Life Benchmark (ULB)	All Revenue Vehicles = 77%, Bus = 40%, Cutaway Bus = 100%,
TAM	Percent of vehicles that have met or exceeded their Useful Life Benchmark (ULB)	Automobiles = 50%
		Trucks and other Rubber Tire Vehicles = 50%
TAM	Percent of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	Administrative and Maintenance = 50%

Safety Performance Measures Fixed Route

Rule	Performance Measure	CY 2025 Target Rate per 10K VRM
PTASP	Major Events	0.085
PTASP	Pedestrian Collisions	0.021
PTASP	Vehicular Collisions	1.82
PTASP	Total Collisions	1.84
PTASP	Fatalities	0
PTASP	Transit worker Fatalities	0
PTASP	Injuries	1.69
PTASP	Transit Worker Injuries	0.063
PTASP	Assaults on Transit Workers	3.17
PTASP	System Reliability	
PTASP	Preventable Crashes	2
PTASP	Miles Between Breakdowns	N/A

Safety Performance Measures Para Transit

Rule	Performance Measure	CY 2025 Target Rate per 10K VRM
PTASP	Major Events	0
PTASP	Pedestrian Collisions	0
PTASP	Vehicular Collisions	1
PTASP	Total Collisions	1
PTASP	Fatalities	0
PTASP	Transit Worker Fatalities	0
PTASP	Injuries	0.042
PTASP	Transit Worker Injuries	0.05
PTASP	Assaults on Transit Workers	0.05
PTASP	System Reliability	
PTASP	Preventable Crashes	0.8
PTASP	Miles Between Breakdowns	N/A

Pioneer Valley Metropolitan Planning Organization Members

The Pioneer Valley Metropolitan Planning Organization (MPO) implements and oversees the 3C transportation planning process in the Pioneer Valley region. The objective of the **3C** transportation planning process is to assist, support, and provide the capability to maintain an open **comprehensive, cooperative, and continuing** transportation planning and programming process at all levels of government in conformance with applicable federal and state requirements and guidelines. The Pioneer Valley MPO was restructured in August of 2006 to enhance the role of the local communities in the transportation planning process and allow local MPO members to represent subregional districts respective to community size and geographic location.

- The Secretary and CEO of the Massachusetts Department of Transportation
- The Administrator of the Massachusetts Department of Transportation Highway Division
- The Chairman of the Pioneer Valley Planning Commission
- The Chairman of the Pioneer Valley Transit Authority Advisory Board
- The President and CEO of the Western Massachusetts Economic Development Council (EDC)
- The Mayor of two of the following three (3) urban core cities:
Chicopee Holyoke Springfield
- The Mayor or a Selectman of one of the following four (4) cities and towns:
Agawam Southwick Westfield
West Springfield
- The Mayor, Selectman, or Town Councilor of one of the following five (5) cities and towns:
Amherst Easthampton Hadley
Northampton South Hadley
- A Selectman or Town Councilor from one of the following fourteen (14) suburban and rural towns:
Belchertown Brimfield East Longmeadow
Granby Hampden Holland
Longmeadow Ludlow Monson
Palmer Pelham Wales
Ware Wilbraham
- A Selectman of one of the following seventeen (17) suburban and rural towns:
Blandford Chester Chesterfield
Cummington Goshen Granville
Hatfield Huntington Middlefield
Montgomery Plainfield Russell
Southampton Tolland Westhampton
Williamsburg Worthington

In addition, the Administrator of the Pioneer Valley Transit Authority, the Administrator of the Franklin Regional Transit Authority, the Joint Transportation Committee (JTC) Chair, and one representative each from the Federal Highway Administration (FHWA), the Federal Transit

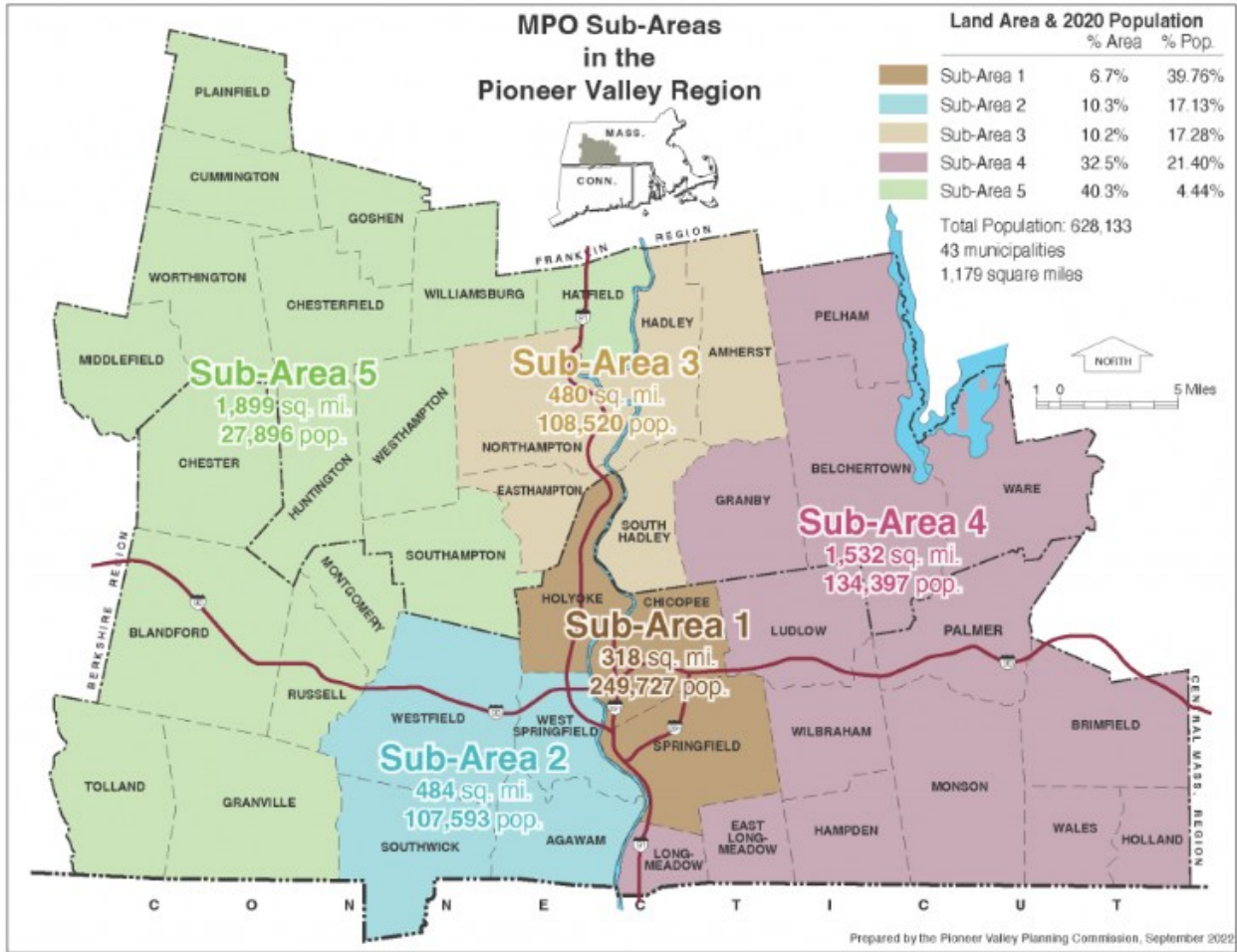
Administration (FTA), the five (5) alternate community MPO representatives, and one representative each from both the Massachusetts Department of Transportation Highway Division District One and District Two Offices shall be considered ex-officio, non-voting members of the Pioneer Valley MPO. Alternate members shall be additional chief elected officials from each of the above-cited categories of communities and he/she shall be eligible to attend, participate and vote at MPO meetings in the event that the primary member cannot attend.

<http://pvmpo.pvpc.org/mou-for-pioneer-valley-metropolitan-planning-organization/>

Table 4 - Pioneer Valley MPO Members

Name	Title
Monica Tibbits-Nutt	Secretary and CEO of the Massachusetts Department of Transportation
Jonathan L. Gulliver	Administrator of the Massachusetts Department of Transportation Highway Division
Walter Gunn	Chair of the Pioneer Valley Executive Committee
Vacant	Chair of the Pioneer Valley Transit Authority Advisory Board
Mayor Domenic Sarno	City of Springfield
Mayor John Vieau	City of Chicopee
Mayor Michael McCabe	City of Westfield
Mayor Gina-Louise Sciarra	City of Northampton
Mark Gold	Longmeadow Selectboard
Roger Fuller	Chesterfield Selectboard
Rick Sullivan	Economic Development Council of Western Massachusetts
Alternates	
Mayor Joshua Garcia	City of Holyoke
Mayor William C. Reichelt	City of West Springfield
Mayor Nicole LaChapelle	City of Easthampton
James Whalen	Selectboard Town of Holland (Sub-Region 4)
Stephen Thor Johnson	Selectboard Town of Southampton (Sub-Region 5)
Ex-Officio (Non-Voting)	
Joi Singh	Federal Highway Administration
Peter Butler	Federal Transit Administration
Sandra Sheehan	Pioneer Valley Transit Authority Administrator
Tina Cote	Franklin Regional Transit Authority Administrator
William Dwyer	Chair of the Pioneer Valley Joint Transportation Committee

Figure 1 – Pioneer Valley MPO Map



Joint Transportation Committee (JTC)

The JTC is a committee comprised of representatives of local, regional and state governments, as well as private groups and individuals involved in providing transportation facilities, services, and/or planning. The JTC was established by the 3C Memorandum of Understanding for the purpose of incorporating citizen participation in the transportation planning process. It is a forum to guide transportation planning activities, transportation investments through the TIP and as an advisory body to the MPO.

Table 5 - Pioneer Valley Joint Transportation Committee Members and Alternates

Community	Member	Alternate
Agawam	Michelle Chase	Michael Albro
Amherst	Guilford Mooring	Jason Skeels
Barnes Municipal Airport	Christopher Willenborg	Vacant
Belchertown	Linda Leduc	Douglas Albertson/ Steve Williams
Blandford	Michael Szlosek	Vacant
Brimfield	Judith Carpenter	Vacant
Chester	Charles Dazelle	Vacant
Chesterfield	Matt Smith	Vacant
Chicopee	Elizabethte Batista	Doug Ellis
Cummington	Alan Taylor	Vacant
East Longmeadow	Mark Berman	Bruce Fenney
Easthampton	Diane Rossini	Vacant
Goshen	Dawn Scaparotti	Peri Hall
Granby	David Derosiers	Vacant
Granville	Mathew Streeter	Scott Loomis
Hadley	Bill Dwyer	Scott McCarthy
Hampden	Vacant	Vacant
Hatfield	Garrett Barry	Andrew Levine
Holland	Brian Johnson	Larry Mandell
Holyoke	Jeffrey Burkott	Matt Sokop
Huntington	Vacant	Vacant
Longmeadow	Timothy Keane	Vacant
Ludlow	Jim Goodreau	Marc Strange
MassBike	Alexis Hosea-Abbott	Vacant
MassDOT District 1	Mark Moore	Peter Frieri
MassDOT District 2	Paula Simmons	Daryl Amaral / Laura Hanson
Middlefield	Rodney Savery, Jr.	Vacant
Mobility Impaired	Carmen Rosado (STAVROS)	Vacant
Monson	Benjamin Murphy	Jennifer Wolowicz
Montgomery	Curtis Bush, Jr.	Vacant
Northampton	Carolyn Misch	Kris Baker
Palmer	Matthew Morse	Vacant

Community	Member	Alternate
Pelham	Rick Adamcek	Vacant
Pedestrian Representative	Betsy Johnson - Walk	Vacant
Peter Pan Bus Lines	Peter Picknelly, Jr.	Vacant
Pioneer Valley Railroad	David Pederson	Vacant
Pioneer Valley Transit	Paul Burns	Vacant
Plainfield	Walter Jennings.	Vacant
Russell	Thomas Kulig	John Hoppe
South Hadley	Lisa Wong	John Broderick
Southampton	Randall Kemp	Scott Szczebak
Southwick	Randy Brown	Jon Goddard
Springfield	Andrew Krar	Christopher Cignoli/Peter Shumway
Tolland	James Deming	Kate Donovan
University of Massachusetts	Vacant	Vacant
Wales	Chris Ryan	Rod Kincaid
Ware	Stuart Beckley	Vacant
Western Massachusetts EDC	Vacant	Vacant
Westfield	Allison McMordie	Peter Miller Jr.
Westhampton	Bill Jablonski	Douglas Finn
West Springfield	Vacant	Connor Knightly
Wilbraham	Tonya Capparello	Dena Grochmal
Williamsburg	Daniel Banister	Nick Dines
Worthington	Charley Rose	Peggy O'Neal

Transportation Planning Staff

The Pioneer Valley Planning Commission employs a total of nine full-time transportation planners, one part time transportation planner, and part-time transportation interns.

Table 6 – Transportation Staff

<u>Name</u>	<u>Title</u>
Rana Al Jammal	Principal Transportation Planner
Ray Centeno	Graphics Designer
Carl Jackson	Principal Transit Planner
Amir Kouzehkanani	Principal Transportation Planner – Manager
Peter Kuusisto	Senior Transit Planner I
Robert Manchino	Senior Transportation Planner I
Andrew McCaul	Deputy Director of Transportation Planning
Jeffrey McCollough	Principal Transportation Planner
Khyati Parmar	Senior Transportation Planner II
Gary Roux	Principal Planner - Section Head

Staffing Report

The following PVPC staff members are expected to work on the FFY2026 Unified Planning Work Program. The percentage of each staff member’s time devoted to Transportation Planning Tasks as part of our MassDOT 3C contract is approximated under “% Time on Transportation”.

Table 7 – Proposed Staff Time for FFY2026 UPWP

<u>Staff</u>	<u>Position</u>	<u>% Time on Transportation</u>
Rana Al Jammal	Principal Transportation Planner	85%
Ray Centeno	Graphics Designer	75%
Kenneth Comia	Deputy Director of Land Use and Environment	10%
Jacob Dolinger	GIS Specialist	20%
Patty Gambarini	Chief Environmental Planner	10%
Carl Jackson	Principal Transit Planner	25%
Mimi Kaplan	Senior Land Use and Environment Planner	10%
Amir Kouzehkanani	Principal Transportation Planner - Manager	76%
Peter Kuusisto	Senior Transit Planner I	25%
Robert Manchino	Senior Transportation Planner I	25%
Andrew McCaul	Deputy Director of Transportation Planning	95%
Jeffrey McCollough	Principal Transportation Planner	85%
Khyati Parmar	Senior Transportation Planner II	90%
Gary Roux	Principal Planner – Section Head	80%
Intern(s)	Intern	100%

Funding Profile

Table 8 – Funding by Task and Source

	Total	FHWA 3C PL	MassDOT 3C PL Match	Local Match	PVTA S. 5307	PVTA* S. 5307 Match	SS4A Federal	SS4A MassDOT Match
1.0 Management & Certification of the 3C Process								
1.1 Management of the 3C Process	60,000	48,000	12,000					
1.2 Unified Planning Work Program	25,000	20,000	5,000					
1.3 Public Participation Process	25,000	20,000	5,000					
1.4 TIP Development	150,000	120,000	30,000					
1.5 Title VI Planning	30,000	24,000	6,000					
Subtotal of Section 1.0	290,000	232,000	58,000	0	0	0		
2.0 Technical Support & Data Collection								
2.1 Traffic Counting	70,000	56,000	14,000					
2.2 Regional Travel Demand Modeling/Clean Air Planning	75,000	60,000	15,000					
2.3 GIS, Mapping and Graphics	55,000	32,000	8,000		12,000	3,000		
2.4 Information Center	25,000	20,000	5,000					
2.5 Regional Pavement Management System - Data Collection	70,000	56,000	14,000					
Subtotal of Section 2.0	295,000	224,000	56,000	0	12,000	3,000		
3.0 RTP Planning								
3.1 Regional Bicycle, Pedestrian and Complete Streets Planning	130,000	104,000	26,000					
3.2 Regional Study	60,000	48,000	12,000					
3.3 Regional Freight Planning	40,000	32,000	8,000					
3.4 Regional Congestion Management Process	160,000	128,000	32,000					
3.5 Regional Pavement Management System - Project Development	100,000	80,000	20,000					
3.6 Regional Performance Measures Assessment	25,000	20,000	5,000					
3.7 Regional Safety and Planning Studies	201,195	160,956	40,239					
3.8 Transit System Surveys & Route Implementation	258,750	104,000	26,000		103,000	25,750		
3.9 Regional Transit Planning	310,000	128,000	32,000		120,000	30,000		
3.10 Paratransit Planning Assistance	33,750	14,000	3,500		13,000	3,250		
3.11 Transportation Resilience Planning	30,000	24,000	6,000					
Subtotal of Section 3.0	1,348,695	842,956	210,739	0	236,000	59,000		
4.0 Ongoing Transportation Planning								
4.1 Implementing the Regional Land Use Plan	40,000	32,000	8,000					
4.2 Local Technical Assistance	35,000	28,000	7,000					
Subtotal of Section 4.0	75,000	60,000	15,000	0	0	0		
MassDOT 3C Direct Costs	40,000	32,000	8,000					
FFY2026 Funding Program Sum	2,048,695	1,390,956	347,739	0	248,000	62,000		
Other Transportation Planning								
Safer Streets and Roads For All Grant	1,250,000						1,000,000	250,000
Local Pavement Management	25,000			25,000				
Economic Impact Analysis of the Pioneer Valley Transit Authority (PVTA)	80,000	64,000		16,000				
PVPC Large Conference Room A/V Equipment Upgrades	9,600	3,840		5,760				
Total Funding Program Sum	3,413,295	1,458,796	347,739	46,760	248,000	62,000	1,000,000	250,000

Funding estimates for FFY2026 for federal PL funds were provided to the Pioneer Valley MPO by the MassDOT Office of Transportation Planning. All total, \$1,712,902 in PL funding was programmed in the FFY2026 UPWP. This includes a total of \$423,209 in former Section 5303 funds that was transferred from FTA to FHWA. A breakdown of this funding is summarized in Table 9. PVPC also receives a total of \$310,000 in Section 5307 funds under contract with PVTA.

Table 9 – Former Section 5303 Funding Programmed in the FFY2026 UPWP

Planning Task	Transit Funding Programmed
1.1 Management of the 3C Process	\$20,000
1.2 Unified Planning Work Program	\$5,000
1.3 Public Participation Process	\$12,500
1.4 TIP Development	\$58,000
1.5 Title VI Planning	\$15,000
2.3 GIS, Mapping, and Graphics	\$5,209
3.8 Transit System Surveys & Route Implementation	\$130,000
3.9 Regional Transit Planning	\$160,000
3.10 Paratransit Planning Assistance	\$17,500
Total	\$423,209

A provision in the Bipartisan Infrastructure Law (BIL) requires that “states and metropolitan planning organizations use at least 2.5 percent (\$29,661.09) of their planning funding on activities related to Complete Streets or travel on foot, by bike, in a vehicle or using public transit.” The Pioneer Valley MPO estimates that \$100,000 in Complete Streets planning activities have been programmed in the UPWP. Table 10 provides more detail in how Complete Streets related activities are funded in the FFY2026 UPWP.

Table 10 – Complete Streets Funding Programmed in the FFY2026 UPWP

Planning Task	Funding Programmed
3.1 Regional Bicycle, Pedestrian and Complete Streets Planning	\$55,000
3.3 Regional Freight Planning	\$5,000
3.7 Regional Safety and Planning Studies	\$20,000
3.9 Regional Transit Planning	\$20,000
Total	\$100,000

A total of \$40,000 is programmed in the FFY2026 UPWP for direct costs. Direct expenses greater than \$1,000 require approval in advance of the purchase from MassDOT. Direct costs are estimated as follows:

Table 11 – Direct Cost Breakdown for the FFY2026 UPWP

Direct Cost	Amount
Computer Equipment and Software	\$11,500
Traffic Counting Equipment and Supplies	\$3,400
Parking, Tolls, Mileage Reimbursement	\$10,000
Professional Development	\$6,500
Translation Services	\$1,000
Advertising	\$1,000
Postage	\$100
Printing	\$1,000
Consultant Services	\$5,000
Miscellaneous	\$500
Total	\$40,000

WORK ELEMENT 1 – MANAGEMENT AND CERTIFICATION OF THE 3C PROCESS

This work element encompasses the administration and support of the 3C transportation process and has been divided into the following tasks for FFY 2026.

Task 1.1 Management of the 3C Process

OBJECTIVE:

To assist, support, and facilitate an open Comprehensive, Cooperative, and Continuing (3C) transportation planning and programming process in conformance with federal and state requirements as detailed in the 3C Memorandum of Understanding for the Pioneer Valley MPO.

PREVIOUS WORK:

1. 2024 Federal Certification Review of the Pioneer Valley MPO.
2. FFY2025 3C Process.

PROPOSED ACTIVITIES:

1. Provide liaisons on transportation related matters between PVPC communities, PVTA, private transportation providers, abutting regions, the State of Connecticut, and other organizations at the regional, state, and federal levels.
2. Work with the Metropolitan Planning Organization (MPO) and its constituent members and committees. Present transportation plans, studies and programs developed through the 3C public participation process for appropriate MPO action.
3. Coordinate MPO membership per current Memorandum of Understanding.
4. Participate in the Massachusetts Transportation Managers Group.
5. Review and comment on federal and state transportation-related plans, programs, regulations, guidelines, and new transportation planning procedures.
6. Provide transportation planning services in support of the 3C Process.
7. Participate in informational transportation programs and courses.

PRODUCTS:

1. Technical memoranda, reports and updates to certification documents as needed.
2. Monthly Invoices (completed monthly).
3. MPO meeting minutes (completed monthly).

Source	Budget	Est. Staff Effort
FHWA PL (80%)	\$ 48,000	16.0
MassDOT (20% match)	\$ 12,000	4.0
TOTAL	\$ 60,000	20.0
Direct Labor	\$ 27,222	
Indirect Costs	\$ 32,778	

Task 1.2 Unified Planning Work Program

OBJECTIVE:

To prepare and maintain a regional Unified Planning Work Program (UPWP) of state and federally funded transportation planning activities. The UPWP will include a summary of the estimated funding source(s) for each task and be completed in conformance with applicable federal, state, and regional guidelines.

PREVIOUS WORK:

1. Pioneer Valley Unified Work Programs 1974 - 2025.

PROPOSED ACTIVITIES:

1. Review and amend relevant portions of the PVPC's UPWP to meet new planning requirements and/or circumstances pertinent to the region's transportation sector. Circulate revisions to the appropriate agencies for review and/or endorsement.
2. Develop a new UPWP for the Pioneer Valley MPO covering the next federal fiscal year. The development of a new UPWP will be prepared in cooperation with the Regional Joint Transportation Committee (JTC) and MPO and subject to the current Public Participation Plan.
3. Update the analysis of the geographical distribution of UPWP planning activities in the region.
4. Perform outreach to member communities to identify potential transportation planning activities for inclusion in the UPWP.

PRODUCTS:

1. Amendments to the current UPWP as necessary.
2. UPWP for the next program year (FFY 2027). The estimated completion date is May 2026. Public engagement is estimated to begin in March 2026.

Source	Budget	Est. Staff Effort
FHWA PL (80%)	\$ 20,000	6.7
MassDOT (20% match)	\$ 5,000	1.7
TOTAL	\$ 25,000	8.3
Direct Labor	\$ 11,342	
Indirect Costs	\$ 13,658	

Task 1.3 Public Participation Process

OBJECTIVE:

To provide the public with complete information, timely notice, full access to key decisions, and opportunities for early and continuing involvement in the 3C process in compliance with the BIL. Expand the public engagement process to integrate Virtual Public Involvement (VPI) tools

and engage local organizations and populations with diverse viewpoints in the decision-making process.

PREVIOUS WORK:

1. Expanded stakeholder outreach and capacity building.
2. 2024 RTP Update outreach activities.

PROPOSED ACTIVITIES:

1. Apply the Public Participation Process to transportation programs and tasks, including preparing for public meetings, attending public meetings, performing outreach to increase public participation, and informing and educating residents and employers of the region about transportation legislation and PVPC products.
2. Update and revise the MPO online content to maintain current information on transportation studies and ongoing projects.
3. Explore opportunities for engagement with organizations and representatives from diverse backgrounds and perspectives. Representation may include education, economics, business, housing, government, tourism, transportation, public health, or other significant organizations and representatives.
4. Expand networking and collaboration with community partners, local social service agencies, neighborhood groups, and community leaders to enhance existing outreach.

PRODUCTS:

1. Meeting minutes (as necessary).
2. Web based information distribution and press releases (as necessary).

Source	Budget	Est. Staff Effort
FHWA PL (80%)	\$ 20,000	6.7
MassDOT (20% match)	\$ 5,000	1.7
TOTAL	\$ 25,000	8.3
Direct Labor	\$ 11,342	
Indirect Costs	\$ 13,658	

Task 1.4 Transportation Improvement Program

OBJECTIVE:

The Transportation Improvement Program (TIP) is a yearlong task, from development to amendment to advertisement of programmed projects. To complete this task, staff will work with the project proponents, JTC, MPO and MassDOT to update project scoring, review all materials with the JTC and provide the updated materials to the MPO for the purpose of programming projects in the 2027-2031 TIP in order to achieve the regional performance targets. Additionally, staff will assist PVTA with the development of the transit TIP and integration into the eSTIP.

PREVIOUS WORK:

1. Pioneer Valley Transportation Improvement Programs 1974 – 2026.
2. Annual Transportation Evaluation Criteria (TEC) Forms Update.
3. Annual project ranking to assist in populating the Draft TIP.
4. Posting the Annual Listing of Obligated projects on PVPC website.

PROPOSED ACTIVITIES:

1. Continue to use the eSTIP to develop the 2027-2031 TIP for all highway and transit projects.
2. Assist communities with TIP project initiation through the MassDOT MaPIT tool.
3. Assist the JTC in utilizing project evaluation criteria to develop a financially constrained project listing for each program year.
4. Coordinate project readiness and cost with MassDOT, PVTA and other partners as appropriate.
5. Perform air quality conformity and Greenhouse Gas emissions calculations.
6. Conduct a regional demographic and economic analysis for all programmed projects.
7. Conduct appropriate public participation for the TIP consistent with the public participation plan for the region.
8. Conduct formal TIP amendments and adjustments in consultation with the MPO as necessary.
9. Assist PVTA as necessary with the eSTIP.
10. Posting of the Annual Listing of Obligated projects on MPO website per federal requirements.

PRODUCTS:

1. FFY 2027 - 2031 Transportation Improvement Program. The estimated completion date is May 2026. Public engagement is estimated to begin in February 2026.
2. TIP Amendments and Adjustments as necessary.
3. Summary of comments received during public review for all TIP documents and amendments. As necessary.
4. Ranked list of evaluated TIP projects, with corresponding TEC sheets. March 2026.

Source	Budget	Est. Staff Effort
FHWA PL (80%)	\$ 120,000	40.0
MassDOT (20% match)	\$ 30,000	10.0
TOTAL	\$ 150,000	50.0
Direct Labor	\$ 68,055	
Indirect Costs	\$ 81,945	

Task 1.5 Title VI Planning

OBJECTIVE:

In compliance with Federal Statutes, this task assists PVPC in identifying Title VI responsibilities as part of its transportation planning process. This task addresses the goals of the RTP and the region's Language Access Plan (LAP) to enhance the existing public participation process, better identify protected populations, and develop performance measures to evaluate transportation deficiencies, benefits, and burdens.

PREVIOUS WORK:

1. Updated and submitted revised Title VI program to MassDOT Office of Diversity and Civil Rights (ODCR) and PVTA as subrecipient.
2. Update to the Language Access Plan
3. New revised and expanded Title VI website for the MPO.

PROPOSED ACTIVITIES:

1. Provide an annual update of documented complaints, Title VI-related activities, and progress in implementing Title VI programs to MassDOT.
2. Revise and update the email database of community contacts for non-profit and community-based organizations.
3. Continue use of the MassDOT "Engage Tool" to improve public outreach and interaction with the public. Staff will continue to identify new stakeholders and meet with regional organizations and groups to facilitate participation in the regional transportation planning process.
4. Update Title VI Mapping tools for Title VI populations for PVPC communities to include data from the most recent version of the ACS.
5. Sign Certification and Assurances as put out by FTA/FHWA. Include Title VI language (as referenced by FHWA) into contracts with third-party consultants advising entities of Title VI obligations.
6. Regularly monitor the benefits and burdens of transportation projects and conduct ongoing analysis of ways to engage all regional groups and increase participation in the transportation planning process.
7. Map the location of each project and calculate the distribution of project expenditures to minority populations, people with LEP, elderly populations, and people with disabilities categories. This work will also include low-income and transit-dependent households and include populations within a one-half-mile buffer of projects programmed in the TIP.
8. Distribute Notice of Beneficiaries to community organizations and relevant contacts as identified in the Public Participation Plan
9. Provide translations consistent with the region's LAP for products and public notices for the MPO to provide increased opportunities for under-served populations to be represented in the public participation process.

PRODUCTS:

1. Updated email contact database and revised public outreach using the “Engage Tool.” January 2026.
2. Updates to website for PVMPO Title VI documents.
3. Translations consistent with the region’s LAP (as necessary).
4. Updated map and table for the distribution of UPWP planning tasks by community.

Source	Budget	Est. Staff Effort
FHWA PL (80%)	\$ 24,000	8.0
MassDOT (20% match)	\$ 6,000	2.0
TOTAL	\$ 30,000	10.0
Direct Labor	\$ 13,611	
Indirect Costs	\$ 16,389	

WORK ELEMENT 2 – TECHNICAL SUPPORT & DATA COLLECTION

This element outlines specific activities to be conducted in support of transportation planning tasks described in other UPWP elements.

Task 2.1 Traffic Counting

OBJECTIVE:

To provide accurate and efficient bicycle, pedestrian and vehicle data collection services to support MassDOT, the PVPC's 43 member communities, and planning tasks included in the FFY2026 UPWP.

PREVIOUS WORK:

1. Regional Traffic Counting Program and database 1985 - 2025.
2. Updates to MassDOT MS2 traffic count site.
3. Online traffic count dashboard.

PROPOSED ACTIVITIES:

1. Perform data collection for all transportation modes. The process to collect and report including methodology, equipment, and locations is explained in the appendix. This work includes:
 - a. Collect 48 hour Automatic Traffic Recorder (ATR) count data and HPMS data for calendar year 2026 locations as requested by MassDOT.
 - b. Collect 48 hour ATR count data for locations of regional significance not included on MassDOT's list to count annually.
 - c. Collect and document vehicle classification data and speed data for the region.
 - d. Collect Turning Movement Count (TMC) data as requested by MassDOT and member communities.
 - e. Collect bicycle, pedestrian and vehicular count data to support UPWP tasks.
 - f. Update the MassDOT MS2 website and PVPC traffic count database to include all recent data collection.
 - g. Update the online traffic count dashboard.
2. Provide up to 2 free daily traffic counts per member community on request.

PRODUCTS:

1. Summary reports of daily traffic count information for the region. Ongoing task.
2. PVPC web page Average Daily Traffic counts by community. Ongoing task.
3. Online traffic count viewer and download portal. Ongoing task.

Source	Budget	Est. Staff Effort
FHWA PL (80%)	\$ 56,000	18.7
MassDOT (20% match)	\$ 14,000	4.7
TOTAL	\$ 70,000	23.3
Direct Labor	\$ 31,759	
Indirect Costs	\$ 38,241	

Task 2.2 Regional Travel Demand Modeling/Clean Air Planning

OBJECTIVE:

Develop and maintain a baseline travel demand model to estimate future travel demand, calculate vehicles miles traveled, forecast long range transportation needs and estimate transportation impacts on air quality. Support local and regional resiliency and local initiatives through analysis of corridors and projects in terms of circulation impacts.

PREVIOUS WORK:

1. Compared TDM23 parameters and assumptions with the regional model.
2. Streamlined and modified the values of the regional travel demand model speed and capacity lookup table based on roadway facility functional class.
3. Prepared a technical memo on the Regional Travel Demand Model: Trip Production and Vehicle Occupancy Rates.
4. Updated base year TAZ geography to reflect 2020 Census Block Groups.

PROPOSED ACTIVITIES:

1. Analyze Route 9 in Hadley between Mill Valley Street and Route 47 to compare changes in regional traffic patterns resulting from roadway improvements. (April 2027).
2. Assess the impact of a road closure event using Replica online modeling tool: on ramp 1A to Interstate I-291 (September 2026).
3. Review new assumption of vehicle occupancy and trip rates that would include assessment of traffic volume changes post pandemic. (Ongoing).
4. Update the traffic count database with current Average Daily Traffic data at community lines and external stations gathered from in-house traffic counts and surrounding planning agencies. Coordinate the exchange of data with MassDOT, surrounding Massachusetts RPAs, and Connecticut's Capital Region Council of Governments. (Ongoing).

5. Update information on non-exempt regional projects for inclusion in the statewide model from the Office of Transportation Planning (Ongoing).
6. Perform air quality conformity determinations for TIP projects to be funded under the Congestion Mitigation and Air Quality (CMAQ) program (Ongoing).
7. Utilize the regional transportation model to assist in the development of future build out estimates, provide supporting data and estimate the effects of planned transportation improvements. Assess future growth impact for planning studies conducted by staff. (Ongoing).
8. Continue exploring methods to improve the existing Speed/Capacity Lookup table used in running the Regional Transportation Model macro. (Ongoing).
9. As new socio-economic data and future projections of Build Out years become available, update and re-run the regional model. (Ongoing).
10. Follow developments of the new Massachusetts Traveler Survey and incorporate into the regional model. (Ongoing).

PRODUCTS:

1. Refinement and maintenance of the regional travel demand model. (ongoing)
2. Air quality conformity and greenhouse gas analysis (as necessary).
3. Analysis for products and scenarios associated with the long-range regional transportation plan (as necessary).
4. Analysis of Route 9 in Hadley. April 2027
5. Analysis of closure of ramp 1A to Interstate I-291. September 2026.

Source	Budget	Est. Staff Effort
FHWA PL (80%)	\$ 60,000	20.0
MassDOT (20% match)	\$ 15,000	5.0
TOTAL	\$ 75,000	25.0
Direct Labor	\$ 34,027	
Indirect Costs	\$ 40,973	

Task 2.3 GIS, Mapping and Graphics

OBJECTIVE:

This on-going effort collects, maintains and creates geo-spatial data that supports the overarching performance initiatives of the BIL and the tasks outlined in this UPWP. Through these activities, PVPC GIS/Graphics staff will provide planners, government partners and the public with traditional GIS mapping products to support the 3C planning process.

PREVIOUS WORK:

1. Updated online interactive ESRI map analysis tool for PVTA bus stop consolidation.
2. Regional Bicycle and Pedestrian Plan Wiki Map.
3. Review of 2020 Urban Areas and Roadway Functional Classification.

PROPOSED ACTIVITIES:

1. Perform data collection as necessary using the PVPC drone. PVPC is fully licensed by the FAA for small Unmanned Aircraft System sUAS aka drone operation. PVPC follows FAA guidance and industry best practices for all flights. (As needed.)
2. Pursue the use of GIS and other automated mapping and spatial analytical technologies for use in transit service analysis, emergency response, critical infrastructure assessment, pavement management, transportation system planning, regional performance measures, Title VI, and housing. (Ongoing task.)
3. Work with state and federal agencies to review, correct and enhance regional GIS map coverage and related data to meet state and federal standards. (Ongoing task.)
4. Assimilate state and federal data and data structure (i.e., road centerline/road inventory) into the PVPC's database and analytic modeling programs. (Ongoing task.)
5. Provide support for transit planning services for the PVTA, including graphic layout, production of bus schedules, mapping, online bus stop inventory, public outreach, rider guides, public information and other vital documents. Funding has been budgeted separately for the production of schedules and graphics on behalf of the PVTA. (Ongoing task.)
6. Identify local updates to existing GIS layers (speed limit data, sidewalks, traffic signals, etc.) and share new data with MassDOT. (Ongoing task.)

PRODUCTS:

1. Development of digital data layers, municipal planimetric base maps and transportation systems facility maps. As needed.
2. Expand, update and maintain the GIS website. As necessary.
3. Update centerline/road inventory and functionally classified roads, as necessary.
4. Maintenance, updates, and enhancements to ESRI online bus stop and route analysis interface. As necessary.

Source	Budget	Est. Staff Effort
FHWA PL (80%)	\$ 32,000	10.7
MassDOT (20% match)	\$ 8,000	2.7
PVTA Sect. 5307	\$ 15,000	5.0
TOTAL	\$ 55,000	18.3
Direct Labor	\$ 24,953	
Indirect Costs	\$ 30,047	

Task 2.4 Information Center

OBJECTIVE:

The Information Center focuses on assisting multiple partners to support the initiatives and goals of the BIL as well as regional transportation, economic development, land use, and municipal planning needs.

PREVIOUS WORK:

1. Updated regional and municipal level population, household, and employment projections for the RTP.
2. Housing “Supply vs. Demand” Analysis and Affordability Analysis.

PROPOSED ACTIVITIES:

1. Collect and analyze data regarding current transportation, economic development, land use, and municipal planning for transportation planning studies included as part of the UPWP. (Ongoing task).
2. Maintain regional data indicators related to socioeconomics, transportation, and regional performance targets. (Ongoing task).
3. Perform outreach to update information on new regional development in MassBuilds. (Ongoing task).

PRODUCTS:

1. Maintain information systems of socioeconomic and disparate data. (Ongoing task).
2. PVPC website updates and maintenance of online data dashboard. (Ongoing task).

Source	Budget	Est. Staff Effort
FHWA PL (80%)	\$ 20,000	6.7
MassDOT (20% match)	\$ 5,000	1.7
TOTAL	\$ 25,000	8.3
Direct Labor	\$ 11,342	
Indirect Costs	\$ 13,658	

Task 2.5 Regional Pavement Management System - Data Collection

OBJECTIVE:

Develop and maintain an updated pavement distress database for the Pioneer Valley Regional Pavement Management System (PMS) on all federal aid eligible roadways. PVPC staff collects pavement distress data on a 3-to-4-year rotating cycle based on federal aid eligible roadway mileage. This is an ongoing task.

PREVIOUS WORK:

1. Completed roadway pavement distress data collection for twenty-six communities as part of the update to the Regional Transportation Plan.

PROPOSED ACTIVITIES:

1. Collect roadway pavement distress data on all federal aid roadways in West Springfield, Agawam, Longmeadow, East Longmeadow, Westfield, Southamptn, Southwick, Montgomery, Russell, Granville, Blandford, and Tolland in FFY2026. The process to collect and analyze pavement distress data including methodology, and software is explained in the UPWP Appendix.

2. Collect and verify additional roadway information such as posted speed, shoulder width, functional class, curb reveal, area zoning, width, segment length, and special route designations. As necessary.
3. Continue to conduct quality control checks of pavement inventory and condition data.
4. Collect roadway pavement distress information for transportation improvement projects to assist in the regional project evaluation process. As necessary.
5. Coordinate pavement data collection with MassDOT and other RPAs. As necessary.

PRODUCTS:

1. Pioneer Valley regional PMS Database. Ongoing task.
2. Overall Condition Index (OCI) Maps for the region and by community. Ongoing task.
3. Community requested segment specific distress data updates. Ongoing task.

Source	Budget	Est. Staff Effort
FHWA PL (80%)	\$ 56,000	18.7
MassDOT (20% match)	\$ 14,000	4.7
TOTAL	\$ 70,000	23.3
Direct Labor	\$ 31,759	
Indirect Costs	\$ 38,241	

WORK ELEMENT 3 – RTP Planning

This work element provides transportation planning that directly supports the development of projects included in the Regional Transportation Plan (RTP) or the development of RTPs.

Task 3.1 Active Transportation Planning

OBJECTIVE:

Support local, regional, and state initiatives to implement a "Complete Streets" approach, ensuring neighborhoods, village centers, and city streets safely accommodate all modes of transportation. Advance the goals of the Massachusetts Bicycle Plan, Massachusetts Pedestrian Plan, Massachusetts Safe Routes to School Program, and the Regional Transportation Plan to promote healthy transportation options such as walking and bicycling.

PREVIOUS WORK:

1. Pioneer Valley Regional Bicycle and Pedestrian Plan
2. Bay State Bike Month coordination, event poster, and annual report.
3. Trail traffic volume counts on shared-use paths and on-road bicycle lanes.

PROPOSED ACTIVITIES:

1. Collaborate with member municipalities, MassBike, and MassDOT to facilitate Bay State Bike Month. This includes promoting events through various media platforms and working closely with municipal officials and community-based organizations to ensure broad publicity and engagement. Ongoing task.
2. Work with the JTC Bicycle and Pedestrian Subcommittee to develop an inventory and investment model for bicycle parking in the Pioneer Valley Region. Identify three candidate communities to pilot data collection. Develop a methodology for recommending future bicycle parking needs.
3. Maintain and update the regional bicycle count data dashboard. Ongoing task.
4. Actively participate in the Massachusetts Statewide Bicycle Advisory Board. Ongoing task.
5. Work with MassDOT and the JTC's Bicycle, Pedestrian, and Complete Streets Subcommittee to identify future bicycle and pedestrian count locations for FFY 2026.
6. Support local communities in implementing Massachusetts Complete Streets policy initiatives, including project planning and the development of Prioritization Plans. Ongoing task.
7. Reassess gaps in the regional bicycle network to update the locations where bicycle facilities are needed in the Pioneer Valley Region.
8. Provide ongoing technical support to communities for current tools and practices regarding bicycle and pedestrian issues, with a focus on promoting safety and comfort.

PRODUCTS:

1. JTC Bicycle, Pedestrian, and Complete Streets subcommittee meeting minutes and notices. Monthly
2. Bicycle and pedestrian volume counts. Ongoing.
3. Bay State Bike Month event poster and annual report. Summer 2026.
4. Bicycle Parking Inventory Model and data collection. September 2026.

Source	Budget	Est. Staff Effort
FHWA PL (80%)	\$ 104,000	34.7
MassDOT (20% match)	\$ 26,000	8.7
TOTAL	\$ 130,000	43.3
Direct Labor	\$ 58,981	
Indirect Costs	\$ 71,019	

Task 3.2 Holyoke Route 202 (Westfield Road) Corridor Safety Study

OBJECTIVE:

Conduct a Transportation Safety Study along Westfield Road (Route 202) in the City of Holyoke, MA between its intersections with Appremont Highway and Homestead Avenue. This segment of the roadway was proposed as a potential location for a study by the City because of concerns about limited sight distance, distracted driving, challenges posed by lighting and weather, and a history of serious injury crashes. Recommendations to improve traffic safety will be developed based on the outcomes of this analysis.

PREVIOUS WORK:

1. Route 20 Safety Study – West Springfield.

PROPOSED ACTIVITIES:

1. Collect data on exiting traffic volumes, peak hour turning movements, vehicle classification, and vehicle travels speeds along the corridor. Assess existing transit, bicycle, and pedestrian flow in the study area.
2. Utilize MassDOT Impact to identify crash history and collision trends. Request local police reports for high crash locations through the City of Holyoke Police Department.
3. Analyze existing conditions along the corridor using appropriate software such as Synchro, HCS, Replica, RITIS.
4. Work with the City of Holyoke and the City of Westfield to identify future development that could impact traffic along the corridor.
5. Develop a series of recommendations to improve traffic flow and safety along the corridor.

PRODUCTS:

1. Draft report, July 2026.

- Final report, September 2026.

Source	Budget	Est. Staff Effort
FHWA PL (80%)	\$ 48,000	16.0
MassDOT (20% match)	\$ 12,000	4.0
TOTAL	\$ 60,000	20.0
Direct Labor	\$ 27,222	
Indirect Costs	\$ 32,778	

Task 3.3 Regional Freight Planning

OBJECTIVE:

Coordinate with public and private partners to plan for the efficient movement of freight. Freight modes covered under this task include rail, truck, and air (when applicable). This task incorporates the freight planning requirements of the BIL and recommendations specific to the Pioneer Valley MPO included in the Massachusetts State Freight Plan and Pioneer Valley Regional Freight Transportation Plan.

PREVIOUS WORK:

- Pioneer Valley Regional Freight Transportation Plan.

PROPOSED ACTIVITIES:

- Collect data on freight parking and rest area needs. Collect traffic data on key freight corridors. Ongoing task.
- Continue to work with MassDOT and private entities to identify any adverse impacts to freight movement resulting from existing and proposed passenger rail service. Ongoing task.
- Participate in FHWA web conferences, and other related workshops and conferences regarding new freight requirements included in the BIL. As necessary.
- Work with the JTC and regional communities to identify areas of potential industrial growth and develop a data collection plan to measure existing and future freight volumes. September 2026.

PRODUCTS:

- Freight traffic data. Ongoing.
- Regional Industrial Growth Assessment. September 2026.

Source	Budget	Est. Staff Effort
FHWA PL (80%)	\$ 32,000	10.7
MassDOT (20% match)	\$ 8,000	2.7
TOTAL	\$ 40,000	13.3
Direct Labor	\$ 18,148	
Indirect Costs	\$ 21,852	

Task 3.4 Regional Congestion Management Process

OBJECTIVE:

The Regional Congestion Management Process task will continue to utilize resources provided by MassDOT such as RITIS Probe Data Analytics Suite, Conveyal, and REPLICA to perform our CMP related activities. Staff will update the web-based congestion dashboards, and advance studies to verify and develop appropriate recommendations to mitigate areas of congestion.

PREVIOUS WORK:

1. Congestion Summary Reports at Congested locations.
2. Regional CMP Corridors Update – Web based Dashboard.

PROPOSED ACTIVITIES:

1. Create a 2025 calendar year Congestion Dashboard, which will include updated Regional Congestion Ranking based on RITIS data. Ongoing task.
 - a. Use Conveyal, PowerBI, REPLICA and the RITIS platform to process data to support ongoing congestion activities.
2. Identify up to 5 locations to perform congestion analysis, the locations will be chosen based on CMP ranking. Staff will develop a congestion summary profile for each location. August 2026.
3. Collect data at existing park and ride facilities and truck rest stops in the region. Perform quarterly nighttime truck counts at select locations. Coordinate all park and ride lot data with MassDOT. Ongoing task

PRODUCTS:

1. Regional Corridor Congestion Ranking based on Performance Measure Matrix. Ongoing.
2. Updated Congestion Dashboard with monthly analysis. Ongoing
3. Monthly Park and Ride Occupancy analysis
4. Congestion Summary Profiles (up to 5 locations). August 2026.

Source	Budget	Est. Staff Effort
FHWA PL (80%)	\$ 128,000	42.7
MassDOT (20% match)	\$ 32,000	10.7
TOTAL	\$ 160,000	53.3
Direct Labor	\$ 72,592	
Indirect Costs	\$ 87,408	

Task 3.5 Regional Pavement Management System - Project Development

OBJECTIVE:

To maintain a regional Pavement Management System on all federal aid eligible roadways and prioritize regional pavement improvement projects. This task analyzes the data collected as part of Task 2.5. This is an ongoing task.

PREVIOUS WORK:

1. Regional PMS report for the Pioneer Valley Region.
2. Community roadway improvement backlog.

PROPOSED ACTIVITIES:

1. Analysis of the newly collected pavement distress data for the region’s communities’ federal-aid roadways in order to calculate OCI ratings, benefit/cost ratio listings, and develop a backlog of recommended improvement projects. Ongoing task.
2. Perform various budget scenario analyses including the calculation of backlog of repairs for the region’s federal-aid roadways. As necessary.
3. Assist in the prioritization of pavement projects included as part of the Pioneer Valley Transportation Improvement Program.

PRODUCTS:

1. Pavement OCI maps on each community’s surveyed federal aid eligible roadways. As necessary.
2. Online OCI maps for federal aid eligible roadways. Summer 2026.
3. Community specific pavement information such as recommended repair strategies and benefit/cost ratio listing and backlog of repairs. As necessary.

Source	Budget	Est. Staff Effort
FHWA PL (80%)	\$ 80,000	26.7
MassDOT (20% match)	\$ 20,000	6.7
TOTAL	\$ 100,000	33.3
Direct Labor	\$ 45,370	
Indirect Costs	\$ 54,630	

Task 3.6 Regional Performance Measures Assessment

OBJECTIVE:

Work in partnership with MassDOT to support federal planning requirements and integrate performance-based planning into the regional transportation planning process. This is an on-going task under which performance measures and targets are developed and updated from time to time in consultation with MassDOT and the Pioneer Valley MPO based on statewide performance measures.

PREVIOUS WORK:

1. Regional Performance Target Adoption

PROPOSED ACTIVITIES:

1. Analyze and track data collected as part of the UPWP to identify the progress in meeting regional performance measures. Coordinate with MassDOT, PVTA, surrounding regions, CTDOT and CRCOG as necessary. Ongoing task.
2. Participate in MassDOT’s Performance Management Subcommittee. Ongoing task.

3. Provide data and analysis as necessary to assist in scoring TEC forms submitted for TIP projects. February 2026.
4. Develop updates to regional RTP performance measures and the TEC scoring process as necessary to coincide with statewide performance measures and BIL requirements. Ongoing task.

PRODUCTS:

1. PM1, PM2, and PM3 Target Updates. October 2025/February 2026

Source	Budget	Est. Staff Effort
FHWA PL (80%)	\$ 20,000	6.7
MassDOT (20% match)	\$ 5,000	1.7
TOTAL	\$ 25,000	8.3
Direct Labor	\$ 11,342	
Indirect Costs	\$ 13,658	

Task 3.7 Regional Safety and Planning Studies

OBJECTIVE:

To advance MassDOT’s transportation safety planning objectives towards reducing fatalities and serious injuries in the Commonwealth with an overarching goal of achieving zero fatalities. Work in cooperation with member communities in the region to improve traffic operations and transportation safety. Utilize available transportation safety data and funds to conduct detailed analyses of historic trends and existing conditions and draft recommendations that are consistent with the Massachusetts Strategic Highway Safety Plan. Advance the regional PM1 target through Vulnerable Roadway User (VRU) and Intersection safety studies.

PREVIOUS WORK:

1. East Street Ludlow VRU Study
2. Northampton VRU Study
3. Springfield VRU Study
4. Top 100 High Crash Intersections Report 2025

PROPOSED ACTIVITIES:

1. Work in cooperation with the JTC to advance safety studies and data collection based on requests received from communities as part of the development of the FFY2026 UPWP. Current requests include:
 - A portion of Elm Street in West Springfield, MA
 - The intersection of Maple Street with Central and Cemetery Streets in Springfield, MA

The PVPC will coordinate with each community and the JTC to identify transportation planning work to advance safety at each location. This work could include:

- a. Existing conditions summary of traffic volume, travel speed, geometry, signage, pavement, and transit data.
 - b. Vulnerable Road Users accommodations and safety data.
 - c. Historic crash information.
 - d. Level of service and capacity analysis.
 - e. Multiway Stop and/or signal warrant analyses where applicable.
 - f. Short- and long-term recommendations that advance safety.
2. Advance the VRU Safety Planning Study Program in its third year by continuing efforts to identify and prioritize locations for VRU Safety Studies in the region.
 - a. Continue to work with the Bicycle, Pedestrian and Complete Streets Subcommittee to identify another location that could benefit from VRU safety study. The locations submitted previously that were not prioritized will be reconsidered within the scoring matrix that will help in selection of the best candidate location from the potential options for the year 2026.
 - b. Meet and discuss the location with the local community to identify critical issues and draft an appropriate scope of work.
 - c. Conduct a Vulnerable Road User Safety Assessment with VRU advocacy groups, MassDOT, local officials, and other concerned stake holders to get their input and perspective.
 - d. Develop a series of recommendations to improve safety.
 3. Develop a Drone Program to collect data on high crash locations and locations of with safety concerns in consultation with MassDOT and the JTC.
 - a. The drone video surveillance will be utilized to collect data for traffic circulation patterns and confirm local concerns regarding suspected traffic violations, unsafe behavior, and existing circulation patterns.
 - b. Perform video surveillance of locations before and after major transportation improvements to document effectiveness.
 4. Participate in MassDOT's Roadway Safety Audits and provide regional perspective and input. Ongoing task
 5. Work in cooperation with MassDOT to promote and advance the goals and objectives of the Massachusetts Strategic Highway Safety Plan. Ongoing task.
 6. Continue to participate in the National Cooperative Highway Research Program (NCHRP 20-44(53)) to implement the macro-level crash prediction models (CPMs) from NCHRP Research Report 1044.
 7. Continue to use the MassDOT IMPACT Safety Analysis Tools to identify crash trends and identify potential areas for high-risk crashes in the region. Ongoing task.

8. Perform safety, traffic calming, and truck exclusion route studies as requested by member communities. As necessary.
9. Continue advancing the work on Regional Safety Compass. This task is continued from the previous work program.

PRODUCTS:

1. Safety Compass 2025. December 2025
2. Transportation Safety Studies. As Necessary
3. VRU Studies. Summer 2026
4. Summary of crash experience. As necessary.

Source	Budget	Est. Staff Effort
FHWA PL (80%)	\$ 160,956	53.7
MassDOT (20% match)	\$ 40,239	13.4
TOTAL	\$ 201,195	67.1
Direct Labor	\$ 91,282	
Indirect Costs	\$ 109,913	

Task 3.8 Transit System Surveys and Route Implementation

OBJECTIVE:

To work closely with PVRTA to survey, monitor, and evaluate the quality of fixed route and paratransit services with respect to customer satisfaction, operational performance, and compliance with all Federal requirements including ADA and Title VI regulations

PREVIOUS WORK:

1. 2025 Northern System Customer Survey program and report.
2. Mystery Ride Quarterly Reports.
3. BusPlus+ (Bytemark) Customer Survey data collection. September 2025.

PROPOSED ACTIVITIES:

1. Work in cooperation with the PVRTA to develop a non-rider survey to identify who is not using the current fixed route system and why. Summer 2026.
2. Develop and coordinate a survey for existing paratransit riders. September 2026
3. Conduct fixed route mystery rider onboard service quality observations. Ongoing task – quarterly reports.
4. Perform Title VI Analysis for potential service and fare changes. As necessary.
5. Work with PVRTA to update the annual National Transit Database (NTD) inventory. Ongoing task.
6. Perform a survey update and summary report of the BusPlus+ (Bytemark) mobile ticketing application usage and customer experience. September 2026.

PRODUCTS:

1. Fixed Route Non-Rider Survey data and report. Summer 2026.

2. Paratransit Rider Survey. September 2026.
3. Fixed route Mystery Rider quarterly reports. Quarterly
4. Annual NTD Asset Inventory assistance. August 2026.
5. 2024 BusPlus+ (Bytemark) Annual Customer Survey Report. September 2026.

Source	Budget	Est. Staff Effort
FHWA PL (80%)	\$ 104,000	34.7
MassDOT (20% match)	\$ 26,000	8.7
PVTA Sect. 5307	\$ 128,750	42.9
TOTAL	\$ 258,750	86.3
Direct Labor	\$ 117,395	
Indirect Costs	\$ 141,355	

Task 3.9 Regional Transit Planning

OBJECTIVE:

To provide transit planning services to the Pioneer Valley Transit Authority (PVTA), the Pioneer Valley Metropolitan Planning Organization (MPO), and the member communities of these agencies. Types of services include technical assistance and analysis for transit planning, operations and capital programs; general organizational and technical assistance; assistance with regulatory compliance; and support and facilitation of public and agency participation.

PREVIOUS WORK:

1. Produced PVTA’s printed fixed route bus schedules, system map, and related products; managed vendors for printed products.
2. Performed public engagement and facilitated public hearings for proposed service and fare changes.
3. 2025 Update to the Coordinated Public Transit – Human Services Transportation Plan (CPT-HST)
4. Produced Title VI service analyses for fare media revision of Route B79.
5. Performed Title VI Analysis for service changes related to PVTA routes 36, 38, R24, and R29.

PROPOSED ACTIVITIES:

1. Continue to provide general support to PVTA operations and planning for fixed route services and facilities, including: service evaluation and optimization; compliance with ADA regulations, Title VI regulations, and other applicable policies, laws, and regulations; updating and maintenance of vital documents; and other tasks as assigned. Ongoing task.
2. Continue to conduct and enhance outreach to transit customers to assure compliance with requirements of Title VI for PVTA and the MPO.
3. Continue to support communities seeking funds from the state Human services Transportation (HST) Program (or 5310 eligible funding). As necessary.

4. Work with PVTA to develop analysis and products that advance regional goals to support new transit technologies and services, including bus rapid transit, micro-transit, Transportation Networking Companies (TNC) coordination, Mobility as a Service, and mobile/electronic fare collection. Ongoing task.
5. Develop an interactive webpage containing information presented within the 2025 Update to the CPT-HST Plan. September 2026.
6. Provide Technical Assistance to: PVTA's Safety Committee; SMS Goals and Implementation Subcommittee. Ongoing task.
7. Provide assistance to the PVTA with amendments and updates to the PVTA TAM Plan. As necessary.
8. Continue to coordinate and participate in transit planning activities of the MPO region in line with the CPT-HST Plan among PVTA, MassDOT, Franklin Regional Transit Authority, Connecticut Department of Transportation, Capital Regional Council of Governments, Amtrak, intercity bus carriers and other transit service providers, and other stakeholders to enhance inter-regional transit services. As necessary.
9. Provide technical assistance as necessary to support MassDOT Rail and Transit in the advancement of West-East Rail. Ongoing task.
10. Review regional bus stop locations for potential enhancement, relocation, or elimination. Assist PVTA and MassDOT in advancing safety improvement projects in the vicinity of bus stops. Ongoing task.
11. Provide general paratransit planning assistance to PVTA and FRTA. Ongoing task.

PRODUCTS:

1. PVTA Title VI Updates, Public Participation Plan Updates, and any additional FTA required document updates. Ongoing task.
2. CPT-HST Plan Interactive Webpage. September 2026.
3. Data and analysis to support ADA and senior van service paratransit planning. Ongoing task.
4. Title VI analysis related to service and fare changes. As necessary.
5. Bus stop amenities tracking. Ongoing task.

Source	Budget	Est. Staff Effort
FHWA PL (80%)	\$ 128,000	42.7
MassDOT (20% match)	\$ 32,000	10.7
PVTA Sect. 5307	\$ 150,000	50.0
TOTAL	\$ 310,000	103.3
Direct Labor	\$ 140,647	
Indirect Costs	\$ 169,353	

Task 3.10 Paratransit Planning Assistance

OBJECTIVE:

To provide planning and technical assistance to support the paratransit services for people with disabilities and seniors that are provided by PVRTA in fulfillment of the requirements of USDOT Section 504 regulations and other planning requirements under the Americans with Disabilities Act and the policies of the PVRTA Advisory Board, as well as similar transportation services provided by municipal councils on aging, human service agencies, health care providers, nonprofits, and other entities in the MPO region.

PREVIOUS WORK:

1. Provided support to the Paratransit Eligibility Appeals Committee and Suspension Hearing Committee of the PVRTA as requested.
2. Provided a staff representative to serve on the PVRTA Paratransit Appeals Committee. Prepared draft letters of eligibility determinations on behalf of the committee.
3. Guided new appeals committee members to the resources regarding the PVRTA appeals process guidelines and passenger Code of Conduct.

PROPOSED ACTIVITIES:

1. Continue to support the work of the Paratransit Appeals Committee of the PVRTA, provide a staff member to serve on the PVRTA Paratransit Appeals Committee and draft decision letters. Ongoing task.
2. Continue to participate in meetings and activities of regional paratransit planning groups as requested.

PRODUCTS:

1. 1. Appeal Decision letters regarding approval or denial of request of eligibility for service as determined by the Paratransit Appeals Committee members. As needed.

Source	Budget	Est. Staff Effort
FHWA PL (80%)	\$ 14,000	4.7
MassDOT (20% match)	\$ 3,500	1.2
PVRTA Sect. 5307	\$ 16,250	5.4
TOTAL	\$ 33,750	11.3
Direct Labor	\$ 15,312	
Indirect Costs	\$ 18,438	

Task 3.11 Transportation Infrastructure Protection Planning

OBJECTIVE:

To assist Pioneer Valley communities in implementing transportation strategies that support economic, social, and environmental goals. To promote innovative infrastructure practices to reduce stormwater impacts on streets, roads, and municipal infrastructure.

PREVIOUS WORK:

1. Inventory and vulnerability assessment of critical Pioneer Valley infrastructure.
2. TEC memo on preferred Infrastructure BMP.

PROPOSED ACTIVITIES:

1. Provide technical assistance to regional communities to advance strategies and projects that safeguard critical transportation infrastructure. As requested.
2. Identify potential threats and vulnerabilities within the regional transportation network based on existing flood zones, dam condition, and bridge and culvert conditions. Ongoing task.

PRODUCTS:

1. Local assistance technical memos and reports. As necessary.
2. Regional infrastructure map identifying structures of critical concern. September 2026.

Source	Budget	Est. Staff Effort
FHWA PL (80%)	\$ 24,000	8.0
MassDOT (20% match)	\$ 6,000	2.0
TOTAL	\$ 30,000	10.0
Direct Labor	\$ 13,611	
Indirect Costs	\$ 16,389	

WORK ELEMENT 4 – Ongoing Transportation Planning

This element outlines specific activities to be conducted in support of Transportation Planning tasks described in other UPWP elements.

Task 4.1 Implementing Our Next Future

OBJECTIVE:

Work with local communities to implement the “Our Next Future” Plan for sustainability and smart growth in the Pioneer Valley” region. To promote growth centered in existing urban and town centers served by existing transportation and other public infrastructure and services. Discourage inefficient land use and development in environmentally sensitive areas while striving to advance housing opportunities that link to transportation networks.

PREVIOUS WORK:

1. Regional Housing Coordination and Production Plan.

PROPOSED ACTIVITIES:

1. Continue to provide staff support to the Valley Development Council, which provides input from community officials and the development community in implementing Valley Vision. Ongoing task.
2. Continue to provide staff support to the Housing Plan Advisory Committee to advance strategies for transit-oriented and community center mixed use housing development, and other priorities. Ongoing task.
3. Coordinate the update of proposed new development projects with regional communities for inclusion in the MassBuilds database. Ongoing task.
4. Provide technical assistance to communities on new local zoning bylaws, land use regulations, and policies. As necessary.
5. Continue to update regional Land Use and Housing Sustainability Toolkit, identify and fill gaps. As necessary.
6. Work with scenic byway advisory groups to advance related projects to advance cultural activities and tourism.
7. Review existing community Housing Prioritization Plans (HPPs) to identify priority housing opportunity areas that align with existing transportation infrastructure and access to transportation services. Develop a regional map of priority housing opportunity areas.

PRODUCTS:

1. Quarterly meetings of the Valley Development Council. Quarterly.
2. Coordination of quarterly meetings of Housing Plan Advisory Committee. Quarterly.
3. Summary of assistance provided to communities to implement strategies from Our Next Future, and copies of adopted bylaws/ordinances. As necessary.
4. MassBuilds community coordination and updates. As necessary.

5. Updated Land Use and Housing Toolkit elements. As necessary.
6. Regional map of priority housing opportunity areas. Summer 2026.

Source	Budget	Est. Staff Effort
FHWA PL (80%)	\$ 32,000	10.7
MassDOT (20% match)	\$ 8,000	2.7
TOTAL	\$ 40,000	13.3
Direct Labor	\$ 18,148	
Indirect Costs	\$ 21,852	

Task 4.2 Local Technical Assistance

OBJECTIVE:

Assist PVPC communities and organizations through short term technical transportation support as requested by the chief locally elected official. To review transportation related impact reports, traffic studies, and environmental notification forms. This is an ongoing task.

PREVIOUS WORK:

1. Data collection activities at the request of local communities.

PROPOSED ACTIVITIES:

1. Provide Local Technical Assistance (LTA) to communities on an as requested basis. Typical activities may include data collection, operational analysis, and smaller studies that can be completed in 2 -3 days of staff time. Preference is given to communities that have not recently received assistance.
2. Review and comment on all Environmental Notification Forms and Environmental Impact Reports as part of the MEPA process. Attend project scoping sessions for significant projects in the region as part of the MEPA process. Review all documents prepared under federal environmental laws and regulations. As necessary.
3. Work with local communities to advance the recommendations of previously completed planning studies to the project development stage. As requested.

PRODUCTS:

1. Reports documenting the findings and recommendations of all LTAs. As necessary.
2. Recommendations and comments as appropriate for the review of MEPA documents. As necessary.

Source	Budget	Est. Staff Effort
FHWA PL (80%)	\$ 28,000	9.3
MassDOT (20% match)	\$ 7,000	2.3
TOTAL	\$ 35,000	11.7
Direct Labor	\$ 15,879	
Indirect Costs	\$ 19,121	

Other Transportation Planning

This section outlines transportation planning activities funded through competitive grants and private contracts. In some cases, funding may not yet be finalized and will require an amendment to the UPWP.

Safer Streets and Roads for All Grant

OBJECTIVE:

The U.S. Department of Transportation (USDOT) Safe Streets and Roads for All (SS4A) program provides grants to local, regional, and Tribal communities for implementation, planning, and demonstration activities as part of a systematic approach to prevent deaths and serious injuries on the nation's roadways.

The Pioneer Valley Planning Commission (PVPC) through the Pioneer Valley MPO and in partnership with MassDOT, PVTA, local communities, and regional stakeholders, will create a Regional Safety Action Plan compliant with SS4A to improve roadway safety by significantly reducing and eliminating roadway fatalities and serious injuries across all users, including pedestrians, bicyclists, public transportation, and all motor vehicle users.

PREVIOUS WORK:

1. Regional Safety Compass.
2. Top 100 High Crash Intersections list.

PROPOSED ACTIVITIES:

1. Develop a Regional Action Plan for the Pioneer Valley region that supports the U.S. Department of Transportation's National Roadway Safety Strategy and goal of zero roadway deaths using a Safe System Approach.
2. Undertake a robust and equitable public engagement process during the development of the Regional Action Plan to generate buy-in for strategies, recommendations, and projects.
3. Coordinate the development of the Pioneer Valley Regional Action Plan with other SS4A Funding recipients in the region.
4. Advance a demonstration activity to identify and evaluate existing traffic signals that do not currently comply with the Manual on Uniform Traffic Control Devices (MUTCD). Prepare an inventory of these locations, develop an analysis methodology, and compile a list of priority locations for future intersection improvement projects or traffic signal equipment upgrades.

PRODUCTS:

1. Draft Regional Action Plan for the Pioneer Valley. May 2025.
2. Final Regional Action Plan for the Pioneer Valley. July 2025.
3. Draft MUTCD Signal Evaluation Study for the Pioneer Valley, December 2025.
4. Final MUTCD Signal Evaluation Study for the Pioneer Valley, March 2026.

Source	Budget	Est. Staff Effort
FHWA PL (80%)	\$ 1,000,000	333.3
MassDOT (20% match)	\$ 250,000	83.3
TOTAL	\$ 1,250,000	416.7

Consultant Fees	\$ 1,000,000
Direct Labor	\$ 113,425
Indirect Costs	\$ 136,575

Local Pavement Management and Traffic Counting

OBJECTIVE:

To promote and update pavement management and traffic counting services for member communities on a contract basis.

PREVIOUS WORK:

1. Monson Local Pavement Management Study.

PROPOSED ACTIVITIES:

1. Follow up with the local communities on requests for Pavement Management System assistance. The process to collect and analyze pavement distress data including methodology and software is explained in the appendix.
2. Meet with local officials and staff from the selected communities to explain the program and to coordinate activities.
3. Conduct training sessions to educate local DPW and Highway Department staff on the identification of pavement distresses as well as sidewalk distress and data recording techniques.
4. Assist communities in the development of new roadway improvement projects based on their annual maintenance budget.
5. Collect 48 hour Automatic Traffic Recorder (ATR) count data, vehicle classification data, speed data, and Turning Movement Count (TMC) data as requested.
6. Finalize the Local Pavement Management Study for the City of Springfield. Work began in April 2025 and is anticipated to be completed in March 2026.

PRODUCTS:

1. OCI Updates for specific roadways in communities with an existing Pavement Management Program. As requested.
2. Springfield Local Pavement Management Study. March 2026.
3. Updates for existing municipal pavement management plans, as requested.
4. Summary reports of traffic count information. As requested.

Source	Budget	Est. Staff Effort
Local Funds	\$ 25,000	8.3
TOTAL	\$ 25,000	8.3
Direct Labor	\$ 11,342	
Indirect Costs	\$ 13,658	

* Estimated funds based on previous work.

Economic Impact Analysis of the Pioneer Valley Transit Authority

OBJECTIVE:

Perform an Economic Impact Analysis of the Pioneer Valley Transit Authority (PVTA) to measure the advantages of current fixed route and paratransit services under existing funding. This analysis will guide decisions on future resource allocation for strategic planning initiatives that align with regional objectives.

PROPOSED ACTIVITIES:

1. Procure a qualified consultant to complete an Economic Impact Analysis of the Pioneer Valley Transit Authority. PVPC staff will develop the Scope of Work and oversee the RFP process in line with current federal, state, and PVTA requirements.
2. Perform a comprehensive economic assessment of existing PVTA fixed route and paratransit services for its 24 participating member communities. Utilize existing population, employment, and vehicle ownership data to estimate the existing transit benefits for the regional population and workforce.
3. Assess existing PVTA financial information using economic modeling software to quantify the benefits of existing transit service based on current funding.
4. Develop a public engagement strategy for PVTA Stakeholders to increase awareness of PVTA benefits and build consensus and support for future transit projects.
5. Perform a socioeconomic analysis of major regional trends in populations, employment growth, income level, industry mix, etc. to provide context on the PVTA's importance to the Pioneer Valley region and provide perspective on the need for long-term strategic planning projects and improved transit services that increase economic growth and support regional goals.

PRODUCTS:

1. Draft and final version of the Economic Impact Analysis. Summer 2026.

Source	Budget	Est. Staff Effort
FHWA PL (80%)	\$ 64,000	21.3
PVTA (20% match)	\$ 16,000	5.3
TOTAL	\$ 80,000	26.7
Consultant Fees	\$ 70,000	
Direct Labor	\$ 4,537	
Indirect Costs	\$ 5,463	

Audio Visual Equipment Upgrades

OBJECTIVE:

Perform modifications of the current second floor large conference room to improve audio and visual quality and enhance hybrid meetings for the Metropolitan Planning Organization, Joint Transportation Committee, and other necessary public outreach efforts.

Source	Budget	Est. Staff Effort
FHWA PL	\$ 3,840	
PVPC (match)	\$ 5,760	
TOTAL	\$ 9,600	
Direct Costs	\$ 9,600	

Estimated Product Completion Schedule – FFY 2026 UPWP

Table 12 – Estimated Product Completion Schedule

Task	Product	Anticipated Completion	Public Engagement
1.1	MPO Meeting Minutes	Monthly through FFY26	
1.2	FY2027 UPWP	May-26	Apr-26
1.3	JTC Meeting Minutes	Monthly through FFY26	Monthly through FFY26
1.4	FY2027 - 2031 TIP	May-26	Apr-26
1.4	Annual TEC Project Evaluation	Mar-26	Feb-26
1.5	Updated Contact Database	Jan-26	
1.5	UPWP Task Distribution Map	May-26	
2.1	Online Traffic Count Dashboard Update	Sep-26	
2.2	Interstate I-291 Ramp 1A Analysis	Sep-26	
2.2	Route 9 Analysis - Hadley, MA	Apr-27	
2.4	MassBuilds Updates	Ongoing through FFY26	
3.1	Bay State Bike Month event poster and annual report	Summer 2026	Apr-26
3.1	Bicycle Parking Inventory Model	Sep-26	
3.2	Holyoke Route 202 Corridor Safety Study	Sep-26	
3.3	Regional Industrial Growth Assessment	Sep-26	
3.4	Congestion Analysis (up to 5 locations)	Aug-26	
3.4	Regional Congestion Dashboard	Ongoing through FFY26	
3.4	Regional Corridor Congestion Ranking	Ongoing through FFY26	
3.5	Updated Online OCI Maps	Summer 2026	
3.6	Updated PM1 regional targets	Feb-26	Jan-26
3.6	Updated PM2/PM3 regional targets	Oct-25	Sep-25
3.7	VRU Safety Study Report(s)	Sep-26	
3.7	Springfield Maple at Central/Cemetery Streets Study	Apr-26	
3.7	Regional Safety Compass Update	Dec-25	
3.8	Mystery Rider, K-9, On time Performance reporting	Quarterly through FFY26	
3.8	Fixed Route Non-Rider Survey	Summer 2026	
3.8	Paratransit Rider Survey	Sep-26	
3.8	Annual NTD Asset Inventory	Aug-26	
3.8	BusPlus+ Annual Customer Survey Report	Sep-26	
3.9	CPT-HST Plan Interactive Webpage	Sep-26	
3.11	Regional Critical Infrastructure Map	Sep-26	
4.1	Regional Housing Plan Advisory Committee	Quarterly through FFY26	
4.1	Regional map of priority housing opportunity areas	Summer 2026	
4.2	Local Technical Assistance	As requested through FFY26	As necessary

UPWP Planning Activity Assessment

The Pioneer Valley MPO is required to certify their planning process addresses the major transportation issues facing the region. This certification assures that planning is conducted in accordance with Title VI of the Civil Rights Act of 1964. PVPC works cooperatively with MassDOT, the Pioneer Valley Transit Authority (PVTA), Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) on addressing Title VI in the transportation planning process for the Region.

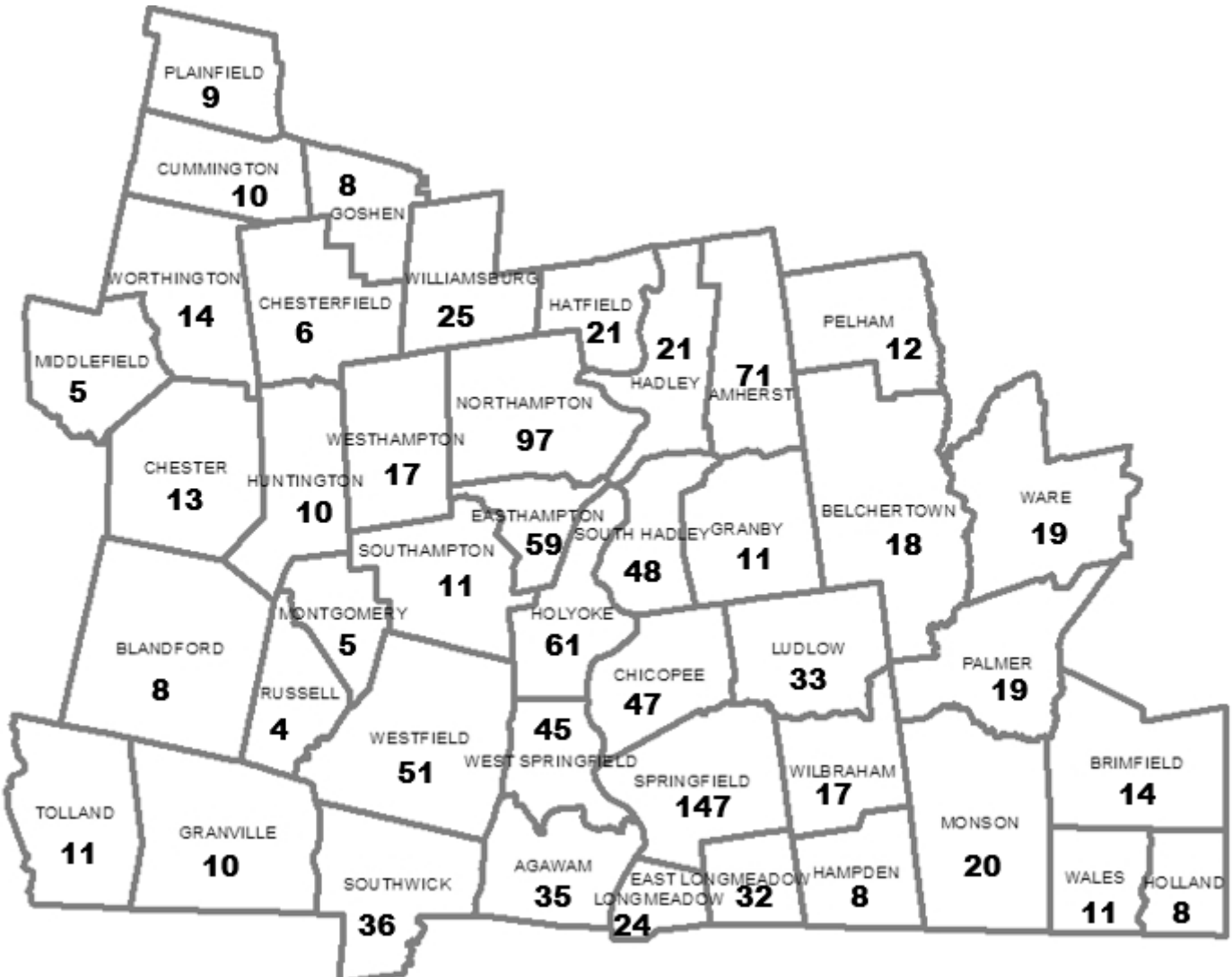
The Pioneer Language Access Plan (LAP) describes the MPO's strategic approach to engage people who are Limited English Proficient (LEP) in transportation planning activities. PVPC's goal is to ensure that all people have meaningful access to the public involvement process. The LAP Plan clarifies the MPO's responsibilities with respect to LEP requirements as a recipient of federal financial assistance from the U.S. Department of Transportation.

https://pvmmpo.pvpc.org/wp-content/uploads/2023/12/PVMPO-Language-Access-Plan-2023_r.pdf

For more information please refer to the Pioneer Valley MPO website on Civil Rights and Title VI - <http://pvmmpo.pvpc.org/civil-rights-and-title-vi/>

PVPC conducted an assessment on the transportation planning tasks completed as part of previous UPWP's. This assessment process identifies how regional transportation planning activities have potentially impacted the region. A map of planning tasks completed by community from 2017 – 2026 is shown on Figure 2.

Figure 2 – 2017 – 2026* Transportation Planning Activities by PVPC Community Map



* Planning Activities for 2025 and 2026 are estimated based on current and proposed UPWP Tasks.

Past UPWP's were reviewed to identify the transportation planning tasks that were completed for each of the 43 communities in the PVPC region. Transportation tasks are defined as data collection, planning studies, local technical assistance requests, and regional activities such as the update to the TIP or CMP. All total, 1459 tasks were identified over the last 10 years. While the total number of planning tasks for each community is often a function of the size of the community, at least one task was completed for each community. This information is summarized in Table 13. Tasks completed or estimated to be completed as part of the FFY 2025 and FFY 2026 UPWP have also been included on this table for informational purposes. Completion of these tasks are estimated, and additional details are added at the completion of the federal fiscal year.

Nine communities were found to average less than one transportation task completed/year over the entire ten-year analysis period. PVPC routinely reaches out to communities to offer planning assistance such as traffic counts and safety assessments. With the exception of the Town of Southampton, all of these communities are located in predominantly rural areas.

Table 13 was annotated to identify communities that have at least one Census Block Group that meets the MPO's definition of a Low Income or Minority Block Group (annotated with a #1 or #2). A total of 17 communities were identified as having at least one Low Income Census Block Group, while 10 have at least one Minority Census Block Group.

Similarly, communities with a higher percentage of population that speaks a language other than English were identified (annotated with a #3). All total, 7 such communities were identified. PVPC works in close collaboration with each community to identify opportunities for outreach in the early stages of all planning tasks to engage, inform and involve all interested parties in the planning process.

In the development of the 2024 RTP, a concerted effort was made to engage the public in person through outreach at local Farmers Markets. The Farmers markets selected were all accessible by transit. PVPC staff used the "MassDOT Engage Tool" to identify language needs and prepare outreach materials. In addition to offering language specific materials, PVPC staff used "I speak" cards to assist in identifying language preferences. Farmers markets that participate in the Healthy Incentives Program accept SNAP (food stamps) and clients receive \$1 back for each dollar spent on eligible fruits and vegetables at the farmer's market.

Table 13 – Transportation Tasks by Community and Year

Community	2017	2018	2019	2020	2021	2022	2023	2024	2025*	2026*	Total
Agawam 1	5	5	3	1	4	8	2	5	1	1	35
Amherst 1 2 3	2	2	10	12	9	8	12	5	10	1	71
Belchertown 1	2	2	2	2	3		2	2	3		18
Blandford			1	1			4			2	8
Brimfield	1	3	1	1	1	2	2	2	1		14
Chester	3	1	1	1	1	1	2	2	1		13
Chesterfield		1		1			2	1		1	6
Chicopee 1 2 3	2	3	3	12	11	1	9		6		47
Cumington	1	2	1		1		2	3			10
E. Longmeadow 1	3	3	4	2	2	2	3	3	1	1	24
Easthampton 1 2	5	4	11	6	6	7	4	6	8	2	59
Goshen	1	2	1				2	2			8
Granby	1			2	2		1	1	4		11
Granville		3	3	1			2			1	10
Hadley	2	2	2	4	2	1	2	3	2	1	21
Hampden	1	1			1	1		4			8
Hatfield 1			2			1	14	2	2		21
Holland	1	2				1	3	1			8
Holyoke 1 2 3	6	4	6	6	9	8	2	7	2	11	61
Huntington 1		1	1	1	3	1		1	1	1	10
Longmeadow	2	1	3	4	2	1	1	17		1	32
Ludlow 1 2 3	2		4	2	2	4	3	15	1		33
Middlefield			2						3		5
Monson 1	1	1	2	3	3	5	2	1	2		20
Montgomery	1		1				3				5
Northampton 1 2	6	6	17	10	10	6	8	19	6	2	90
Palmer 1	2	2	4	2	1			1	4	3	19
Pelham	1		1	3	1	1	4		1		12
Plainfield		1	1		1		4	2			9
Region Wide	24	26	30	28	29	35	32	34	32	31	301
Russell			3					3	4		10
South Hadley 1 2	4	2	7	10	9	6	6	8	6		58
Southampton	1	1	1		1	1	3			1	9
Southwick	3	1	4	7	6	2	8	3	2		36
Springfield 1 2 3	11	8	19	18	12	15	18	25	13	8	147
Tolland	1	2	2	2	2		1		1		11
Wales	2	2	1			1	2	1		2	11
Ware 1	2	1	3	4	2	1	2	1	2	1	19
West Springfield 1 2 3	9	2	9	3	4	4	5	2	3	4	45
Westfield 1 2 3	5	6	6	6	5	8	5	3	5	2	51
Westhampton	1		3	1	3	1	2	4	2		17
Wilbraham	1	4	2			1		5	2	2	17
Williamsburg	1	2	1	7	7	1	4	1		1	25
Worthington	1	2	2	1	3		3		2		14
Grand Total	117	111	180	164	158	135	186	195	133	80	1459

*= Estimated, 1 = Community with Low Income Block Groups, 2 = Community with Minority Block Groups, 3 = LEP
 Transportation Planning Activities included data collection, planning studies, local technical assistance requests, and regional activities such as the TIP and UPWP.

Traffic counting and pavement management data collection have been conducted in PVPC communities as summarized in Tables 14 and 15. In addition to counts completed for MassDOT and as part of ongoing planning studies, PVPC offers two free traffic counts for each member community per calendar year. Traffic counts from 2017 - 2026 were reviewed for each community to determine how much data has been collected across the region and to identify how many communities may not be aware of the traffic counting services that we offer. This information along with the estimated traffic counts for the 2025 and 2026 calendar years is summarized in Table 14. The number of estimated counts will increase as we receive requests from MassDOT and local communities. Traffic counts include both automatic traffic counts and manual turning movement counts.

A wide range of traffic count data has been collected across each of the 43 communities. In general, a higher number of completed traffic counts is an indication that a transportation safety or congestion study was conducted in that community during the calendar year. Less than five traffic counts were performed from 2020 - 2024 in 14 communities. This number has decreased from 17 in the FFY2025 UPWP Analysis. Additional counts will be considered for each of these communities in 2025 and 2026 as time and budget allow. In 2019, PVPC started scheduling traffic counts for communities without recent count data as part of Task 2.1 – Traffic Counting. Upon completion, these counts are sent to the chief locally elected official and JTC representatives. PVPC also conducts traffic counts in support of the regional transportation model update as budget allows. A new program to collect traffic count data on key regional roadways over a 3-year period began in 2024.

PVPC collects pavement distress data for all federal aid eligible roadways in the region. This data is typically collected on a 3-to-4-year rotation based on roadway miles. A summary is provided in Table 15 and Figure 3. No pavement distress data is currently collected for the Town of Middlefield as there are no federal aid eligible roadways. Pavement distress data is summarized and distributed to each of the remaining 42 communities after it is collected. New pavement data was collected in 24 communities during 2023 to assist in the 2024 update to the Regional Transportation Plan. New data will be collected in 8 communities in 2025 and 12 communities in 2026.

Table 14 – Traffic Counts by Community and Year

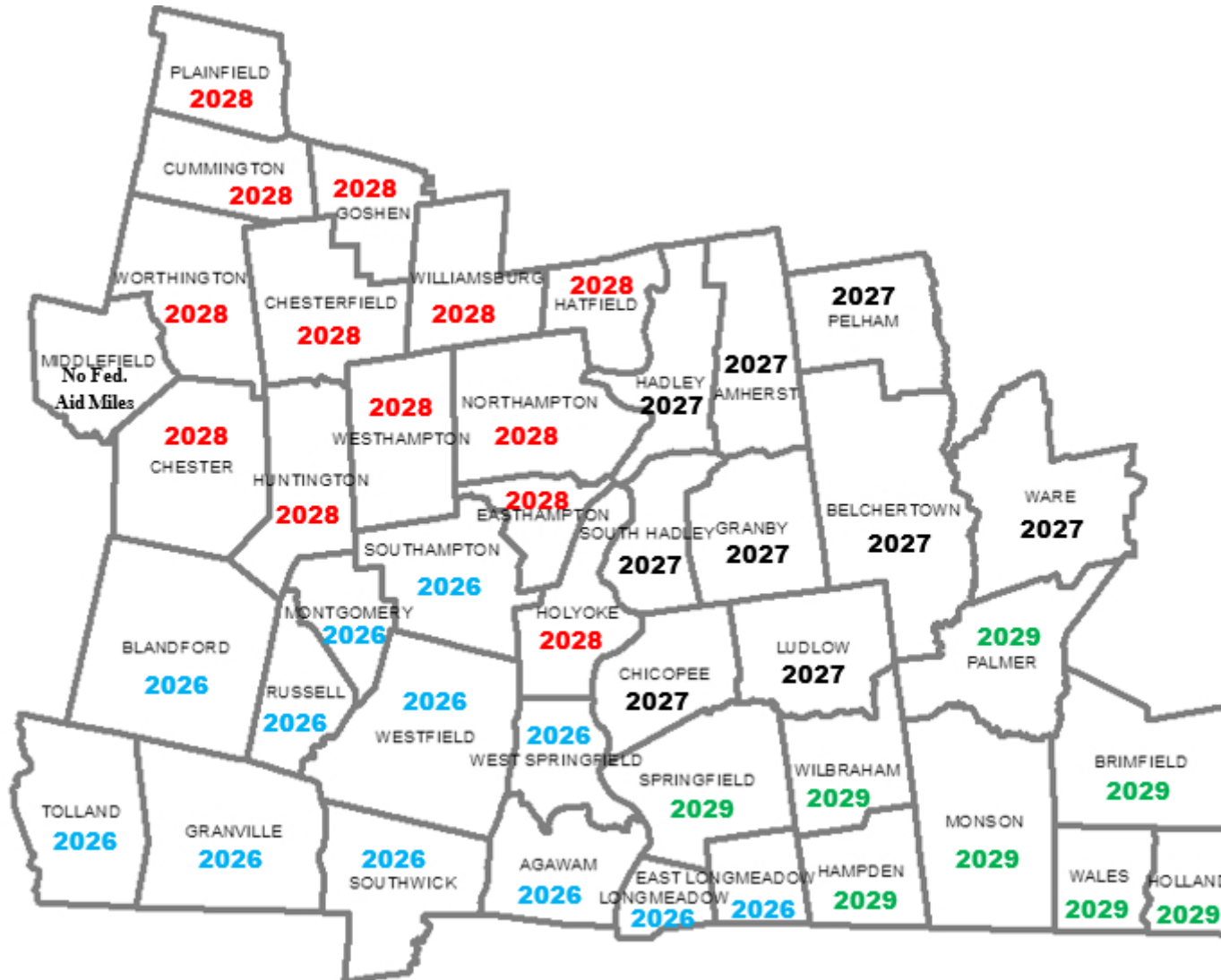
Community	2017	2018	2019	2020	2021	2022	2023	2024	2025*	2026*	Total
Agawam	1	12	1	1	2	7	1	3	1		29
Amherst	9	5	9	9	5	8	11	5	10	1	72
Belchertown			1	1	15		1	2	3		23
Blandford							3			1	4
Brimfield	4	4		1	1		2	2	1		15
Chester	1	1	1	1	1	1	2	1	1		10
Chesterfield							2			1	3
Chicopee	7	8	1	10	2	1	8		6		43
Cummington		2			2		2	2			8
East Longmeadow	1		1	2	1	1	2	1	1		10
Easthampton	5	3	6	5	4	7	4	4	8	2	48
Goshen		1			1		1	1			4
Granby	1			1	1			1	4		8
Granville			2		1		1				4
Hadley	1	2	1	2	3	1	1	3	1	1	16
Hampden		2			2			4			8
Hatfield			2			1	13	1	2		19
Holland							3	1			4
Holyoke	4	2	3	4	5	6	2	4	2	10	42
Huntington		1	1	1	2				1	1	7
Longmeadow		23	1	2	2			16			44
Ludlow			4	1	1	3	2	14	1		26
Middlefield			2						3		5
Monson	3		2	3	1	3	2	1	2		17
Montgomery							2				2
Northampton	6	8	9	8	8	6	7	15	6	2	75
Palmer			2						4	2	8
Pelham	1		1	1		1	3		1		8
Plainfield		1			1		3	1			6
Russell			2					2	4		8
South Hadley	26	5	5	8	5	6	5	8	6		74
Southampton							2			1	3
Southwick	4	13	2	5	15	2	7	3	2		53
Springfield	13	6	15	11	19	11	16	24	13	6	134
Tolland	4	2	2	2	3				1		14
Wales							2			1	3
Ware	1		1	2	2		1		2	1	10
West Springfield	1	2	7	2	9	1	4	1	3	4	34
Westfield	5	2	4	5	4	3	3	3	5	2	36
Westhampton	1		3	1		1	1	3	1		11
Wilbraham					2	1		5	2	1	11
Williamsburg				4	1		2			1	8
Worthington	1	1		1			2		1		6
	100	106	91	94	121	71	123	131	98	38	973

Table 15 – Pavement Data Collection by Community and Year

Community	2017	2018	2019	2020	2021	2022	2023	2024	2025*	2026*
Agawam			X					X		X
Amherst	X	X		X			X			
Belchertown	X			X			X			
Blandford				X			X			X
Brimfield		X				X			X	
Chester					X			X		
Chesterfield			X		X			X		
Chicopee				X			X			
Cummington			X			X		X		
East Longmeadow		X	X				X			X
Easthampton	X				X	X		X		
Goshen			X				X	X		
Granby				X			X			
Granville				X			X			X
Hadley				X			X			
Hampden			X			X			X	
Hatfield	X				X		X	X		
Holland		X				X			X	
Holyoke	X	X			X			X		
Huntington		X			X			X		
Longmeadow					X		X			X
Ludlow	X			X			X			
Middlefield*										
Monson			X		X				X	
Montgomery			X				X			X
Northampton					X	X		X		
Palmer				X					X	
Pelham				X			X			
Plainfield			X				X	X		
Russell			X					X		X
South Hadley	X	X		X			X			
Southampton	X		X				X			X
Southwick			X				X			X
Springfield			X			X			X	
Tolland			X				X			X
Wales		X				X			X	
Ware				X			X			
West Springfield			X				X			X
Westfield			X				X			X
Westhampton		X			X	X		X		
Wilbraham		X				X			X	
Williamsburg		X			X		X	X		
Worthington			X				X	X		

* There are no Federal Aid Eligible Roads in the Town of Middlefield.

Figure 3 – Regional Pavement Management Data Collection Schedule by Federal Fiscal Year



Planning Acronyms

3C - Continuing, Comprehensive, and Cooperative Planning

AADT - Average Annual Daily Traffic

AASHTO - American Association of State Highway and Transportation Officials

ADA - Americans with Disabilities Act (1990)

ADT - Average Daily Traffic

AFV - Alternative Fuel Vehicles

AQ - Air Quality

ATR - Automatic Traffic Recorder

AVR - Average Vehicle Ridership

BAPAC - Barnes Aquifer Protection Advisory Committee

BID - Business Improvement District

BIL - Bipartisan Infrastructure Law

BLOS - Bicycle Level of Service

BMP - Best Management Practice

BMS - Bridge Management System

CAAA - Clean Air Act Amendments of 1990

CBD - Central Business District

CDBG - Community Development Block Grant

CDC - Centers for Disease Control

CEDS - Comprehensive Economic Development Strategy

CIP - Capital Improvements Plan (or Program)

CFR - Code of Federal Regulations

CMAQ - Congestion Mitigation and Air Quality Improv. Program

CMP - Congestion Management Process

CNG - Compressed Natural Gas

CO - Carbon Monoxide

COG - Council of Governments

Comm-PASS - Commonwealth Procurement Access and Solicitation System

CPA - Community Preservation Act

CPTC - Citizen Planner Training Collaborative

CRCOG - Capitol Region Council of Governments

CSO - Combined Sewer Overflow

DCR - Department of Conservation and Recreation

DEP - Department of Environmental Protection

DHCD - Department of Housing and Community Development

DLTA - District Local Technical Assistance

DOT - Department of Transportation

DPW - Department of Public Works

E.O. - Executive Order

EDC - Economic Development Council

EDC - Every Day Counts

EIR - Environmental Impact Report

EIS - Environmental Impact Statement

ENF - Environmental Notification Form

EOA - Economic Opportunity Area

EEA - Executive Office of Energy and Environmental Affairs

EPA - Environmental Protection Agency

FA - Federal Aid

FAST - Fixing America's Surface Transportation Act

FC - Functional Classification (of roadways)

FHA - Federal Housing Administration

FHWA - Federal Highway Administration

FRCOG - Franklin Regional Council of Governments

FRTA - Franklin Regional Transit Authority

FTA - Federal Transit Administration

FY - Fiscal Year

FFY - Federal Fiscal Year

GHG - Greenhouse Gas

GIS - Geographic Information System

GPS - Global Positioning System

HOV - High Occupancy Vehicle

HSIP - Highway Safety Improvement Program

HUD - U.S. Department of Housing and Urban Development

IJA - Infrastructure, Investment and Jobs Act

ISTEA - Intermodal Surface Transportation Efficiency Act

ITS - Intelligent Transportation Systems

JARC - Job Access and Reverse Commute

JLSB - Jacob's Ladder Scenic Byway

JLT - Jacob's Ladder Trail

JTC - Joint Transportation Committee

LEP - Limited English Proficiency

LOS - Level of Service

LPMS - Local Pavement Management System

LRV - Light Rail Vehicle

LTA - Local Technical Assistance

M.G.L. - Massachusetts General Laws

MAP 21 - Moving Ahead for Progress in the 21st Century

MARPA - Massachusetts Assoc. of Regional Planning Agencies

MassDOT - Massachusetts Department of Transportation

MassGIS - Massachusetts Geographic Information System

MEPA - Massachusetts Environmental Policy Act

MMA - Massachusetts Municipal Association

MOA - Memorandum of Agreement

MOU - Memorandum of Understanding

MPA - Metropolitan Planning Area

MPO - Metropolitan Planning Organization

MUTCD - Manual of Uniform Traffic Control Devices

NFA - Non-Federal Aid

NHS - National Highway System

NHTSA - National Highway Traffic Safety Administration

NOx - Nitrogen Oxide

NTSB - National Transportation Safety Board

OCI - Overall Condition Index (Pavement)

OTP - Office of Transportation Planning (MassDOT)

PBPP - Performance Based Planning and Programming

PEB - Potential for Everyday Biking

PCI - Pavement Condition Index

PL - [Metropolitan] Planning Funds

PMS - Pavement Management System

PPP - Public Participation Process/Plan

PTASP - Public Transportation Agency Safety Plan

PVTA - Pioneer Valley Transit Authority

QVCD - Quaboag Valley Community Development Corp.

REB - Regional Employment Board

RIF - Roadway Inventory Files

RPA - Regional Planning Agency

RTA - Regional Transit Authority

RTP - Regional Transportation Plan

SAFETEA-LU - Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users

SBA - Small Business Administration

SIP - State Implementation Plan (for air quality)
SKC - Sustainable Knowledge Corridor
SOV - Single Occupancy Vehicle
SPR - Statewide Planning and Research Funds
SS4A – Safer Streets and Roads for All
STIP - Statewide Transportation Improvement Program
STP - Surface Transportation Program
TAM – Transit Asset Management
TAZ – Traffic Analysis Zone
TDM - Transportation Demand Management
TEC – Transportation Evaluation Criteria
TIP - Transportation Improvement Program
TMA – Transportation Management Area
TMC - Turning Movement Count
TND - Traditional Neighborhood District
TOD - Transit Oriented Design (or Development)
TRB - Transportation Research Board
TRO - Trip Reduction Ordinance

TSM - Transportation Systems Management
TTTR – Truck Travel Time Reliability
UMass - University of Massachusetts
UPWP - Unified Planning Work Program
USC – United States Code
USDOT – United States Department of Transportation
UZA – Urbanized Area
VMT - Vehicle Miles Traveled
VOC - Volatile Organic Compound
VOR - Vehicle Occupancy Rate
VPI – Virtual Public Involvement
VRU – Vulnerable Roadway User
WBE - Women-owned Business Enterprises
WRWA - Westfield River Watershed Association
WRWSAC - Westfield River Wild & Scenic Advisory Committee
ZBA - Zoning Board of Adjustment (or Appeals)

Previous Transportation Studies

2020 UZA Urban Area Boundary Assessment
 Agawam Safety Study – Pine Street at Barry Street
 Agawam/West Springfield Route 147 Improvement
 Project Analysis
 At-Grade Rail Crossing Study
 Baystate Bike Month through 2024
 Before and After Congestion Studies – Roosevelt
 Avenue at Island Pond Road and Alden Street
 Before and After MassPike Toll Plaza Removal Analysis
 Belchertown Main and Park Streets Congestion Study
 Bike Share Scope of Work and Station Locations
 Blandford Local Pavement Management Report
 Bliss Street at Williams Street Transportation Study –
 Longmeadow
 Brimfield Safety Study
 CMAQ and Greenhouse Gas Analysis
 CMP Corridor and Bottleneck Updates
 Coordinated Public Transit Human Service
 Transportation Plan and Updates through 2025
 Cottage Street, Robbins Road and Industry Avenue
 Intersection: Springfield Safety Study
 Critical Infrastructure Vulnerability Assessment
 Depot Street/Sheep Pasture/Powder Mill Road Safety
 Study
 Easthampton – Route 10 at South Street Intersection
 Study
 EJ and Title VI Reports to MassDOT
 Final At-Grade Shared-use Path Crossing Safety Study
 Freight Bottleneck Updates
 GHG Analysis for Major Corridors
 Green Infrastructure Retrofit Mapping
 High Speed Tolling Analysis for Massachusetts Turnpike
 Holyoke RR Underpass Safety Study
 I-391 Ramp Congestion Study
 I-91 Corridor Planning Study – Existing Conditions
 I-91 SB Congestion Analysis
 JTC Bylaws and Updates
 Longmeadow Local Pavement Management Report
 Low Clearance RR Underpass Inventory
 Ludlow East Street VRU Study
 Ludlow Local Pavement Management Report

Manhan Rail Trail User Survey Report
 MassDOT Crash Data Updates
 Merrick/Memorial Plan Phases 1 and 2
 Mobility Chapter – Southampton Master Plan
 Monson Local Pavement Management Report
 Monson Pedestrian Study
 Northampton Elm, Nonotuck, South Main VRU Study
 Online Regional Bike Map and Updates
 Palmer Shuttle Survey
 Palmer Sidewalk Inventory
 Paratransit Appeals Decision letters
 Paratransit User Survey
 Pavement OCI maps
 Pine Street Congestion Study – Florence, MA
 Pioneer Valley Annual Unified Planning Work Program
 and Amendments
 Pioneer Valley Bike Commute Week Coordination and
 Reporting
 Pioneer Valley On-Road Bike Network Map
 Pioneer Valley Regional Transportation Plan and
 Updates
 Pioneer Valley Trail Map
 Pioneer Valley Transportation Improvement Program and
 Amendments
 Pioneer Valley Walk Audit Map
 Pleasant Street Congestion Study – Holyoke, MA
 Project Development Process Primer Video
 Public Participation Plan and Updates
 Public Participation Survey
 PVPC Community and Facility Profiles (various)
 PVPC Green Tips
 PVPC/CRCOG MOU and Updates
 PVTa bus stop consolidation planning
 PVTa Mystery Rider Reports
 PVTa Non-Rider Survey
 PVTa Northern Tier On-Board Survey
 PVTa Schedule Changes and Updates
 PVTa Southern Service Area Customer Satisfaction
 Survey
 PVTa Southern Tier Route Survey
 PVTa Title VI Updates

Regional Affordable Housing Survey
Regional Congestion Dashboard Updates
Regional Culvert Assessments
Regional Data Indicators Update
Regional Freight Congestion Survey
Regional Housing Coordination and Production Plan
Regional Hybrid Work Survey - 2022
Regional Pavement Management Report Update
Regional Performance Measures Updates
Regional Safety Compass
Regional Saturation Flow Rate Report
Regional Top 100 High Crash Intersection Reports
Regional Traffic Count Dashboard
Regional Traffic Counting Program Reports
Regional Transportation Model – Report on Future Traffic Projections
Route 10 Build Out Analysis – Easthampton
Route 202 at Amherst Street Traffic Signal Warrant Analysis
Route 9 (Federal Street) at Bay Road Safety Study – Belchertown, MA
Route 9 (Locust Street) at Hatfield Street Safety Study – Northampton, MA
Route 9 Safety and Livability Study
Share the Road Sign Inventory
South Hadley Intersection Summary Report
Southampton Local Pavement Management Study
Southwick Rail Trail/Columbia River Greenway Rail Trail User Survey

Springfield Crash Data Analysis
Springfield Locust, Mill, Belmont VRU Study
Springfield Page Blvd at Bircham St. Study
Springfield St. James at Worthington Study
State Freight Plan Advisory Committee
State of the Pioneer Valley Update
Technical Report: Community Green House Gas Emissions
Technical Report: Impacts of Roadway Improvements: A 2040 Future Scenarios Comparison.
Transit Mystery Rider Reports
Transportation Evaluation Criteria (TEC), Assessment and Updates
Transportation Impacts on Route 20 of the Brimfield Antique Shows
Transportation Improvement Program through FFY2029
Unified Planning Work Programs through FFY2025
Union Station Roadway Safety Audit
Union Street Complete Streets Assessment
Updates to Regional Data Indicators
Updates to the Regional Transportation Model
Valley Vision ToolBox and Updates
Valley Vision Update
ValleyBike Assessment Reports Years 1-4
Ware Shuttle Survey
West Springfield Route 20 Safety Study
Williamsburg Pedestrian Safety Study

Studies Completed as Part of the FFY2025 UPWP

Table 16 – Studies Completed as Part of the FFY 2025 UPWP

Study	Regional Goal Met
MPO Meeting Minutes	Coordination
FY2026 UPWP	Various
Press Releases and Public Participation Notices	Coordination
FY2026 - 2030 TIP	Operations and Maintenance, Safety
TEC Project Evaluation	Cost Effectiveness
Updates to Title VI Activities	Environmental Justice
Assessment of Regional Bikeway Network	Quality of Life
Online traffic count viewer (MS2) updates	Operations and Maintenance
CMAQ and Greenhouse Gas Analysis	Environment, Climate Change
Regional Transportation Model Updates	Land Use, Operations and Maintenance
Update region wide data indicators	Quality of Life, Economic Productivity
Housing "Supply vs. Demand" and Affordability Analysis	Quality of Life, Land Use, Cost Effectiveness
JTC Bicycle and Pedestrian Subcommittee	Coordination
Bicycle and Pedestrian Counts	Intermodal/Multimodal
Baystate Bike Month	Intermodal/Multimodal
Share the Road Sign Inventory	Intermodal/Multimodal, Safety
Regional Bicycle and Pedestrian Plan Update	Intermodal/Multimodal, Safety, Quality of Life
Freight Travel Time Assessment	Operations and Maintenance, Safety, Economic Productivity
Congestion Summary Profiles	Operations and Maintenance
Park and Ride/Truck Stop Occupancy Reports	Operations and Maintenance
Regional Congestion Dashboard	Operations and Maintenance
Updated Online OCI Maps	Operations and Maintenance
Updated PM1, PM2, and PM3 regional targets	Safety, Operations and Maintenance
VRU Safety Study Reports	Safety, Quality of Life
Top 100 High Crash Intersections List	Safety
Regional Safety Compass Update	Safety
Mystery Rider, K-9, On time Performance reporting	Intermodal/Multimodal
PVTA Northern System Onboard rider survey	Intermodal/Multimodal
2024 BusPlus Annual Survey	Intermodal/Multimodal
PVTA Schedule Updates	Intermodal/Multimodal
PVTA System Map Update	Intermodal/Multimodal
PVTA Title VI Updates	Environmental Justice
CPY-HST Plan Update	Intermodal/Multimodal, Quality of Life
PVTA Bus Stop and Amenities Inventory	Intermodal/Multimodal, Safety
Paratransit Appeal Decision Letters	Intermodal/Multimodal, Quality of Life
Final Regional Housing Coordination and Production Plan	Quality of Life, Land Use, Cost Effectiveness, Energy Efficiency
Local Technical Assistance	Various

Funding Summary

Table 17 – Summary of Annual Funding for the Pioneer Valley Planning Commission

Transportation Funding	Value	% of Total
<i>FHWA PL (80%)</i>	\$ 1,390,956.00	40.75%
<i>MassDOT PL (20% match)</i>	\$ 347,739.00	10.19%
<i>FTA Section 5307 (80%)</i>	\$ 248,000.00	7.27%
<i>PVTA Section 5307 (20% match)</i>	\$ 62,000.00	1.82%
<i>De-obligated PL Funding</i>	\$ 67,840.00	1.99%
<i>SS4A Grant</i>	\$ 1,250,000.00	36.62%
<i>Local Funds (includes in-kind contributions)</i>	\$ 46,760.00	1.37%
Total	\$ 3,413,295.00	100.00%
Other Funding	Value	% of Total
<i>Other Commonwealth of Massachusetts</i>	\$ 1,382,991.00	36.45%
<i>Massachusetts DEP</i>	\$ 100,000.00	2.64%
<i>Massachusetts DLTA</i>	\$ 274,935.00	7.25%
<i>Massachusetts GAP Funding</i>	\$ 91,645.00	2.42%
<i>Local Revenue</i>	\$ 1,709,499.00	45.05%
<i>Community Assessments</i>	\$ 120,284.00	3.17%
<i>Pioneer Valley Regional Ventures Center</i>	\$ 115,000.00	3.03%
Total	\$ 3,794,354.00	100.00%
Overall Funding	Value	% of Total
<i>FHWA PL (80%)</i>	\$ 1,390,956.00	19.30%
<i>MassDOT PL (20% match)</i>	\$ 347,739.00	4.82%
<i>FTA Section 5307 (80%)</i>	\$ 248,000.00	3.44%
<i>PVTA Section 5307 (20% match)</i>	\$ 62,000.00	0.86%
<i>De-obligated PL Funding</i>	\$ 67,840.00	0.65%
<i>SS4A Grant</i>	\$ 1,250,000.00	17.34%
<i>Local Funds (includes in-kind contributions)</i>	\$ 46,760.00	0.65%
<i>Other Commonwealth of Massachusetts</i>	\$ 1,382,991.00	19.19%
<i>Massachusetts DEP</i>	\$ 100,000.00	1.39%
<i>Massachusetts DLTA</i>	\$ 274,935.00	3.81%
<i>Massachusetts GAP Funding</i>	\$ 91,645.00	1.27%
<i>Local Revenue</i>	\$ 1,709,499.00	23.72%
<i>Community Assessments</i>	\$ 120,284.00	1.67%
<i>Pioneer Valley Regional Ventures Center</i>	\$ 115,000.00	1.60%
Total	\$ 7,207,649.00	100.00%

Summary of Comments on the Draft FFY2026 UPWP

Table 18 – Comments Received on the Draft FFY2026 UPWP

Page	Comment	From	Response

MPO Endorsement

The FFY2026 UPWP will be considered for endorsement at the May 27, 2025 meeting of the Pioneer Valley Metropolitan Planning Organization.

Appendix

Pioneer Valley Planning Commission Traffic Counting Program

Data Collection

The Pioneer Valley Planning Commission collects transportation data on the movement of people and vehicles across specific points in the region. This information is often used as the basis for transportation planning studies but has a wide variety of applications and uses. The following provides a summary of the type of data collected, current data collection policies and the equipment used for data collection.

1. Data collected
 - a. Daily traffic count data is collected using Automatic Traffic Recorders (ATRs). Data is collected on a weekday for a minimum of 48 hours. All ATRs are capable of counting traffic volume, speed, vehicle class and gap data. Most ATRs are capable of classifying bicycles.
 - b. Intersection Turning Movement Counter (TMC) Counts are performed at intersections during the peak hours of travel (typically 7-9 AM and 4-6 PM). TMCs are counted in 15-minute intervals. Bicycles, pedestrians and trucks are all counted separately from passenger vehicles as part of all TMCs.
 - c. Bicycles and pedestrians are counted on shared use paths using a passive infrared signal detector.
 - d. Pedestrians are manually counted at high volume locations during peak hours.
2. Data Collection Policies
 - a. PVPC performs traffic counts at specific locations as requested by MassDOT. The location of these counts is updated annually by MassDOT. The counts are conducted throughout the counting season. PVPC conducts traffic counts for areas subject to seasonal traffic variation such as schools, colleges, and special events during the appropriate time period to obtain average traffic volumes.
 - b. PVPC selects its own traffic count locations to supplement data collection activities required as part of ongoing corridor studies, the regional congestion management system, the regional pavement management system, and the regional transportation model.
 - c. PVPC collects bicycle and pedestrian volume counts for shared use paths, pedestrian counts on urban sidewalks and bicycle volumes on dedicated bike lanes in consultation with the JTC Bicycle, Pedestrian, and Complete Streets subcommittee.
 - d. A member community may request traffic counts under PVPC's LTA program. Under PVPC's current policy, each community is eligible to receive up to two free

traffic counts per calendar year. After this member communities are charged for each count based on PVPC's actual cost.

- e. Private organizations are charged for traffic counts based on PVPC's flat hourly rate.
3. Equipment
- a. 10 Trax Pinnacle traffic recorders - Jamar Technologies, Inc.
 - b. 2 Apollyon traffic recorders - Jamar Technologies
 - c. 2 Cycles Plus traffic recorders (provides bicycle lane data) - Jamar Technologies, Inc.
 - d. 4 DB-100, 1 DB-400, and 1 TDC Ultra turning movement counters - Jamar Technologies, Inc.
 - e. 1 traffic recorder testing unit. All recorders are certified prior to the start of the counting season as required by MassDOT.
 - f. 3 passive infra-red signal detectors (TRAFx and ECO) with a data logger to collect volume counts.
 - g. 1 COUNTcam 2 portable traffic video recorder.
 - h. 2 Count Stick Radar Counters.
4. Data
- a. All traffic counts are uploaded to the MassDOT MS2 site on a regular basis during the counting season. Bicycle and pedestrian count data are also shared with MassDOT. Copies of completed counts are distributed to member communities as they are finalized.

Pavement Management System Program

PVPC undertakes an ongoing Regional Pavement Management System Program. A Pavement Management System (PMS) is a systematic process that collects and analyzes roadway pavement information for use in selecting cost-effective strategies for providing and maintaining pavements in serviceable condition. The role of PMS is to provide an opportunity to improve roadway conditions, and to help make cost-effective decisions on maintenance priorities and schedules.

- 1. Regional Pavement Management
 - a. The roadway network covered by the regional PMS includes all urban and rural Federal-Aid eligible highways of the 43 cities and towns in the region constituting approximately 1,400 miles.
 - b. The region is divided into several sub-region areas with data collection activities performed on a 3 or 4-year rotational basis.
 - c. The regional PMS inventories the existing federal aid roadway network, records the pavement maintenance history for the network, and uses the pavement distress data collected to identify regional needs and maintenance activities.

2. Local Pavement Management
 - a. This program aims to provide the region's 43 communities with the knowledge and ability to effectively administer their available roadway improvement funds. It expands on the regional program to include all roadways maintained by the community. Communities are charged a fee for this service based on their roadway mileage.
3. Software
 - a. PVPC utilizes the Pavement Management software program OMS developed by OpenGov Inc.. OpenGov OMS assesses the present pavement conditions and forecasts them annually based on historically derived roadway deterioration curves. Budget scenarios can be developed to identify the impact of various investments on pavement condition.
 - b. OpenGov OMS uses an Overall Condition Index (OCI) as a measurement of roadway serviceability and as a method to establish performance criteria.
4. Pavement Distress Data
 - a. Pavement distress data is collected via a windshield survey and is based on accepted federal standards.

Table 19 – 2025 MassDOT Traffic Count Locations

Station	Roadway/Route	Town	Location
1132	RTE. 20	CHESTER	WEST OF MIDDLEFIELD RD.
2077	STAGE RD.	WESTHAMPTON	WEST OF EASTHAMPTON RD.
2086	FLORENCE ST.	NORTHAMPTON	WEST OF RTE.9
2087	FLORENCE RD.	NORTHAMPTON	SOUTH OF SPRING ST.
2093	BRIDGE RD.	NORTHAMPTON	EAST OF NORTH MAIN ST.
2096	MAIN ST.	NORTHAMPTON	WEST OF CENTER ST.
2100	E. LEVERETT RD.	AMHERST	AT LEVERETT T.L.
2102	N. MAPLE ST.	HADLEY	SOUTH OF MT.WARNER RD.
2106	AMHERST RD.	PELHAM	WEST OF RTE.202
2109	STRONG ST.	AMHERST	EAST OF EAST PLEASANT ST.
2110	E. PLEASANT ST.	AMHERST	SOUTH OF EASTMAN LANE
2111	HENRY ST.	AMHERST	SOUTH OF PINE ST.
2112	AMITY ST.	AMHERST	WEST OF LINCOLN AVE.
2113	SHAYS ST.	AMHERST	WEST OF MIDDLE ST.
2114	MASS. AVE.	AMHERST	WEST OF NORTH PLEASANT ST.
2115	SOUTH ST.	EASTHAMPTON	NORTH OF MAIN ST. (RTE.10)
2116	PARK ST.	EASTHAMPTON	SOUTH OF SOUTH ST.
2118	LOUDVILLE RD.	EASTHAMPTON	EAST OF TORREY ST.
2121	EVERETT ST.	EASTHAMPTON	EAST OF ADAMS ST.
2122	E. PLEASANT ST.	AMHERST	NORTH OF EASTMAN LANE
2124	LOWER WESTFIELD ST	HOLYOKE	WEST OF INGLESIDE RD.
2126	CABOT ST.	HOLYOKE	EAST OF HIGH ST.
2133	RTE. 47	SOUTH HADLEY	NORTH OF FERRY ST.
2134	SILVER ST.	SOUTH HADLEY	AT GRANBY T.L.
2135	EAST ST.	SOUTH HADLEY	NORTH OF RTE.202
2136	GAYLORD ST.	SOUTH HADLEY	WEST OF RTE.116
2140	SYREK ST	CHICOPEE	AT SOUTH HADLEY T.L.
2168	FOSTER RD.	SOUTHWICK	SOUTH OF RTE.57
2174	MILL ST.	WESTFIELD	SOUTH OF COURT ST.
2175	HIGH ST.	WESTFIELD	NORTH OF COURT ST.
2176	SHAKER RD.	WESTFIELD	SOUTH OF RTE.187
2178	PORTER RD.	E LONGMEADOW	WEST OF ALLEN ST.
2180	ARMORY ST.	SPRINGFIELD	SOUTH OF WORTHINGTON ST.
2181	RIVERSIDE RD.	SPRINGFIELD	NORTH OF RTE.20
2182	BOSTON RD.	SPRINGFIELD	WEST OF RTES. 20 & 20A
2184	PINEVALE ST.	SPRINGFIELD	NORTH OF GOODWIN ST.
2188	BIRCHLAND AVE.	SPRINGFIELD	SOUTH OF WILBRAHAM RD.
2190	LONGHILL RD.	SPRINGFIELD	SOUTH OF SUMNER AVE.
2193	SOUTH BRANCH PKWY.	SPRINGFIELD	EAST OF WILDWOOD AVE.
2194	HICKORY ST.	SPRINGFIELD	EAST OF WALNUT ST.
2204	PEASE AVE.	WEST SPRINGFIELD	EAST OF AMOSTOWN RD.
2219	STATE ST.	NORTHAMPTON	NORTH OF BRIGHT ST.
2221	CLARK AVE.	NORTHAMPTON	EAST OF NEW SOUTH ST.
2223	BRIDGE ST.	SOUTH HADLEY	BTWN. MAIN & LAMB STS.
2242	DEPOT ST.	SOUTHWICK	EAST OF RTE. 10 & 202
3243	MAIN ST.	MONSON	EAST OF RTE.32
3244	HIGH ST.	MONSON	WEST OF RTE.32