

Pioneer Valley

UPWP

Unified Planning Work Program

Fiscal Year 2025

October 1, 2024 to September 30, 2025



Pioneer Valley
PVMPO
Metropolitan Planning Organization

DRAFT

Prepared by



Catalyst for Regional Progress

PVPC

www.pvpc.org

Unified Planning Work Program

for the Pioneer Valley Metropolitan Planning Organization

Federal Fiscal Year 2025
October 1, 2024 to September 30, 2025

Draft Document

April 2024

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
Douglas Slaughter	Chair of the Pioneer Valley Transit Authority Advisory Board
Mayor Joshua Garcia	City of Holyoke
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 Domenic Sarno	City of Springfield
Mayor William C. Reichelt	City of West Springfield
Mayor Nicole LaChapelle	City of Easthampton
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

Prepared in cooperation with the Massachusetts Department of Transportation, and the Federal Highway Administration and the Federal Transit Administration - U.S. Department of Transportation. The views and opinions of the Pioneer Valley Planning Commission expressed herein do not necessarily state or reflect those of the U.S. Department of Transportation.

The Pioneer Valley Metropolitan Planning Organization (PVMPO) and the Massachusetts Department of Transportation (MassDOT) comply with Title VI of the Civil Rights Act of 1964, which prohibits discrimination on the basis of race, color, or national origin (including limited English proficiency). Related federal and state nondiscrimination laws prohibit discrimination on the basis of age, sex, disability, and additional protected characteristics.

Individuals who believe they have been discriminated against may [file a complaint](#) with the following:

Pioneer Valley MPO
MPO Title VI Specialist
60 Congress Street
Springfield, MA 01104
Phone 413-781-6045 TTD/TTY (413-781-7168)
E-mail: pvmvocivilrights@pvpc.org

MassDOT Title VI Specialists
Office of Diversity and Civil Rights – Title VI Unit
10 Park Plaza, Suite 3800
Boston, MA 02116
Phone: (857) 368-8580 or 7-1-1 for Relay Service
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/

Federal Transit Administration
Office of Civil Rights
Attention: Complaint Team East Building, 5th Floor—TCR 1200 New Jersey Avenue, SE
Washington, DC 20590
[FTA online complaint form](#)

The PVMPO complies with the Governor's Executive Order 526, section 4 requiring all programs, activities, and services provided, performed, licensed, chartered, funded, regulated, or contracted for by the state shall be conducted without unlawful discrimination based on race, color, age, gender, ethnicity, sexual orientation, gender identity or expression, religion, creed, ancestry, national origin, disability, veteran's status (including Vietnam-era veterans), or background.

English: If this information is needed in another language, please contact the PVPC Title VI Specialist at 413-781-6045.

Portuguese: Caso esta informação seja necessária em outro idioma, favor contar o Especialista em Título VI do PVPC pelo telefone 413-781-6045.

Spanish: Si necesita esta información en otro idioma, por favor contacte al especialista de PVPC del Título VI al 413-781-6045.

Chinese Simplified: (mainland & Singapore): 如果需要使用其它语言了解信息，请联系马萨诸塞州交通部（PVPC）《民权法案》第六章专员，电话 413-781-6045。

Chinese Traditional: (Hong Kong & Taiwan): 如果需要使用其它语言了解信息，請聯繫馬薩諸塞州交通部（PVPC）《民權法案》第六章專員，電話 413-781-6045。

Russian: Если Вам необходима данная информация на любом другом языке, пожалуйста, свяжитесь со специалистом по Титулу VI Департамента Транспорта штата Массачусетс (PVPC) по тел:413-781-6045.

Haitian Creole: Si yon moun vle genyen enfòmasyon sa yo nan yon lòt lang, tanpri kontakte Espesyalis PVPC Title VI la nan nimewo 413-781-6045.

Vietnamese: Nếu quý vị cần thông tin này bằng tiếng khác, vui lòng liên hệ Chuyên viên Luật VI của PVPC theo số điện thoại 413-781-6045.

French: Si vous avez besoin d'obtenir une copie de la présente dans une autre langue, veuillez contacter le spécialiste du Titre VI de PVPC en composant le 413-781-6045.

Italian: Se ha bisogno di ricevere queste informazioni in un'altra lingua si prega di contattare lo Specialista PVPC del Titolo VI al numero 413-781-6045.

Khmer: របស់វើ ន ន ើនើបលាក-អករការបកករបពតមាើនន:

សមនាកទកអកដើកទើសលើ ពំ កទ៦ របស់PVPC តាមរយៈវើ លខទ រសព ៩413-781-6045

Table of Contents

Executive Summary.....	1
Introduction	3
UPWP AMENDMENT.....	3
TRANSPORTATION PLANNING FUNDING SOURCES.....	4
FAST Act Planning Factors.....	6
Infrastructure Investment and Jobs Act	7
Federal Planning Emphasis Areas	7
Pioneer Valley MPO Vision and Goals	9
RTP Vision.....	9
Performance Based Planning and Programming.....	10
Pioneer Valley Metropolitan Planning Organization Members	13
Joint Transportation Committee (JTC).....	16
Transportation Planning Staff.....	18
Staffing Report	18
Funding Profile	19
WORK ELEMENT 1 – MANAGEMENT AND CERTIFICATION OF THE 3C PROCESS.....	22
Task 1.1 Management of the 3C Process	22
Task 1.2 Unified Planning Work Program.....	23
Task 1.3 Public Participation Process	23
Task 1.4 Transportation Improvement Program.....	24
Task 1.5 Title VI Planning.....	26
Task 1.6 Environmental Justice and Justice 40 Planning.....	27
WORK ELEMENT 2 – TECHNICAL SUPPORT & DATA COLLECTION.....	29
Task 2.1 Traffic Counting	29
Task 2.2 Regional Travel Demand Modeling/Clean Air Planning	30
Task 2.3 GIS, Mapping and Graphics	31
Task 2.4 Information Center	33
Task 2.5 Regional Pavement Management System - Data Collection.....	33
WORK ELEMENT 3 – RTP Planning.....	35

Task 3.1	Regional Bicycle, Pedestrian and Complete Streets Planning.....	35
Task 3.2	Regional Bicycle and Pedestrian Plan Update.....	36
Task 3.3	Regional Freight Planning.....	37
Task 3.4	Regional Congestion Management Process.....	38
Task 3.5	Regional Pavement Management System - Project Development.....	39
Task 3.6	Regional Performance Measures Assessment.....	40
Task 3.7	Regional Safety and Planning Studies.....	41
Task 3.8	Transit System Surveys and Route Implementation.....	42
Task 3.9	Regional Transit Planning.....	43
Task 3.10	Paratransit Planning Assistance.....	45
Task 3.11	Climate Change Implementation.....	46
Task 3.12	Green Streets and Infrastructure.....	47
WORK ELEMENT 4 – Ongoing Transportation Planning.....		48
Task 4.1	Implementing Our Next Future.....	48
Task 4.2	Local Technical Assistance.....	49
Other Transportation Planning.....		51
	Safer Streets and Roads for All Grant.....	51
	Local Pavement Management and Traffic Counting.....	52
Estimated Product Completion Schedule – FFY 2025 UPWP.....		53
UPWP Equity Assessment.....		55
Planning Acronyms.....		64
Previous Transportation Studies.....		65
Studies Completed as Part of the FFY2024 UPWP.....		67
Funding Summary.....		68
Summary of Comments on the Draft FFY2025 UPWP.....		69
MPO Endorsement.....		70
Appendix.....		71
	Pioneer Valley Planning Commission Traffic Counting Program.....	71
	Pavement Management System Program.....	72

Figure 1 – Pioneer Valley MPO Map	15
Figure 2 – Low Income and Minority Areas Map	58
Figure 3 – 2016 – 2025* Transportation Planning Activities by PVPC Community Map.....	59
Figure 4 – Regional Pavement Management Data Collection Schedule by Federal Fiscal Year	63
Table 1 – FAST Act Planning Factors.....	6
Table 2 - Regional Performance Target Status	11
Table 3 - Performance Targets for the Pioneer Valley MPO	12
Table 4 - Pioneer Valley MPO Members	14
Table 5 - Pioneer Valley Joint Transportation Committee Members and Alternates.....	16
Table 6 – Proposed Transportation Staff.....	18
Table 7 – Proposed Staff Time for FY2025 UPWP	18
Table 8 – Funding by Task and Source	19
Table 9 – Former Section 5303 Funding Programmed in the FY2025 UPWP	20
Table 10 – Complete Streets Funding Programmed in the FY2025 UPWP	20
Table 11 – Direct Cost Breakdown for the FY2025 UPWP	21
Table 12 – Estimated Product Completion Schedule	53
Table 13 – Transportation Tasks by Community and Year	60
Table 14 – Traffic Counts by Community and Year	61
Table 15 – Pavement Data Collection by Community and Year.....	62
Table 16 – Studies Completed as Part of the FFY 2024 UPWP	67
Table 17 – Summary of Annual Funding for the Pioneer Valley Planning Commission.....	68
Table 18 – 2024 MassDOT Traffic Count Locations.....	74

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, Title VI planning, Environmental Justice and Justice 40 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 2025 include:

- Task 3.1 – Regional Bicycle and Pedestrian Planning supports local and regional 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.
- Task 3.2 – Regional Bicycle and Pedestrian Plan Update. The goal of this task is to produce a region-wide plan for existing and future bicycle and pedestrian facilities and programs that will serve as the active transportation element of the MPO’s Regional Transportation Plan

- Task 3.3 – Regional Freight Planning assists in the planning of the efficient movement of all forms of freight. Work under this task will include a regional assessment of travel times on key regional freight corridors.
- 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 Holyoke, Easthampton, Northampton, Hatfield, Westhampton, Williamsburg, Huntington, Chesterfield, Goshen, Chester, Worthington, Cummington, and Plainfield.
- 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 2025. 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 started in FFY2024. The regional listing of the Top 100 High Crash Intersections will also be updated.
- 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.
- Task 3.9 – Regional Transit Planning provides technical assistance and analysis for transit planning, operations and capital programs in cooperation with the PVRTA.
- 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 – Climate Change Implementation responds to the urgencies of climate change by encouraging the reduction of greenhouse gas emissions from transportation sources.
- Task 3.12 – Green Streets and Infrastructure planning reduces the environmental impacts of streets, roads, and municipal infrastructure.

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 Scenic Byway Planning, 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, 2024 through September 30, 2025
PVTA	October 1, 2024 through September 30, 2025

The Pioneer Valley Metropolitan Planning Organization will consider endorsement of the Unified Planning Work Program for the Pioneer Valley MPO at their May 2024 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 on the basis of 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 deobligated and may not be available for future use.

A total of \$1,712,902 in PL funds has been programmed for the FY2025 Transportation Work Program. Direct Costs are expected to vary among tasks in the UPWP and are subject to change. A total of \$30,000 has been allocated for Direct Costs in FY2025.

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 FY2020, 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 FY2025 UPWP. The total amount of PL funds programmed for the FY2025 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 FY2025 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).

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 - Regional Bicycle, Pedestrian and Complete Streets Planning Task 3.2 – Regional Bicycle and Pedestrian Plan Update 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 - Regional Bicycle, Pedestrian and Complete Streets Planning Task 3.2 – Regional Bicycle and Pedestrian Plan Update 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 and Environmental Justice Task 4.1 – Implementing the Regional Land Use Plan
6	Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.	Task 3.1 - Regional Bicycle, Pedestrian and Complete Streets Planning Task 3.2 – Regional Bicycle and Pedestrian Plan Update 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 Climate Change Implementation
9	Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.	Task 3.11 - Climate Change Implementation Task 3.12 Green Streets and Infrastructure
10	Enhancing travel and tourism.	Task 3.1 - Regional Bicycle, Pedestrian and Complete Streets Planning Task 4.1 - Implementing the Regional Land Use Plan

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.

Federal Planning Emphasis Areas

FHWA and FTA have established Federal Planning Emphasis Areas to assist in the implementation of the BIL and guide regional transportation planning efforts. The Federal Planning Emphasis Areas are:

- *Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future.* Planning tasks included in the UPWP should advance strategies that help achieve the national greenhouse gas reduction goals of 50-52 percent below 2005 levels by 2030, and net-zero emissions by 2050, and increase resilience to extreme weather events and other disasters resulting from the increasing effects of climate change. Tasks included in the FFY2025 UPWP to address this Emphasis Area include: 3.11 - Climate Change Implementation and 3.12 - Green Streets and Infrastructure.
- *Equity and Justice⁴⁰ in Transportation Planning.* The Pioneer Valley UPWP will advance racial equity and support for underserved and disadvantaged communities. The regional planning process and tasks included in the UPWP should comply with Executive Orders 13985 and 14008 and support State and MPO goals for economic opportunity in

disadvantaged communities that have been historically marginalized and overburdened by pollution and underinvestment in housing, transportation, water and wastewater infrastructure, recreation, and health care. Tasks included in the FFY2025 UPWP to address this Emphasis Area include: 1.5 – Title VI Planning and 1.6 – Environmental Justice and Justice 40 Planning.

- *Complete Streets.* A complete street is safe, and feels safe, for all users and travel modes. Planning tasks in the UPWP should prioritize safety, comfort, and access to destinations for people who use the street network, including pedestrians, bicyclists, transit riders, micro-mobility users, freight delivery services, and motorists. Complete travel networks that prioritize safety improvements and speed management should be emphasized to provide an equitable and safe transportation network for travelers of all ages and abilities. Tasks included in the FFY2025 UPWP to address this Emphasis Area include: 3.1 - Regional Bicycle, Pedestrian and Complete Streets Planning, 3.2 Regional Bicycle and Pedestrian Plan Update and 3.3 Regional Freight Planning.
- *Public Involvement.* Early, effective, and continuous public involvement brings diverse viewpoints into the transportation planning process. The use of virtual public involvement tools (VPI) is encouraged to increase opportunities for meaningful public participation in transportation planning activities included in the UPWP. Tasks included in the FFY2025 UPWP to address this Emphasis Area include: 1.3 - Public Participation Process.
- *Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination.* The MPO should coordinate transportation planning and project programming tasks with the DOD for the purpose of addressing the needs of the federal-aid highway system in meeting national and civil defense. This includes the entire Dwight D. Eisenhower National System of Interstate and Defense Highways and other non-Interstate public highways on the National Highway System. Tasks included in the FFY2025 UPWP to address this Emphasis Area include: 1.4 - TIP Development and 2.3 – GIS, Mapping and Graphics.
- *Federal Land Management Agency (FLMA) Coordination.* The Pioneer Valley MPO must coordinate with FLMAs on transportation planning and project programming activities to ensure access routes and transportation services that connect to Federal lands are properly maintained. All FLMAs must be included in the development of the Regional Transportation Plan and Transportation Improvement Program. Tasks included in the FFY2025 UPWP to address this Emphasis Area include: 1.4 - TIP Development.
- *Planning and Environment Linkages (PEL).* PEL is a collaborative and integrated approach to transportation decision making that considers environmental, community, and economic goals early in the transportation planning process. The UPWP should advance transportation programs and projects that serve the community's transportation needs more effectively while avoiding and minimizing the impacts on human and natural resources. Tasks included in the FFY2025 UPWP to address this Emphasis Area include: 1.4 - TIP Development.
- *Data in Transportation Planning.* The UPWP should address data sharing, needs, and analytics. Tasks should incorporate and advance data sharing principles to efficiently use

resources and share all transportation data to improve policy and decision making at all levels. Tasks included in the FFY2025 UPWP to address this Emphasis Area include all of the tasks included in Section 2.0 - Technical Support & Data Collection.

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)	April 14, 2016	MPO adopted state targets on January 23, 2024	Annually
Pavement/Bridge Performance Measures (PM2)	May 20, 2017	MPO adopted state targets on February 28, 2023	Every Two Years
System Performance Measures (PM3)	May 20, 2017	MPO adopted state targets on February 28, 2023	Every Two Years
Transit Asset Management Plan (TAM)	July 26, 2016	MPO adopted PVTA TAM Plan Targets on September 27, 2022	Every Four Years
Public Transportation Agency Safety Plan (PTASP)	November 18, 2020	MPO adopted PVTA – PTASP on May 24, 2022	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	Target
PM1	Total Number of Fatalities	Reduce the Five-year Average of Fatalities to 377 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 0.61/100 million VMT or less statewide with an overarching goal of zero fatalities/100 million VMT.
PM1	Total Number of Serious Injuries	Reduce the Total Number of Serious Injuries to 2708 or less statewide.
PM1	Rate of Serious Injuries per 100 Million VMT	Reduce the Rate of Serious Injuries to 4.36/100 million VMT or less statewide.
PM1	Total Number of Non-Motorized Fatalities and Serious Injuries	Decrease the Five-year average of Non-Motorized Fatalities and Serious Injuries to 445 or less statewide with an overarching goal of zero fatalities.
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 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 22.17% for Non-SOV Travel in the Springfield Urbanized Area for 2023 and 22.24% 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.
TAM	Percent of revenue vehicles by asset class that have met or exceeded their Useful Life Benchmark (ULB)	Articulated Bus = 0%, Bus = 32%, Cutaway Bus = 39%,
TAM	Percent of vehicles that have met or exceeded their Useful Life Benchmark (ULB)	Automobiles = 100% Trucks and other Rubber Tire Vehicles = 27%
TAM	Percent of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	Administrative and Maintenance = 0% Passenger and Parking = 0%
PTASP	Total Number of Fatalities	Target of 0 Fatalities
PTASP	Total Number of Serious Injuries	Target of 0 Serious injuries
PTASP	Fixed Route miles between breakdowns	Target of 19,500 miles
PTASP	Paratransit miles between breakdowns	Target of 34,500 miles
PTASP	Fixed Route preventable accidents/100,000 miles	Target of 1.5
PTASP	Paratransit preventable accidents/100,000 miles	Target of 0.7

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 Mayors 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

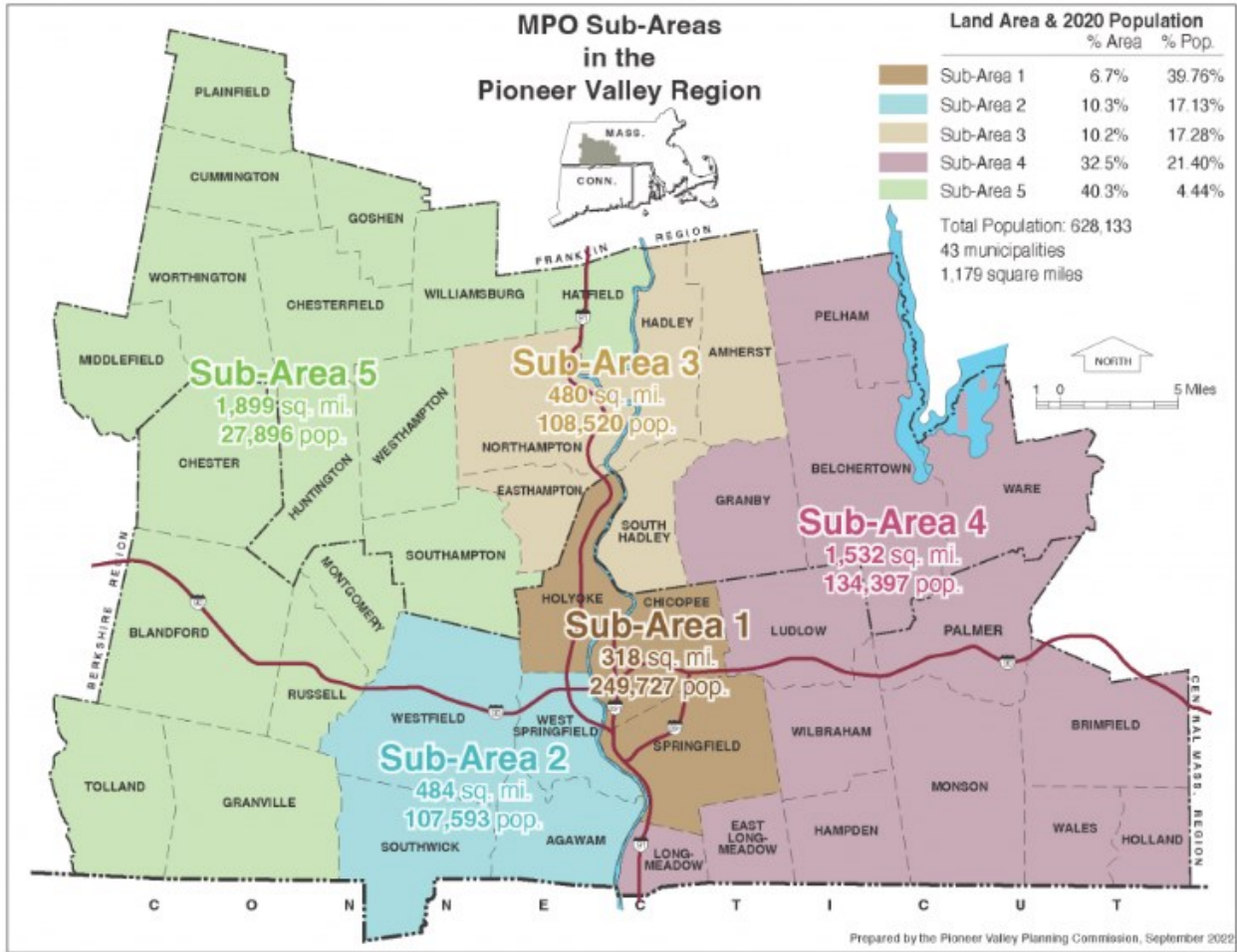
In addition, the Administrator of the Pioneer Valley Transit Authority, the Administrator of the Franklin Regional Transit Authority, the Joint Transportation Committee (JTC) Chair, and one representative each from the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the 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
Douglas Slaughter	Chair of the Pioneer Valley Transit Authority Advisory Board
Mayor Joshua Garcia	City of Holyoke
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 Domenic Sarno	City of Springfield
Mayor William C. Reichelt	City of West Springfield
Mayor Nicole LaChapelle	City of Easthampton
Vacant	Sub-Region 4
Vacant	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	Dan Murphy	Diane Rossini
Goshen	Dawn Scaparotti	Peri Hall
Granby	David Derosiers	Vacant
Granville	Mathew Streeter	Scott Loomis
Hadley	Bill Dwyer	Scott McCarthy
Hampden	Vacant	Vacant
Hatfield	Phil Genovese	Garrett Barry
Holland	Brian Johnson	Larry Mandell
Holyoke	Jeffrey Burkott	Vacant
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
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	Dan Call – Westfield Greenway
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	Vacant
Southwick	Randy Brown	Richard Grannells
Springfield	Andrew Krar	Christopher Cignoli/Peter Shumway
Tolland	James Deming	Kate Donovan
University of Massachusetts	Vacant	Vacant
Wales	Bruce Cadieux	Vacant
Ware	Geoff McAlmond	Stuart Beckley
Western Massachusetts EDC	Vacant	Vacant
Westfield	Allison McMordie	Peter Miller Jr.
Westhampton	Bill Jablonski	Douglas Flinn
West Springfield	Robert Colson	Connor Knightly
Wilbraham	Tonya Bosch	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 – Proposed Transportation Staff

<u>Name</u>	<u>Title</u>
Rana Al Jammal	Principal Transportation Planner
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	Senior Transportation Planner II
Jeffrey McCollough	Principal Transportation Planner
Khyati Parmar	Senior Transportation Planner II
Dana Roscoe	Principal Planner - Section Head
Gary Roux	Principal Planner - Section Head

Staffing Report

The following PVPC staff members are expected to work on the FY2025 Unified Planning Work Program. The percentage of each staff member’s time devoted to Transportation Planning Tasks as part of our MassDOT 3C and Section 5303 contracts is approximated under “% Time on Transportation”.

Table 7 – Proposed Staff Time for FY2025 UPWP

<u>Staff</u>	<u>Position</u>	<u>% Time on Transportation</u>
Rana Al Jammal	Principal Transportation Planner	85%
Ray Centeno	Graphics Designer	33%
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%
Molly Jackson-Watts	Principal Planner/Manager of Regional Information and Policy Center	15%
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	Senior Transportation Planner II	95%
Jeffrey McCollough	Principal Transportation Planner	80%
Khyati Parmar	Senior Transportation Planner II	88%
Dana Roscoe	Principal Planner – Section Head	95%
Gary Roux	Principal Planner – Section Head	80%
Jakob Tilsch	Data Analyst	25%
Intern(s)	Intern	100%
Vacant	GIS/Cartographic – Section Head	25%

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	51,568	41,254	10,314					
1.2 Unified Planning Work Program	25,000	20,000	5,000					
1.3 Public Participation Process	40,625	32,500	8,125					
1.4 TIP Development	150,000	120,000	30,000					
1.5 Title VI Planning	46,250	37,000	9,250					
1.6 Environmental Justice and Justice 40 Planning	46,250	37,000	9,250					
Subtotal of Section 1.0	359,693	287,754	71,939	0	0	0		
2.0 Technical Support & Data Collection								
2.1 Traffic Counting	62,500	50,000	12,500					
2.2 Regional Travel Demand Modeling/Clean Air Planning	97,500	78,000	19,500					
2.3 GIS, Mapping and Graphics	102,000	69,600	17,400		12,000	3,000		
2.4 Information Center	42,000	33,600	8,400					
2.5 Regional Pavement Management System - Data Collection	60,000	48,000	12,000					
Subtotal of Section 2.0	364,000	279,200	69,800	0	12,000	3,000		
3.0 RTP Planning								
3.1 Regional Bicycle, Pedestrian and Complete Streets Planning	81,250	65,000	16,250					
3.2 Regional Bicycle and Pedestrian Plan Update	62,500	50,000	12,500					
3.3 Regional Freight Planning	45,000	36,000	9,000					
3.4 Regional Congestion Management Process	93,750	75,000	18,750					
3.5 Regional Pavement Management System - Project Development	93,750	75,000	18,750					
3.6 Regional Performance Measures Assessment	31,250	25,000	6,250					
3.7 Regional Safety and Planning Studies	187,500	150,000	37,500					
3.8 Transit System Surveys & Route Implementation	253,750	100,000	25,000		103,000	25,750		
3.9 Regional Transit Planning	284,834	107,867	26,967		120,000	30,000		
3.10 Paratransit Planning Assistance	38,125	17,500	4,375		13,000	3,250		
3.11 Climate Change Implementation	17,500	14,000	3,500					
3.12 Green Streets and Infrastructure	12,500	10,000	2,500					
Subtotal of Section 3.0	1,201,709	725,367	181,342	0	236,000	59,000		
4.0 Ongoing Transportation Planning								
4.1 Implementing Our Next Future	40,000	32,000	8,000					
4.2 Local Technical Assistance	27,500	22,000	5,500					
Subtotal of Section 4.0	67,500	54,000	13,500	0	0	0		
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				
MassDOT 3C Direct Costs	30,000	24,000	6,000					
Program Sum	3,297,902	1,370,321	342,581	25,000	248,000	62,000	1,000,000	250,000

*MassDOT PL match is 20% of total program amount. PVTA S. 5307 match is 20% of total program amount.

Funding estimates for FY2025 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 FY2025 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 FY2025 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	\$60,000
1.5 Title VI Planning	\$22,000
1.6 Environmental Justice and Justice 40 Planning	\$22,000
3.8 Transit System Surveys & Route Implementation	\$125,000
3.9 Regional Transit Planning	\$134,834
3.10 Paratransit Planning Assistance	\$21,875
Total	\$423,209

A provision in the Bipartisan Infrastructure Law (BIL) requires that “states and metropolitan planning organizations use at least 2.5 percent (\$29,079.50) 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 FY2025 UPWP.

Table 10 – Complete Streets Funding Programmed in the FY2025 UPWP

Planning Task	Funding Programmed
3.1 Regional Bicycle, Pedestrian and Complete Streets Planning	\$40,000
3.2 Regional Bicycle and Pedestrian Plan Update	\$25,000
3.3 Regional Freight Planning	\$5,000
3.7 Regional Safety and Planning Studies	\$20,000
3.9 Regional Transit Planning	\$10,000
Total	\$100,000

A total of \$30,000 is programmed in the FY2025 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 FY2025 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	\$1,500
Translation Services	\$1,000
Advertising	\$1,000
Postage	\$100
Printing	\$1,000
Miscellaneous	\$500
Total	\$30,000

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 FY 2025.

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.

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%)	\$ 41,254	17
MassDOT (20% match)	\$ 10,314	4
TOTAL	\$ 51,568	21
Direct Labor	\$ 23,182	
Indirect Costs	\$ 28,386	

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 - 2024.

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 Environmental Justice and Title VI Equity Analysis of the geographical distribution of UPWP planning activities in the PVPC 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 2026). The estimated completion date is May 2025. Public engagement is estimated to begin in March 2025.

Task 1.2

Source	Budget	Est. Staff Effort
FHWA PL (80%)	\$ 20,000	8
MassDOT (20% match)	\$ 5,000	2
TOTAL	\$ 25,000	10
Direct Labor	\$ 11,238	
Indirect Costs	\$ 13,762	

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 regional process to integrate Virtual Public Involvement (VPI) tools as well as

encourage participation from community-based organizations and under-represented populations to bring diverse viewpoints into 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 to: prepare for public meetings; attend public meetings; perform outreach to increase public participation; inform and educate 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 non-traditional partners including representation from public health organizations/groups.
4. Network with social service agencies, neighborhood groups and community organizations 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%)	\$ 32,500	13
MassDOT (20% match)	\$ 8,125	3
TOTAL	\$ 40,625	16
Direct Labor	\$ 18,263	
Indirect Costs	\$ 22,362	

Task 1.4 Transportation Improvement Program

OBJECTIVE:

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 2026-2030 TIP in order to achieve the regional performance targets. Additionally, staff will assist PVTA with development of the transit eSTIP.

PREVIOUS WORK:

1. Pioneer Valley Transportation Improvement Programs 1974 – 2025.
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 2026-2030 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 equity 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 PVMPO website per federal requirements.

PRODUCTS:

1. FFY 2026 - 2030 Transportation Improvement Program. The estimated completion date is May 2025. Public engagement is estimated to begin in February 2025.
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 2025.

Source	Budget	Est. Staff Effort
FHWA PL (80%)	\$ 120,000	48
MassDOT (20% match)	\$ 30,000	12
TOTAL	\$ 150,000	60
Direct Labor	\$ 67,431	
Indirect Costs	\$ 82,569	

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. New revised and expanded Title VI website for the MPO.

PROPOSED ACTIVITIES:

1. Revise and update the email database of community contacts for non-profit and community-based organizations.
2. 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.
3. Provide an annual update of documented complaints, Title VI related activities, and progress in implementing Title VI programs to MassDOT.
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 groups within the region and to increase participation in the transportation planning process.
 - a. 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.
7. Distribute Notice of Beneficiaries to community organizations and relevant contacts as identified in the Public Participation Plan
8. 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 2025.
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%)	\$ 37,000	15
MassDOT (20% match)	\$ 9,250	4
TOTAL	\$ 46,250	19
Direct Labor	\$ 20,791	
Indirect Costs	\$ 25,459	

Task 1.6 Environmental Justice and Justice 40 Planning

OBJECTIVE:

To advance racial equity and support for the underserved and disadvantaged communities.

EO 12898 “Federal Actions to Address Environmental Justice in Minority Populations and Low-income Populations” directs recipients of federal financial assistance to identify and address any disproportionate burdens placed on low-income and minority populations.

EO 13985 Advancing Racial Equity and Support for Underserved Communities) defines “equity” as the consistent and systematic fair, just, and impartial treatment of all individuals, including individuals who belong to underserved communities that have been denied such treatment, such as Black, Latino, and Indigenous and Native American persons, Asian Americans and Pacific Islanders and other persons of color; members of religious minorities; lesbian, gay, bisexual, transgender, and queer (LGBTQ+) persons; persons with disabilities; persons who live in rural areas; and persons otherwise adversely affected by persistent poverty or inequality. The term “underserved communities” refers to populations sharing a particular characteristic, as well as geographic communities, that have been systematically denied a full opportunity to participate in aspects of economic, social, and civic life.

EO 14008 Justice40. The Justice40 Initiative directs 40% of the overall benefits of certain Federal investments – including investments in clean energy and energy efficiency; clean transit; affordable and sustainable housing; training and workforce development; the remediation and reduction of legacy pollution; and the development of clean water infrastructure – to flow to disadvantaged communities (DACs).

PREVIOUS WORK:

1. Updated maps of population demographics and related impacts using MassDOT’s new REJ+ demographic.

PROPOSED ACTIVITIES:

1. Work to identify ways to improve infrastructure for non-motorized travel and public transportation in underserved communities. (ongoing)
2. Support economic opportunities in disadvantaged communities that have been underserved, marginalized, and overburdened by pollution and underinvestment in housing and transportation.
3. Network with social service agencies, neighborhood groups and community organizations to enhance existing outreach.

PRODUCTS:

1. Community outreach and public engagement in disadvantaged communities.
2. Equitable Transportation Community Assessment of proposed regional bikeway network. August 2025.

Source	Budget	Est. Staff Effort
FHWA PL (80%)	\$ 37,000	15
MassDOT (20% match)	\$ 9,250	4
TOTAL	\$ 46,250	19
Direct Labor	\$ 20,791	
Indirect Costs	\$ 25,459	

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 FY2025 UPWP.

PREVIOUS WORK:

1. Regional Traffic Counting Program and database 1985 - 2024.
2. Updates to MassDOT MS2 traffic count site.

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 2025 locations as requested by MassDOT.
 - b. Identify and develop a list of 8-10 locations of regional significance not included on MassDOT 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 PVPC online traffic count viewer.
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.
4. Share traffic counts with respective communities. Ongoing task.

Source	Budget	Est. Staff Effort
FHWA PL (80%)	\$ 50,000	20
MassDOT (20% match)	\$ 12,500	5
TOTAL	\$ 62,500	25
Direct Labor	\$ 28,096	
Indirect Costs	\$ 34,404	

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 sustainability and livability initiatives through analysis of corridors and projects in terms of circulation impacts and greenhouse gas emission reductions.

PREVIOUS WORK:

1. Updated the 2020 Regional Transportation Model new base year, with new socio-economic data based on information from the US Census 2020 (April 2023).
2. Analyzed the output of the regional growth scenario from the regional transportation model to assist in the update of the regional transportation plan. Calculated projected change in VMT over 30 years (June 2023).

PROPOSED ACTIVITIES:

1. 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 task).
2. Update information on non-exempt regional projects for inclusion in the statewide model from the Office of Transportation Planning (Ongoing).
3. Perform air quality conformity determinations for TIP projects to be funded under the Congestion Mitigation and Air Quality (CMAQ) program (Ongoing).

4. 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 (Ongoing).
5. Continue exploring methods to improve the existing Speed/Capacity Lookup table used in running the Regional Transportation Model macro to identify any necessary adjustments (Ongoing).
6. Compare TDM23 parameters and assumptions with PVMModel. Adjust as necessary and re-run and re-calibrate the Regional Travel Demand Model based on a new assumption that would include assessment of traffic volume changes post pandemic (Ongoing).
7. As new socio-economic data and future projections of Build Out years become available, update and re-run the 2020, 2030, 2040, 2050 and any potential scenarios developed in-house to obtain new estimates based on new TAZ's and socio-economic data (Ongoing).
8. Follow developments of the new Massachusetts Traveler Survey by MassDOT. Prepare to review results and incorporate into future RTP updates and regional travel model developments (July 2024 onwards).

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).

Source	Budget	Est. Staff Effort
FHWA PL (80%)	\$ 78,000	31
MassDOT (20% match)	\$ 19,500	8
TOTAL	\$ 97,500	39
Direct Labor	\$ 43,830	
Indirect Costs	\$ 53,670	

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. (Ongoing Task).

2. Environmental Justice and Title VI mapping (Ongoing Task).

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, environmental justice, Title VI, housing, and climate resiliency. (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. Improve access and use of web-based GIS data/analysis, online data and map products. (As necessary.)
6. Provide support for transit planning services for the PVRTA, 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 PVRTA. (Ongoing task.)
7. 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%)	\$ 69,600	28
MassDOT (20% match)	\$ 17,400	7
PVRTA Sect. 5307	\$ 15,000	6
TOTAL	\$ 102,000	41
Direct Labor	\$ 45,853	
Indirect Costs	\$ 56,147	

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.

PROPOSED ACTIVITIES:

1. Collect and analyze data regarding current transportation, equity, economic development, land use, and municipal planning issues. Continue to maintain and improve the Information Center’s regional database to integrate transportation, demographic, economic, housing, health, education and municipal data. Maintain and improve data access through the PVPC website. This is an ongoing, annual task.
2. Maintain regional data indicators related to socioeconomics, transportation, regional performance targets, sustainability, and health to include in State of the Region database, Pioneer Valley Data website, and community and regional profiles. Maintain online data dashboard monitoring trends in key transportation indicators. This is an ongoing, annual task.

PRODUCTS:

1. Maintain information systems of socioeconomic and disparate data. Ongoing task.
2. Region wide data indicators updates to be conducted in December 2024 and May-July 2025.
3. PVPC website updates and maintenance of online data dashboard. Ongoing task.

Source	Budget	Est. Staff Effort
FHWA PL (80%)	\$ 33,600	13
MassDOT (20% match)	\$ 8,400	3
TOTAL	\$ 42,000	17
Direct Labor	\$ 18,881	
Indirect Costs	\$ 23,119	

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 and the community map shown in the UPWP Equity Analysis. This is an ongoing task.

PREVIOUS WORK:

1. Completed roadway pavement distress data collection for twenty-four 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 Brimfield, Hampden, Holland, Monson, Palmer, Springfield, Wales, and Wilbraham in FFY2025. 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. Collect roadway pavement distress information for transportation improvement projects to assist in the regional project evaluation process. As necessary.
4. 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%)	\$ 48,000	19
MassDOT (20% match)	\$ 12,000	5
TOTAL	\$ 60,000	24
Direct Labor	\$ 26,972	
Indirect Costs	\$ 33,028	

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 Regional Bicycle, Pedestrian and Complete Streets Planning

OBJECTIVE:

Provide support for local and regional efforts to adopt and implement a “Complete Streets” approach to create neighborhoods, village centers and city streets that safely accommodate all modes of transportation. To implement the goals and objectives of the Massachusetts Bicycle Plan, Massachusetts Pedestrian Plan, Massachusetts Safe Routes to School Program and Regional Transportation Plan to promote healthy transportation options such as walking and bicycling.

PREVIOUS WORK:

1. Bay State Bike Month coordination, event poster, and annual report.
2. Trail traffic volume counts on shared-use-paths and on-road bicycle lanes.

PROPOSED ACTIVITIES:

1. Participate in the Massachusetts Statewide Bicycle Advisory Board. Ongoing task.
2. Work with member municipalities, MassBike and MassDOT to facilitate Bay State Bike Month. This work includes promotion through a variety of media platforms and close collaboration with municipal officials and community-based organizations, to assure publicity and broad promotion of planned activities.
3. Continue efforts started in FFY2024 related to the passage of the Vulnerable Road Users Law, requiring drivers to provide a “safe passing distance “of at least 4 feet when passing vulnerable road users. PVPC staff previously developed a methodology to inventory existing “share-the-road” sign locations. This inventory will continue in FFY2025, and efforts will be expanded to reach out to member communities to replace signs with the new approved sign based on MassDOT recommendations. Ongoing multi-year task.
4. Work with MassDOT and the JTC’s Bicycle, Pedestrian, and Complete Streets subcommittee to identify four bicycle and pedestrian count locations in FY 2024. Ongoing task.
5. Assist local communities in efforts related to Complete Streets policy initiatives, projects, and the development of Prioritization Plans. Ongoing task.

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.

4. “Share-the-road” sign inventory. September 2025.

Source	Budget	Est. Staff Effort
FHWA PL (80%)	\$ 65,000	26
MassDOT (20% match)	\$ 16,250	7
TOTAL	\$ 81,250	33
Direct Labor	\$ 36,525	
Indirect Costs	\$ 44,725	

Task 3.2 Regional Bicycle and Pedestrian Plan Update

OBJECTIVE:

Produce a region-wide plan for existing and future bicycle and pedestrian facilities and programs that will serve as the active transportation element of the MPO’s long-range Regional Transportation Plan (RTP). This plan update builds upon previous plans and projects and ensures that ongoing active transportation initiatives are coordinated across the region to provide a cohesive and useful pedestrian and bicycle network.

PREVIOUS WORK:

1. 2024 RTP Update for the Pioneer Valley MPO.

PROPOSED ACTIVITIES:

1. Develop regional goals and objectives consistent with the current RTP, MassDOT Statewide Plans, other regional plans, and local plans as appropriate.
2. Update the status of current recommendations included as part of the 2024 RTP, Massachusetts Bicycle Plan, and Massachusetts Pedestrian Plan.
3. Organize a series of comprehensive outreach efforts such as online surveys and equity focused stakeholder engagement and public participation schedule.
4. Incorporate appropriate regionally significant transportation recommendations from recently completed plans and studies.
5. Analyze regional network opportunities and challenges. Update the regional bicycle and pedestrian network to promote connectivity and intermodal connections.
6. Develop a series of program and policy recommendations to enhance safety, education, equity, and enforcement.

PRODUCTS:

1. Draft Pioneer Valley Regional Bicycle and Pedestrian Plan, June 2025.
2. Final Pioneer Valley Regional Bicycle and Pedestrian Plan, September 2025.

Source	Budget	Est. Staff Effort
FHWA PL (80%)	\$ 50,000	20
MassDOT (20% match)	\$ 12,500	5
TOTAL	\$ 62,500	25
Direct Labor	\$ 28,096	
Indirect Costs	\$ 34,404	

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:

1. Pioneer Valley Regional Freight Transportation Plan.

PROPOSED ACTIVITIES:

1. Collect data on freight parking and rest area needs. Collect traffic data on key freight corridors. Ongoing task.
2. 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.
3. Participate in FHWA web conferences, and other related workshops and conferences regarding new freight requirements included in the BIL. As necessary.
4. Perform a regional assessment of travel times on key regional freight corridors. Utilize resources such as Replica and RITIS to analyze travel times by peak hour and mode. September 2025.

PRODUCTS:

1. Freight traffic data. Ongoing.
2. Regional freight travel time assessment. September 2025.

Source	Budget	Est. Staff Effort
FHWA PL (80%)	\$ 36,000	14
MassDOT (20% match)	\$ 9,000	4
TOTAL	\$ 45,000	18
Direct Labor	\$ 20,229	
Indirect Costs	\$ 24,771	

Task 3.4 Regional Congestion Management Process

OBJECTIVE:

Under this task staff will utilize resources provided by MassDOT such as RITIS Probe Data Analytics Suite, Conveyal, and REPLICA to perform our CMP related activities. Staff will advance transportation 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.

PROPOSED ACTIVITIES:

1. Update the Regional Corridor 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.
 - b. Update web-based regional congestion dashboards to show monthly changes on a regular basis.
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 2025.
3. Collect data at existing park and ride facilities and truck rest stops in the region. Perform quarterly night time 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 2025.

Source	Budget	Est. Staff Effort
FHWA PL (80%)	\$ 75,000	30
MassDOT (20% match)	\$ 18,750	8
TOTAL	\$ 93,750	38
Direct Labor	\$ 42,144	
Indirect Costs	\$ 51,606	

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 project priority listing.

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.

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 2025.
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%)	\$ 75,000	30
MassDOT (20% match)	\$ 18,750	8
TOTAL	\$ 93,750	38
Direct Labor	\$ 42,144	
Indirect Costs	\$ 51,606	

Task 3.6 Regional Performance Measures Assessment

OBJECTIVE:

This task supports federal planning requirements to integrate performance-based planning into the regional transportation planning process. New performance measures and targets will be developed 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 2024.
4. Develop updates to regional 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. February 2025

Source	Budget	Est. Staff Effort
FHWA PL (80%)	\$ 25,000	10
MassDOT (20% match)	\$ 6,250	3
TOTAL	\$ 31,250	13

Direct Labor	\$ 14,048
Indirect Costs	\$ 17,202

Task 3.7 Regional Safety and Planning Studies

OBJECTIVE:

To utilize transportation safety data in assisting local communities in the region in judicious utilization of resources towards improving traffic operations in the region. Continue in depth analysis of datasets and trends obtained from the MassDOT IMPACT site as well as local traffic safety data and other relevant information to advance recommendations that are consistent with the Massachusetts Strategic Highway Safety Plan, thereby advance transportation planning tasks programmed to meet regional safety performance targets. To advance the regional PM1 target through Vulnerable Roadway User (VRU) safety studies.

PREVIOUS WORK:

1. 2024 Pioneer Valley VRU Study
2. Mill and Cooper Street Safety Study, Agawam
3. 2021 Top 100 High Crash Intersections Report

PROPOSED ACTIVITIES:

1. Participate in MassDOT’s Roadway Safety Audits and provide regional perspective and input. Ongoing task
2. Work in cooperation with MassDOT to promote and advance the goals and objectives of the Massachusetts Strategic Highway Safety Plan. Ongoing task.
3. 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.
4. Perform safety, traffic calming, and truck exclusion route studies as requested by member communities. As necessary.
5. Continue efforts started in FFY2024 to advance VRU Safety Studies in the region.
 - a. Continue to work with the Bicycle, Pedestrian and Complete Streets Subcommittee to identify up to 3 locations that could benefit from VRU safety studies.
 - b. Coordinate meetings with local staff to develop the study scope of work and data collection plan.
 - c. Conduct a safety audit for each location.

- d. Develop a series of recommendations to improve safety at each location. September 2025.
- 6. Begin a comprehensive update to the 2021 Regional Safety Compass to incorporate the Regional Top 100 High Crash Intersections Report, Regional Bicycle and Pedestrian Crash Clusters, and listing of top crash locations by community into one document. This is an anticipated 18-month task. March 2026.
 - a. Utilize the most recent 3 years of data from MassDOT IMPACT to update the regional listing of Top 100 High Crash Intersections. Calculate the equivalent property damage only (EPDO) score and update the status of proposed safety improvement projects for each location. Summer 2025.
 - b. Update the regional bicycle and pedestrian crash cluster using the most recent data from MassDOT. Update the regional crash cluster map and work with communities to advance safety improvements as appropriate.
 - c. Update the Regional Safety Compass summaries of the top crash locations for each of the 43 communities in the Pioneer Valley region. Provide a digital data layer of all crash locations for each community based on MassDOT crash data.

PRODUCTS:

- 1. Top 100 High Crash Intersections List, Summer 2025.
- 2. 2025 VRU Study, September 2025.
- 3. Summary of crash experience. As necessary.

Source	Budget	Est. Staff Effort
FHWA PL (80%)	\$ 150,000	60
MassDOT (20% match)	\$ 37,500	15
TOTAL	\$ 187,500	75
Direct Labor	\$ 84,289	
Indirect Costs	\$ 103,211	

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. 2024 Southern System Customer Survey program and report.
- 2. 2023-2024 Bus Stop Pairing Project.
- 3. 2023 Bus Stop Amenities Inventory.
- 4. BusPlus+ (Bytemark) Customer Survey data collection. September 2024.

PROPOSED ACTIVITIES:

1. Work in cooperation with the PVTA to develop a fixed route onboard survey for the northern system to identify current trends and route performance. Review the Regional Language Access Plan to develop outreach and surveys in languages specific to the survey area. Develop a summary report of survey results. Summer 2025.
2. Fixed route Mystery Rider onboard service quality observations, including ADA and Title VI compliance. Ongoing task.
3. Route specific analysis based on performance measures to determine any required increase or reduction in service. As necessary.
4. Continue to support communities seeking funds from the state Human services Transportation (HST) Program (or 5310 eligible funding)
5. Provide assistance to the PVTA with amendments and updates to the PVTA TAM Plan.
6. Provide Technical Assistance to: PVTA’s Safety Committee; SMS Goals and Implementation Subcommittee; PTASP Updates Writing Subcommittee.

PRODUCTS:

1. Onboard Northern System Rider Survey data and report. Summer 2025.
2. Fixed route Mystery Rider quarterly reports.
3. Annual NTD Asset Inventory assistance. September 2024.
4. PVTA ASP Annual Update internal draft. September 2024.
5. 2024 BusPlus+ (Bytemark) Annual Customer Survey Report. September 2024.

Source	Budget	Est. Staff Effort
FHWA PL (80%)	\$ 100,000	40
MassDOT (20% match)	\$ 25,000	10
PVTA Sect. 5307	\$ 128,750	52
TOTAL	\$ 253,750	102
Direct Labor	\$ 114,071	
Indirect Costs	\$ 139,679	

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 (PVMPO), 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. Produced fare impact study.
4. Produced Title VI service equity analyses for proposed service changes; assisted with preparation of fare equity analysis.
5. Produced Justice40 Initiative Analysis for State and Federal grants on behalf of PVTA.

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 and environmental justice policies, and other applicable policies, laws, and regulations; updating and maintenance of vital documents; and other tasks as assigned. Ongoing task.
2. Continue to work with the PVTA, FRTA, and Regional Coordinating Councils on Transportation (RCC) to update the Coordinated Public Transit – Human Services Transportation Plan (CPT-HST Plan) for the region as necessary. The CPT-HST Plan continues to identify needs and gaps in human transportation services for seniors, low-income individuals and individuals with disabilities.
3. Continue to conduct and enhance outreach to transit customers with limited English proficiency, including research on best practices, such as partnering with ESL programs, and assure compliance with requirements of Title VI for PVTA and PVMPO.
4. Continue to provide support for new transit technologies and services, including bus rapid transit, micro-transit, TNC coordination, Mobility as a Service, and mobile/electronic fare collection.
5. Develop the FY2025 CPT-HST Plan Update. June 2025.
6. Continue to coordinate and participate in transit planning activities of the PVMPO 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.

PRODUCTS:

1. PVTA Title VI Updates, Public Participation Plan Updates, and any additional FTA required document updates. Ongoing task.
2. Finalization of the CPT-HST Plan Update. June 2025.
3. Data and analysis to support ADA and senior van service paratransit planning. Ongoing task.

4. Updates and translation of “vital documents” in print and electronic formats for LEP persons. Ongoing task.
5. Bus stop amenities tracking. Ongoing task.

Source	Budget	Est. Staff Effort
FHWA PL (80%)	\$ 107,867	43
MassDOT (20% match)	\$ 26,967	11
PVTA Sect. 5307	\$ 150,000	60
TOTAL	\$ 284,834	114
Direct Labor	\$ 128,044	
Indirect Costs	\$ 156,790	

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 PVTA in fulfillment of the requirements of USDOT Section 504 regulations, the Americans with Disabilities Act, PVTA Advisory Board, municipal councils on aging, human service agencies, health care providers, nonprofits, and other entities in the PVMPO region.

PREVIOUS WORK:

1. Provided support to the Paratransit Eligibility Appeals Committee and Suspension Hearing Committee of the PVTA as requested.
2. Provided a staff representative to serve on the PVTA Paratransit Appeals Committee. Prepared draft letters of eligibility determinations on behalf of the committee.

PROPOSED ACTIVITIES:

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

PRODUCTS:

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%)	\$ 17,500	7
MassDOT (20% match)	\$ 4,375	2
PVTA Sect. 5307	\$ 16,250	7
TOTAL	\$ 38,125	15
Direct Labor	\$ 17,139	
Indirect Costs	\$ 20,986	

Task 3.11 Climate Change Implementation

OBJECTIVE:

To respond to the urgencies of climate change by reducing greenhouse gas emissions from transportation in compliance with the national greenhouse gas reduction goals and the Massachusetts Global Warming Solutions Act (GWSA). To assist Pioneer Valley communities in implementing climate resiliency strategies

PREVIOUS WORK:

1. Completed initial research on an inventory and vulnerability assessment of critical Pioneer Valley infrastructure.

PROPOSED ACTIVITIES:

1. Continue to host Pioneer Valley Clean Energy Climate Action working group meetings and update the status/goals of the regional plan.
2. Provide technical assistance to regional communities to advance strategies and projects that address climate change. As requested.
3. Work with the Healthy Air Network to identify regional partners for new air monitoring sites. As necessary

PRODUCTS:

1. Local assistance technical memos and reports. As necessary.
2. Four meetings of the Pioneer Valley Clean Energy Climate Action committee. Ongoing quarterly task.

Source	Budget	Est. Staff Effort
FHWA PL (80%)	\$ 14,000	6
MassDOT (20% match)	\$ 3,500	1
TOTAL	\$ 17,500	7
Direct Labor	\$ 7,867	
Indirect Costs	\$ 9,633	

Task 3.12 Green Streets and Infrastructure

OBJECTIVE:

To promote the development of green streets and green infrastructure, in order to reduce stormwater and other environmental impacts of streets, roads, and municipal infrastructure.

PREVIOUS WORK:

1. TEC memo on preferred Green Infrastructure BMP.

PROPOSED ACTIVITIES:

1. Continue to update regional Green Infrastructure Toolkit, identify and fill gaps where needed. Ongoing task.
2. Evaluate green infrastructure and sustainability elements of proposed projects using the Transportation Project Evaluation Criteria (TEC). As necessary.
3. Provide technical assistance to regional communities to advance and implement green infrastructure in local and regional transportation improvements. As requested.

PRODUCTS:

1. Updated Green Infrastructure Toolkit elements. Ongoing task.
2. Implementation of green streets projects in coordination with local communities. Ongoing task.
3. Local assistance technical memos and reports. As necessary.

Source	Budget	Est. Staff Effort
FHWA PL (80%)	\$ 10,000	4
MassDOT (20% match)	\$ 2,500	1
TOTAL	\$ 12,500	5
Direct Labor	\$ 5,619	
Indirect Costs	\$ 6,881	

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 compact, efficient urban growth centered in existing urban and town centers served by existing transportation and other public infrastructure and services. Discourage urban sprawl, inefficient land use, and development in environmentally sensitive areas while striving to advance housing opportunities and electric vehicle charging infrastructure.

PREVIOUS WORK:

1. Valley Development Council meetings.
2. City of Holyoke model TOD overlay zoning regulations.
3. Regional Housing Plan Advisory Committee meetings.

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. Continue to advance the Regional Housing Coordination and Production Plan started as part of the FFY2024 UPWP. consistent with IIJA/BIL requirements. Staff analysis of existing housing trends and will coordinate with the Regional Housing Plan Advisory Committee to identify best practices and develop recommendations to advance opportunities for housing. September 2025.
5. Provide technical assistance to communities on new local zoning bylaws, land use regulations, and policies. As necessary.
6. Continue to update regional Land Use and Housing Sustainability Toolkit, identify and fill gaps. As necessary.
7. Work with scenic byway advisory groups to advance related projects to advance cultural activities and tourism.

PRODUCTS:

1. Coordination of quarterly meetings of the Valley Development Council and related products. 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. Final Regional Housing Coordination and Production Plan. September 2025.
6. Updated Land Use and Housing Toolkit elements. As necessary.

Source	Budget	Est. Staff Effort
FHWA PL (80%)	\$ 32,000	13
MassDOT (20% match)	\$ 8,000	3
TOTAL	\$ 40,000	16
Direct Labor	\$ 17,982	
Indirect Costs	\$ 22,018	

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. Community requests are considered on a case-by-case basis and 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.
4. Assist member communities in the preparation of MassDOT Project Need Forms and Project Initiation Forms. 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%)	\$ 22,000	9
MassDOT (20% match)	\$ 5,500	2
TOTAL	\$ 27,500	11
Direct Labor	\$ 12,362	
Indirect Costs	\$ 15,138	

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	400
MassDOT (20% match)	\$ 250,000	100
TOTAL	\$ 1,250,000	500
Direct Labor	\$ 561,924	
Indirect Costs	\$ 688,076	

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.

PRODUCTS:

1. OCI Updates for specific roadways in communities with an existing Pavement Management Program. As requested.
2. Draft study for two PVPC Communities. As requested.
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	10
TOTAL	\$ 25,000	10
Direct Labor	\$ 11,238	
Indirect Costs	\$ 13,762	

* Estimated funds based on previous work.

Estimated Product Completion Schedule – FFY 2025 UPWP

Table 12 – Estimated Product Completion Schedule

Task	Product	Anticipated Completion	Public Engagement
1.1	Invoices	Monthly through FFY25	
1.1	MPO Meeting Minutes	Monthly through FFY25	
1.2	FY2026 UPWP	May-25	March/April 2025
1.3	Press Releases and Public Participation Notices	As necessary through FFY25	As necessary
1.4	FY2026 - 2030 TIP	May-25	Feb-25
1.4	TEC Project Evaluation	Mar-25	Feb-25
1.4	TIP Amendments	As necessary through FFY25	
1.5	Updates to Title VI Activities	As necessary through FFY25	
1.5	Updated Contact Database	Jan-25	
1.5	UPWP Equity Assessment	May-25	Apr-25
1.6	Equitable Assessment of Regional Bikeway Network	Aug-25	
2.1	Online traffic count viewer (MS2) updates	Ongoing through FFY25	
2.1	Website update of daily traffic counts	Ongoing through FFY25	
2.2	CMAQ and Greenhouse Gas Analysis	As necessary through FFY25	
2.2	Regional Transportation Model Updates	Ongoing through FFY25	
2.3	GIS mapping to support transportation planning	As needed through FFY25	
2.4	Information Center Reports/ website updates	Ongoing through FFY25	
2.4	Update region wide data indicators	December 2024 and July 2025	
2.5	PMS Data Collection	Ongoing through FFY25	
3.1	JTC Bicycle and Pedestrian Subcommittee	Monthly through FFY25	Monthly through FFY25
3.1	Bicycle and Pedestrian Counts	Ongoing through FFY25	
3.1	Baystate Bike Month	Summer 2025	
3.1	Share the Road Sign Inventory	Sep-25	
3.2	Regional Bicycle and Pedestrian Plan Update	Sep-25	
3.3	Freight Travel Time Assessment	Sep-25	
3.4	Congestion Summary Profiles (up to 5 locations)	Aug-25	
3.4	Park and Ride/Truck Stop Occupancy Reports	Ongoing through FFY25	
3.4	Regional Congestion Dashboard	Ongoing through FFY25	
3.5	Updated Online OCI Maps	Summer 2025	
3.6	Updated PM1, PM2, and PM3 regional targets	Feb-25	
3.7	VRU Safety Study Report(s) (up to 3 locations)	Sep-25	
3.7	Top 100 High Crash Intersections List	Summer 2025	
3.7	Regional Safety Compass Update	Mar-26	
3.8	Mystery Rider, K-9, On time Performance reporting	Quarterly through FFY25	
3.8	PVTA Northern System Onboard rider survey	Summer 2025	
3.8	2024 BusPlus Annual Survey	Sep-25	
3.8	PVTA ASP Annual Update	Sep-25	
3.9	PVTA Schedule Updates	As Needed through FFY25	
3.9	PVTA System Map Update	As Needed through FFY25	
3.9	PVTA Title VI Updates	Ongoing	
3.9	CPY-HST Plan Update	Jun-25	

Task	Product	Anticipated Completion	Public Engagement
3.9	PVTA Bus Stop and Amenities Inventory	Ongoing	
3.10	Paratransit Appeal Decision Letters	As Necessary	
3.11	Pioneer Valley Clean Energy – Climate Action Meetings	Quarterly through FFY25	
3.12	Updated Green Infrastructure Plan Strategies	Ongoing through FFY25	
4.1	Valley Development Council Meetings	Quarterly meetings through FFY25	
4.1	Housing Plan Advisory Committee Meetings	Quarterly through FFY25	
4.1	Community Bylaws/Ordinances	As Needed through FFY25	
4.1	MassBuilds community coordination and updates	As Needed through FFY25	
4.1	Final Regional Housing Coordination and Production Plan	Sep-25	
4.1	Byway Area Committee meetings	As Needed through FFY25	
4.2	Local Technical Assistance	As requested through FFY25	As necessary

UPWP Equity 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, and requirements of Executive Order 12898 (Environmental Justice). PVPC works cooperatively with MassDOT, the Pioneer Valley Transit Authority (PVTA), Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) on addressing the principles of Title VI and Environmental Justice in the transportation planning process for the Region.

- The PVMPO defines “minority” as “the population that is not identified by the census as White-Non-Hispanic” in the ACS (ACS 2016-21). Under this definition, minority persons constitute 23.48% of the region’s population.
- The PVMPO defines a “low income” area using census block group data. Any block group with a proportion of people in that block group living at or below the federally defined poverty level that exceeds the proportion of people in poverty in the region, which is 14.62 percent is defined as “low income.”
- 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 LEP persons have meaningful access to the public involvement process. The LAP Plan clarifies PVMPO’s responsibilities with respect to LEP requirements as a recipient of federal financial assistance from the U.S. Department of Transportation.
 - Analysis of demographic data related to the ability to speak English from the 2017-2021 ACS 5-year Public Use Microdata Sample (PUMS) Data shows the wide range of languages other than English spoken at home in the Pioneer Valley and speaks to the cultural diversity of the region. The largest proportion of people with LEP speak Spanish (65%) followed by Russian and Chinese (either Mandarin or Cantonese) (5%), and Portuguese or Portuguese Creole (4%). The top seven languages account for eighty seven percent of LEP.

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

PVPC conducted an equity assessment on the transportation planning tasks completed as part of previous UPWP’s. This assessment process has previously been used on the Regional TIP and identifies how regional transportation improvement projects have potentially impacted defined minority and low-income block groups in the region. Analysis of these projects also reflects some of the planning work performed by staff under Task 1.5 - Title VI and Environmental Justice. A map of low income and minority areas in the region is shown on Figure 2 while a map of planning tasks completed by community from 2016 – 2025 is shown on Figure 3.

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, 1367 tasks were identified over the last 10 years. While the total number of projects 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 2024 and FFY 2025 UPWP have also been included on this table for informational purposes. Completion of these tasks are estimated, and additional detail is 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 has made efforts to reach out to communities to offer planning assistance such as traffic counts and safety assessments. All of these communities are located in rural areas and all but the Towns of Granby and Hampden have a 2020 Census population below 2,000 residents.

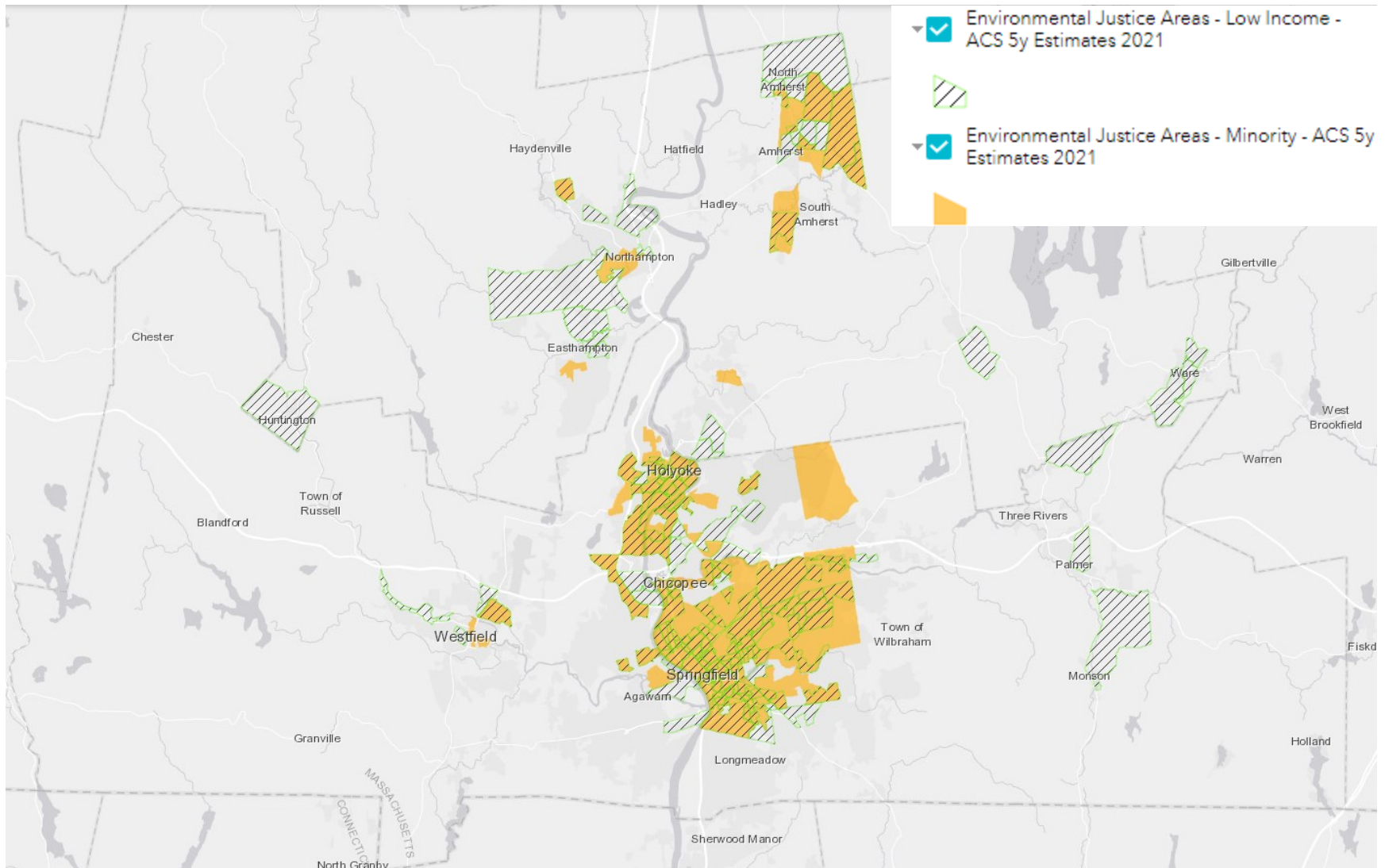
Table 13 was annotated to identify communities that have at least one Census Block Group that meets the MPO's definition of a Low Income or Minority Block Group. Similarly, communities with a higher percentage of population that speaks a language other than English were identified. PVPC works in close 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 transit accessible and in environmental justice communities. 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. These incentives contributed to a more diverse public engagement.

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 2016 - 2025 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 2024 and 2025 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 2019 - 2023 in 17 communities. This number has increased from 14 in the FFY2024 UPWP Equity Analysis, however the number of communities where no traffic counts were performed over this five-year period has decreased from 6 to 0. Additional counts have been assumed for each community for 2024 and 2025 but will be performed earlier if 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.

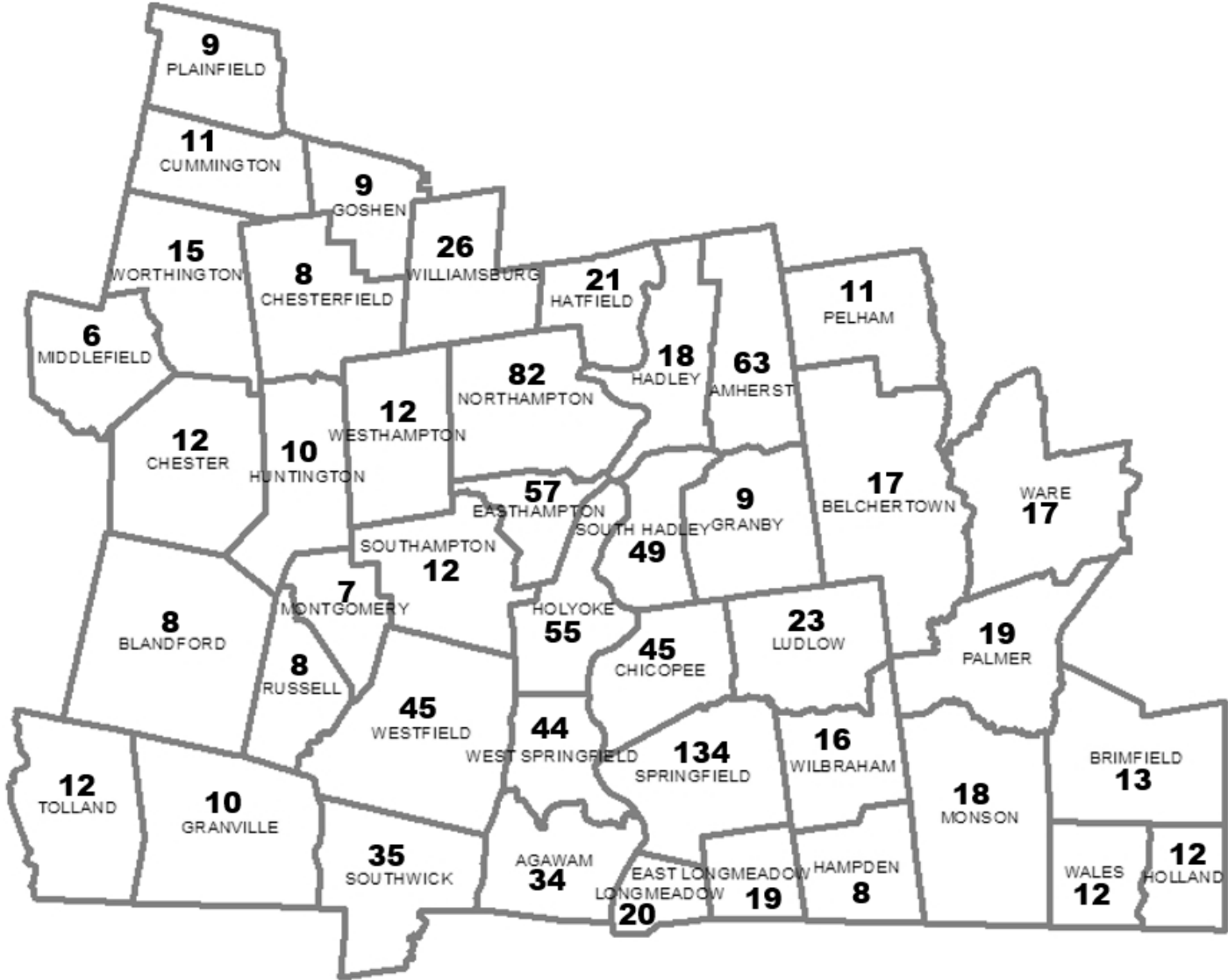
PVPC collects pavement distress data for all federal aid eligible roadways in the region. This data is typically collected on a 3-to-4-year rotation based on roadway miles. A summary is provided in Table 15 and Figure 4. No pavement distress data is currently collected for the Town of Middlefield as 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 15 communities in 2024 and 8 communities in 2025.

Figure 2 – Low Income and Minority Areas Map



[For a higher resolution of this map, please click here.](#)

Figure 3 – 2016 – 2025* Transportation Planning Activities by PVPC Community Map



* Planning Activities for 2024 and 2025 are estimated based on current and proposed UPWP Tasks.

Table 13 – Transportation Tasks by Community and Year

Community	2016	2017	2018	2019	2020	2021	2022	2023	2024*	2025*	Total
Agawam 1	3	5	5	3	1	4	8	2	2	1	34
Amherst 1 2 3	1	2	2	10	12	9	8	12	5	2	63
Belchertown 1	2	2	2	2	2	3		2		2	17
Blandford				1	1			4	2		8
Brimfield		1	3	1	1	1	2	2		2	13
Chester		3	1	1	1	1	1	2	2		12
Chesterfield	1		1		1			2	3		8
Chicopee 1 2 3	1	2	3	3	12	11	1	9		3	45
Cummington	1	1	2	1		1		2	3		11
E. Longmeadow 1	1	3	3	4	2	2	2	3			20
Easthampton 1 2	1	5	4	11	6	6	7	4	9	4	57
Goshen	1	1	2	1				2	2		9
Granby		1			2	2		1		3	9
Granville	1		3	3	1			2			10
Hadley	1	2	2	2	4	2	1	2	2		18
Hampden	1	1	1			1	1		2	1	8
Hatfield 1	1			2			1	14	1	2	21
Holland	2	1	2				1	3	2	1	12
Holyoke 1 2 3	6	6	4	6	6	9	8	2	8		55
Huntington 1	1		1	1	1	3	1		1	1	10
Longmeadow	4	2	1	3	4	2	1	1	1		19
Ludlow 1 2 3	1	2		4	2	2	4	3	5		23
Middlefield				2					1	3	6
Monson 1		1	1	2	3	3	5	2		1	18
Montgomery		1		1				3	2		7
Northampton 1 2	5	6	6	17	10	10	6	8	14		82
Palmer 1	3	2	2	4	2	1				5	19
Pelham		1		1	3	1	1	4			11
Plainfield			1	1		1		4	2		9
Region Wide	26	24	26	30	28	29	35	32	34	32	296
Russell				3					1	4	8
South Hadley 1 2	1	4	2	7	10	9	6	6	4		49
Southampton	2	1	1	1		1	1	3	2		12
Southwick	2	3	1	4	7	6	2	8	2		35
Springfield 1 2 3	14	11	8	19	18	12	15	18	13	6	134
Tolland	1	1	2	2	2	2		1		1	12
Wales	1	2	2	1			1	2	2	1	12
Ware 1	2	2	1	3	4	2	1	2			17
West Springfield 1 2 3	3	9	2	9	3	4	4	5	3	2	44
Westfield 1 2 3	2	5	6	6	6	5	8	5	2		45
Westhampton		1		3	1	3	1	2	1		12
Wilbraham	2	1	4	2			1		3	3	16
Williamsburg	2	1	2	1	7	7	1	4	1		26
Worthington	1	1	2	2	1	3		3	1	1	15
Grand Total	97	117	111	180	164	158	135	186	138	81	1367

*= 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.

Table 14 – Traffic Counts by Community and Year

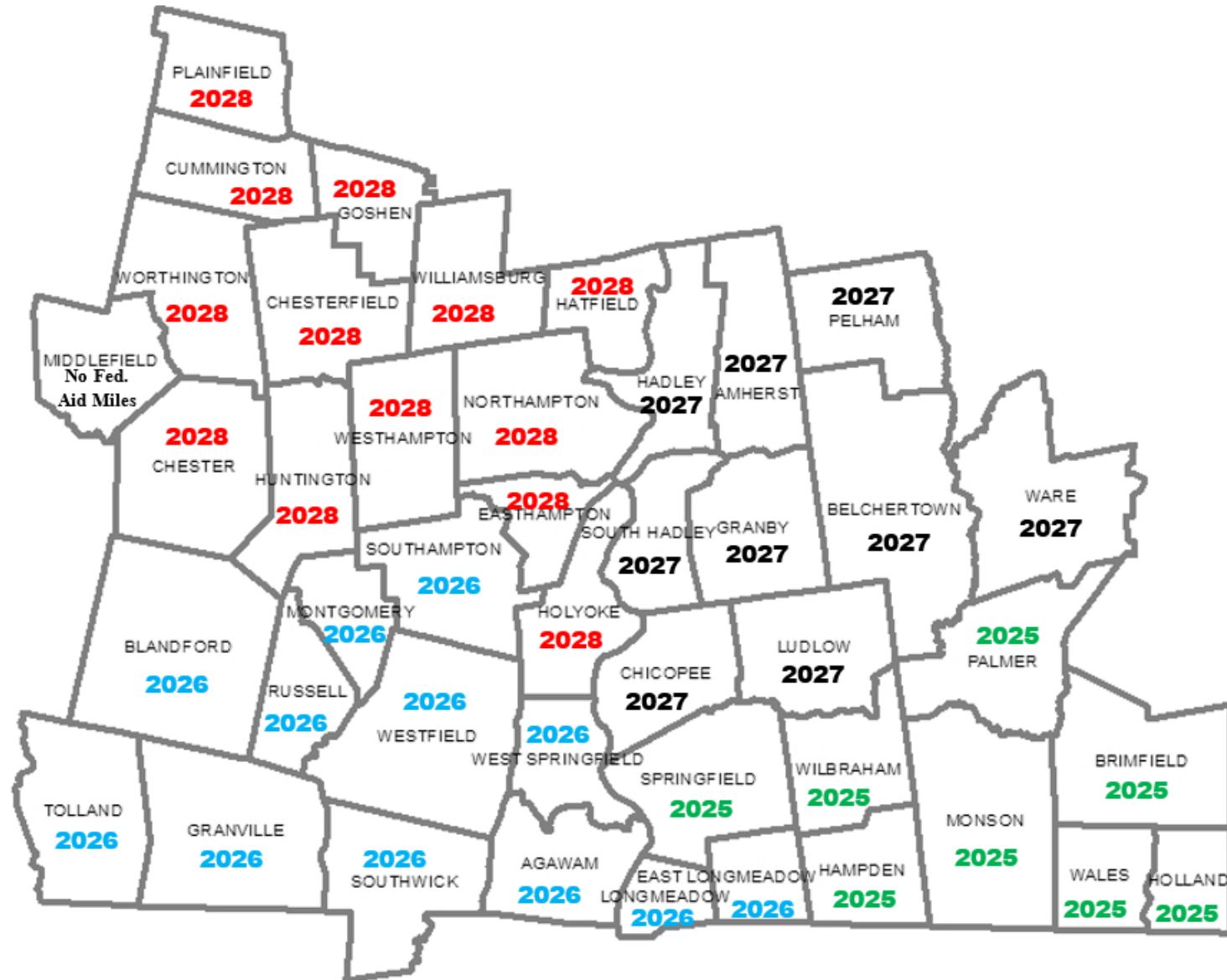
Community	2016	2017	2018	2019	2020	2021	2022	2023	2024*	2025*	Total
Agawam	1	1	12	1	1	2	7	1	1	1	28
Amherst	4	9	5	9	9	5	8	11	5	2	67
Belchertown				1	1	15		1		2	20
Blandford								3	2		5
Brimfield		4	4		1	1		2		1	13
Chester	4	1	1	1	1	1	1	2	1		13
Chesterfield	2							2	2		6
Chicopee	13	7	8	1	10	2	1	8		3	53
Cummington	4		2			2		2	2		12
East Longmeadow		1		1	2	1	1	2			8
Easthampton	8	5	3	6	5	4	7	4	8	4	54
Goshen	1		1			1		1	1		5
Granby		1			1	1				3	6
Granville				2		1		1			4
Hadley	1	1	2	1	2	3	1	1	2		14
Hampden	2		2			2			2		8
Hatfield	1			2			1	13		2	19
Holland								3	2		5
Holyoke	5	4	2	3	4	5	6	2	7		38
Huntington			1	1	1	2				1	6
Longmeadow	1		23	1	2	2			1		30
Ludlow				4	1	1	3	2	5		16
Middlefield				2						3	5
Monson	1	3		2	3	1	3	2			15
Montgomery								2	2		4
Northampton	7	6	8	9	8	8	6	7	13		72
Palmer				2						4	6
Pelham		1		1	1		1	3			7
Plainfield	1		1			1		3	1		7
Russell				2						4	6
South Hadley	1	26	5	5	8	5	6	5	4		65
Southampton								2	2		4
Southwick	3	4	13	2	5	15	2	7	2		53
Springfield	6	13	6	15	11	19	11	16	12	5	114
Tolland		4	2	2	2	3				1	14
Wales								2	2		4
Ware		1		1	2	2		1			7
West Springfield	3	1	2	7	2	9	1	4	3	2	34
Westfield	3	5	2	4	5	4	3	3	2		31
Westhampton	4	1		3	1		1	1			11
Wilbraham	3					2	1		3	2	11
Williamsburg	2				4	1		2			9
Worthington		1	1		1			2		1	6
	81	100	106	91	94	121	71	123	87	41	915

Table 15 – Pavement Data Collection by Community and Year

Community	2016	2017	2018	2019	2020	2021	2022	2023	2024*	2025*
Agawam	X			X					X	
Amherst		X	X		X			X		
Belchertown		X			X			X		
Blandford					X			X		
Brimfield			X				X			X
Chester	X					X			X	
Chesterfield				X		X			X	
Chicopee					X			X		
Cummington				X			X		X	
East Longmeadow			X	X				X		
Easthampton	X	X				X	X		X	
Goshen				X				X	X	
Granby					X			X		
Granville					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		
Northampton	X					X	X		X	
Palmer					X					X
Pelham					X			X		
Plainfield				X				X	X	
Russell				X					X	
South Hadley		X	X		X			X		
Southampton		X		X				X		
Southwick				X				X		
Springfield				X			X			X
Tolland				X				X		
Wales			X				X			X
Ware					X			X		
West Springfield	X			X				X		
Westfield				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 4 – Regional Pavement Management Data Collection Schedule by Federal Fiscal Year



Planning Acronyms

3C - Continuing, Comprehensive, and Cooperative Planning	FTA - Federal Transit Administration
AADT - Average Annual Daily Traffic	FY – Fiscal Year
AASHTO - American Association of State Highway and Transportation Officials	FFY – Federal Fiscal Year
ADA - Americans with Disabilities Act (1990)	GHG - Greenhouse Gas
ADT - Average Daily Traffic	GIS - Geographic Information System
AFV - Alternative Fuel Vehicles	GPS - Global Positioning System
AQ – Air Quality	HOV - High Occupancy Vehicle
ATR - Automatic Traffic Recorder	HSIP – Highway Safety Improvement Program
AVR - Average Vehicle Ridership	HUD - U.S. Department of Housing and Urban Development
BAPAC - Barnes Aquifer Protection Advisory Committee	IJA – Infrastructure, Investment and Jobs Act
BID - Business Improvement District	ISTEA – Intermodal Surface Transportation Efficiency Act
BIL – Bipartisan Infrastructure Law	ITS - Intelligent Transportation Systems
BLOS - Bicycle Level of Service	JARC - Job Access and Reverse Commute
BMP - Best Management Practice	JLSB - Jacob's Ladder Scenic Byway
BMS - Bridge Management System	JLT - Jacob's Ladder Trail
CAAA - Clean Air Act Amendments of 1990	JTC - Joint Transportation Committee
CBD - Central Business District	LEP - Limited English Proficiency
CDBG - Community Development Block Grant	LOS - Level of Service
CDC - Centers for Disease Control	LPMS - Local Pavement Management System
CEDS - Comprehensive Economic Development Strategy	LRV - Light Rail Vehicle
CIP - Capital Improvements Plan (or Program)	LTA - Local Technical Assistance
CFR – Code of Federal Regulations	M.G.L. - Massachusetts General Laws
CMAQ - Congestion Mitigation and Air Quality Improv. Program	MAP 21 - Moving Ahead for Progress in the 21st Century
CMP - Congestion Management Process	MARPA - Massachusetts Assoc. of Regional Planning Agencies
CNG - Compressed Natural Gas	MassDOT - Massachusetts Department of Transportation
CO - Carbon Monoxide	MassGIS - Massachusetts Geographic Information System
COG - Council of Governments	MEPA - Massachusetts Environmental Policy Act
Comm-PASS - Commonwealth Procurement Access and Solicitation System	MMA - Massachusetts Municipal Association
CPA - Community Preservation Act	MOA - Memorandum of Agreement
CPTC - Citizen Planner Training Collaborative	MOU - Memorandum of Understanding
CRCOG - Capitol Region Council of Governments	MPA – Metropolitan Planning Area
CSO - Combined Sewer Overflow	MPO - Metropolitan Planning Organization
DCR - Department of Conservation and Recreation	MUTCD - Manual of Uniform Traffic Control Devices
DEP - Department of Environmental Protection	NFA - Non-Federal Aid
DHCD - Department of Housing and Community Development	NHS - National Highway System
DLTA - District Local Technical Assistance	NHTSA - National Highway Traffic Safety Administration
DOT - Department of Transportation	NOx - Nitrogen Oxide
DPW - Department of Public Works	NTSB - National Transportation Safety Board
E.O. - Executive Order	OCI - Overall Condition Index (Pavement)
EDC - Economic Development Council	OTP – Office of Transportation Planning (MassDOT)
EDC – Every Day Counts	PBPP – Performance Based Planning and Programming
EIR - Environmental Impact Report	PEB – Potential for Everyday Biking
EIS - Environmental Impact Statement	PCI - Pavement Condition Index
EJ - Environmental Justice	PL - [Metropolitan] Planning Funds
ENF - Environmental Notification Form	PMS - Pavement Management System
EOA - Economic Opportunity Area	PPP - Public Participation Process/Plan
EEA - Executive Office of Energy and Environmental Affairs	PTASP – Public Transportation Agency Safety Plan
EPA - Environmental Protection Agency	PVTA - Pioneer Valley Transit Authority
FA - Federal Aid	QVDC - Quabog Valley Community Development Corp.
FAST – Fixing America’s Surface Transportation Act	REB - Regional Employment Board
FC - Functional Classification (of roadways)	RIF - Roadway Inventory Files
FHA - Federal Housing Administration	RPA - Regional Planning Agency
FHWA - Federal Highway Administration	RTA - Regional Transit Authority
FRCOG - Franklin Regional Council of Governments	RTP - Regional Transportation Plan
FRTA – Franklin Regional Transit Authority	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

Agawam Safety Study – Pine Street at Barry Street
 Agawam/West Springfield Route 147 Improvement
 Project Analysis
 At-Grade Rail Crossing Study
 Baystate Bike Month - 2023
 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
 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
 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 Local Pavement Management Report
 Manhan Rail Trail User Survey Report
 MassDOT Crash Data Updates
 Merrick/Memorial Plan Phases 1 and 2

Mill and Cooper Street Safety Study, Agawam, MA
 Mobility Chapter – Southampton Master Plan
 Monson Local Pavement Management Report
 Monson Pedestrian Study
 Online Regional Bike Map and Updates
 Palmer Shuttle Survey
 Palmer Sidewalk Inventory
 Paratransit User Survey
 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 Regional Transportation Plan and
 Updates
 Pioneer Valley Trail Map
 Pioneer Valley Transportation Improvement Program and
 Amendments
 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 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 Culvert Assessments
 Regional Data Indicators Update
 Regional Freight Congestion Survey
 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 Counting Program Reports
Regional Transportation Model – Report on Future Traffic Projections
Roosevelt Avenue with Roosevelt Terrace Safety Study, Springfield, MA
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
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 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
Union Station Roadway Safety Audit
Updates to Regional Data Indicators
Updates to the Regional Transportation Model
Valley Vision ToolBox and Updates
Valley Vision Update
ValleyBike Assessment Reports Years 1-5
Ware Shuttle Survey
West Springfield Route 20 Safety Study
Williamsburg Pedestrian Safety Study

Studies Completed as Part of the FFY2024 UPWP

Table 16 – Studies Completed as Part of the FFY 2024 UPWP

Study	Regional Goal Met
Community and Facility Profiles (various)	Economic Productivity
Local Technical Assistance Requests (various)	Various
MassDOT Crash Data Updates	Safety
CMP Corridor and Bottleneck Updates	Operations and Maintenance
EJ and Title VI Reports to MassDOT	Environmental Justice
CMAQ and Greenhouse Gas Analysis	Climate Change, Environment
Mystery Rider Reports	Quality of Life
PVTA Schedule Changes and Updates	Intermodal Access, Multimodal Choices
TEC Evaluation Criteria Assessment and Updates	Cost Effectiveness
Regional Traffic Counting Program	Operations and Maintenance
FFY2025 Unified Planning Work Program	Various
FFY 2025 – 2029 Transportation Improvement Program	Cost Effectiveness, Operations and Maintenance
FFY 2024 TIP Amendments	Cost Effectiveness, Operations and Maintenance
Regional Data Indicators Update	Economic Productivity
Updates to the Regional Transportation Model	Operations and Maintenance
Transit Schedule Updates	Intermodal Access, Multimodal Choices
CMP Corridor Updates	Operations and Maintenance
Regional Performance Measures Updates	Various
PVTA Title VI Update	Environmental Justice
2024 Baystate Bike Month	Multimodal Choices
Location Specific Congestion Analysis	Operations and Maintenance
Park and Ride/Truck Stop Occupancy Reports	Intermodal Access, Multimodal Choices
Regional Congestion Dashboard Updates	Operations and Maintenance
Pioneer Valley On-Road Bike Network Map	Multimodal Choices
Freight Bottleneck Updates	Intermodal Access, Operations and Maintenance
Pavement OCI maps	Operations and Maintenance
Vulnerable Road User Safety Study	Safety
2020 UZA Urban Area Boundary Assessment	Operations and Maintenance
PVTA Onboard rider survey data and report	Intermodal Access, Multimodal Choices
PVTA bus stop consolidation planning	Intermodal Access, Multimodal Choices
Paratransit Appeals Decision letters	Environmental Justice, Intermodal Access
Pioneer Valley Clean Energy Climate Action committee	Energy Efficiency, Climate Change
Green Infrastructure Toolkit updates	Land Use, Climate Change
Updated Land Use and Housing Toolkit elements	Land Use
Valley Development Council	Land Use, Economic Productivity
Housing Plan Advisory Committee	Land Use, Environmental Justice
Share the Road Sign Inventory	Multimodal Choices
Union Street Complete Streets Assessment	Multimodal Choices
Pioneer Valley Walk Audit Map	Safety

Funding Summary

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

Transportation Funding	Value	% of Total
FHWA PL (80%)	\$ 1,354,705.00	66.79%
MassHighway PL (20% match)	\$ 338,676.00	16.70%
FTA Section 5307 (80%)	\$ 248,000.00	12.23%
PVTA Section 5307 (20% match)	\$ 62,000.00	3.06%
Local Funds (includes in-kind contributions)	\$ 25,000.00	1.23%
Total	\$ 2,028,381.00	100.00%
Other Funding		
	Value	% of Total
Other Commonwealth of Massachusetts	\$ 848,248.00	15.12%
Massachusetts DEP	\$ 1,535,000.00	27.36%
US Department Health/Human Services	\$ 203,000.00	3.62%
US Economic Development Administration	\$ 70,000.00	1.25%
Other Federal Revenue	\$ 100,000.00	1.78%
Local Revenue	\$ 2,637,376.00	47.01%
Local Assessments	\$ 114,676.00	2.04%
Loan Repayment/Recapture	\$ 100,000.00	1.78%
Other	\$ 1,700.00	0.03%
Total	\$ 5,610,000.00	100.00%
Overall Funding		
	Value	% of Total
FHWA PL (80%)	\$ 1,370,321.00	17.41%
MassHighway PL (20% match)	\$ 342,581.00	4.35%
FTA Section 5307 (80%)	\$ 248,000.00	3.15%
PVTA Section 5307 (20% match)	\$ 62,000.00	0.79%
Local Funds (includes in-kind contributions)	\$ 25,000.00	0.32%
SS4A Grant	\$ 1,250,000.00	15.88%
US Environmental Protection Agency		
US Department of Health/Human Services	\$ 165,000.00	2.10%
US Economic Development Administration	\$ 70,000.00	0.89%
Other Commonwealth of Massachusetts	\$ 1,422,554.00	18.07%
Mass. Department of Environmental Protection	\$ 47,500.00	0.60%
Local Revenue	\$ 2,564,456.00	32.58%
Pioneer Valley Regional Ventures Center	\$ 59,228.00	0.75%
Community Assessments	\$ 117,350.00	1.49%
Other	\$ 3,000.00	0.04%
Total	\$ 7,871,990.00	100.00%

Summary of Comments on the Draft FFY2025 UPWP

Comments will be included in the Final document.

MPO Endorsement

Endorsement of the FFY2025 UPWP will be requested at the May 28, 2024 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 18 – 2024 MassDOT Traffic Count Locations

STATION	ROUTE/STREET	CITY/TOWN	LOCATION
2199	POPLAR ST.	AGAWAM	NORTH OF SHOEMAKER LN
2099	S. EAST ST.	AMHERST	SOUTH OF SHAYS ST.
2100	E. LEVERETT RD.	AMHERST	AT LEVERETT T.L.
2110	E. PLEASANT ST.	AMHERST	SOUTH OF EASTMAN LANE
2111	HENRY ST.	AMHERST	SOUTH OF PINE ST.
2122	E. PLEASANT ST.	AMHERST	NORTH OF EASTMAN LANE
1130	RTE. 20	CHESTER	EAST OF MIDDLEFIELD RD.
2067	W. CUMMINGTON RD.	CUMMINGTON	SOUTH OF RTE.9
2068	MAIN ST.	CUMMINGTON	NORTH OF RTE.9
2115	SOUTH ST.	EASTHAMPTON	NORTH OF MAIN ST. (RTE.10)
2117	FERRY ST.	EASTHAMPTON	EAST OF LOVEFIELD ST.
2119	EAST ST.	EASTHAMPTON	NORTH OF RTE.141
2072	WEST ST	GOSHEN	SOUTH OF RTE.9
2104	MILL VALLEY RD.	HADLEY	EAST OF RTE.9
2105	RTE. 47	HADLEY	SOUTH OF BAY RD.
2208	SOMERS RD.	HAMPDEN	SOUTH OF MAIN ST.
2227	SOMERS RD.	HAMPDEN	AT CONNECTICUT S.L.
2123	LOWER WESTFIELD RD.	HOLYOKE	WEST OF RTE.I-91
2128	JACKSON ST.	HOLYOKE	WEST OF MAIN ST
2179	DWIGHT RD.	LONGMEADOW	AT SPRINGFIELD C.L.
2085	SPRING ST.	NORTHAMPTON	SOUTH OF ARCH ST.
2088	RTE. 66	NORTHAMPTON	WEST OF GROVE ST.
2089	ELM ST.	NORTHAMPTON	WEST OF NORTH ELM ST.
2090	N. ELM ST.	NORTHAMPTON	SOUTH OF BRIDGE RD.
2091	CHAPEL ST.	NORTHAMPTON	SOUTH OF WEST ST.
2095	DAMON RD.	NORTHAMPTON	EAST OF KING ST.
2220	PROSPECT ST.	NORTHAMPTON	NORTH OF TRUMBULL
2074	SOUTH CENTRAL ST.	PLAINFIELD	AT CUMMINGTON T.L.
2130	RTE. 47	SOUTH HADLEY	AT HADLEY T.L.
2131	RTE.116	SOUTH HADLEY	NORTH OF SILVERWOOD TERR
2133	RTE. 47	SOUTH HADLEY	NORTH OF FERRY ST.
2222	COLLEGE ST.	SOUTH HADLEY	SOUTH OF PARK & HADLEY STS.
2166	RTE. 10 & 202	SOUTHWICK	AT CONNECTICUT S.L.
2261	S. LONG YARD RD.	SOUTHWICK	SOUTH OF DEPOT ST.
2183	TAPLEY ST.	SPRINGFIELD	WEST OF BAY ST.
2189	COURT ST.	SPRINGFIELD	WEST OF MAIN ST.
2194	HICKORY ST.	SPRINGFIELD	EAST OF WALNUT ST.
2195	EAST ALVORD ST.(1-WAY)	SPRINGFIELD	SOUTH OF DAVISTON ST.
2799	MILL ST	SPRINGFIELD	EAST OF PINE ST
2169	HOLYOKE RD.	WESTFIELD	EAST OF RTES. 10 & 202
2173	MONTGOMERY RD.	WESTFIELD	SOUTH OF CROWN ST.
2215	RIVER RD.	WILBRAHAM	AT SPRINGFIELD C.L.
2238	N. MAIN ST.	WILBRAHAM	BTWN. MAPLE ST. & BOSTON RD.
2243	MONSON RD.	WILBRAHAM	WEST OF PEAK RD